



# **Singapore Air Safety Publication Part 1 Licensing of Student Pilots and Private Pilots**

Issue 9 Amendment 4

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the CAAS website at [www.caas.gov.sg](http://www.caas.gov.sg)*

## FOREWORD

Pursuant to paragraph 20(14) of the Air Navigation Order, this Singapore Air Safety Publication (SASP) contains the requirements for the grant and renewal of flight crew licences under paragraph 20(1) of the Air Navigation Order (ANO). Any person applying for or holding a licence granted or renewed under the ANO shall comply with these requirements and all amendments which may be made from time to time. Paragraph 2 of the ANO and SASP Part D contains the definitions of some terms used in this document, to facilitate the interpretation of the requirements in this SASP.

2 Failure to comply with any of these requirements may result in suspension or the revocation of the licence or the penalties as provided under the Thirteenth Schedule of the ANO.

3 Starting from Issue 6 of SASP Part 1, amendment to SASP Part 1 will be notified through Notice of Amendment (NOA) and shall take effect from the date stipulated in the NOAs.

4 Queries on flight crew licensing requirements should be referred to:

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## **CHAPTER 1 THE STUDENT PILOT LICENCE**

### **1 AGE AND VALIDITY**

- 1.1 The minimum age for the grant of a Student Pilot Licence (SPL) is 16 years as specified in the Eighth Schedule of the Air Navigation Order (ANO).
- 1.2 As specified in the paragraph 20 of the ANO, the applicant for the renewal of grant of any pilot's licence shall not be 65 years of age or more.
- 1.3 The maximum period of validity will be in accordance with the Eighth Schedule of the ANO, which is as follows:
  - (a) 60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on the date;
  - (b) 24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on the date;
  - (c) 12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on the date; or
  - (d) 6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on the date.

### **2 REQUIREMENTS FOR INITIAL ISSUANCE OR RENEWAL OF A STUDENT PILOT LICENCE**

- 2.1 For the initial issuance or renewal of a Student Pilot Licence, no technical examination or flying experience is required.
- 2.2 An applicant for a Student Pilot Licence must meet the medical requirements as specified in the Air Navigation (67 – Aviation Medical Certification) Regulations 2026.

### **3 LICENCE PRIVILEGES**

- 3.1 The privileges of the Student Pilot Licence are as specified in Eighth Schedule of the ANO and are reproduced herein as follows.

The licence --

- (a) shall entitle the holder to fly as pilot-in-command of an aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence provided that –
  - (i) the holder is above the age 16½ years; and
  - (ii) the holder does not fly unless under the supervision of, or with the authority of, a person holding a pilot's licence granted under the Order, being a licence which includes a flying instructor's rating or an assistant

flying instructor's rating entitling him to give instructions in flying the type of aircraft to be flown.

- (b) shall be valid only for flights within Singapore and any other country as specified in the licence.
- (c) shall not entitle the holder to fly as pilot-in-command of an aircraft in which any person is carried or fly solo in an aircraft on an international flight unless under specified or general arrangement with the Contracting States concerned.
- (d) shall be valid only for flights carried out in accordance with instructions given by a person holding a pilot licence granted under the Order, being a licence which includes a flying instructor rating or an assistant flying instructor rating entitling the holder to give instruction in flying the type of aircraft to be flown.

## **CHAPTER 2            SINGAPORE PRIVATE PILOT LICENCE (AEROPLANES) GROUPS A, B AND C**

### **1            AGE AND VALIDITY**

- 1.1      The applicant must be not less than 17 years of age as specified in the Eighth Schedule of the Air Navigation Order (ANO).
- 1.2      The maximum period of validity will be in accordance with the Eighth Schedule of the ANO, which is as follows:
- (a)      60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on the date;
  - (b)      24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on the date;
  - (c)      12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on the date; or
  - (d)      6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on the date.

### **2            MEDICAL REQUIREMENTS**

- 2.1      An applicant for a Private Pilot Licence (Aeroplanes) [PPL(A)] with or without an Instrument Rating (IR) must meet the medical requirements as specified in the Air Navigation (67 – Aviation Medical Certification) Regulations 2026.
- 2.2      -deleted-
- 2.3      The validity period of a PPL(A) is based in part on the validity period of the aviation medical certificate granted by the Director-General of Civil Aviation under the Air Navigation (67 – Aviation Medical Certification) Regulations 2026.

### **3            LANGUAGE PROFICIENCY REQUIREMENTS**

- 3.1      An applicant for a PPL(A) shall demonstrate the ability to speak and understand English language used for radio-telephony communications.
- 3.2      A PPL(A) licence shall not be valid unless the holder has been certified to at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale.
- 3.3      A PPL(A) holder who demonstrates language proficiency below the Expert Level (Level 6) shall be evaluated at the following intervals:
- (a)      those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at least once every three years; and

- (b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at least once every six years.
- 3.4 Notwithstanding paragraphs 3.2 and 3.3 above, an applicant for or holder of a restricted PPL(A) is not required to meet the language proficiency requirements specified in this Section.
- 3.5 The evaluation and certification of language proficiency shall be performed only by persons authorised by or otherwise acceptable to the Authority.

#### **4 AIRCRAFT TO BE USED FOR FLIGHT TRAINING AND TESTS**

- 4.1 All flying training and tests shall be carried out in a Singapore registered aircraft or a DGCA approved flight simulation training device where applicable.
- 4.2 Notwithstanding paragraph 4.1, an applicant enrolled in an approved Aviation Training Organisation (ATO) located outside Singapore, or who is undergoing navigation training, may carry out the required flying training and flight tests in a non-Singapore registered aircraft that is accepted by the DGCA for use.

#### **5 LICENCE PRIVILEGES**

- 5.1 The privileges of a Singapore PPL(A) are set out in the Eighth Schedule of the ANO. The holder of the licence may fly as pilot-in-command (PIC) or co-pilot of an aeroplane specified in the Aircraft Rating of the licence. This is provided the licence contains a valid Medical Certificate and a valid Certificate of Test (C of T) or Certificate of Experience (C of E) endorsed in the licence.
- 5.2 The holder shall not fly an aeroplane for the purposes of public transport and aerial work or receive any remuneration for his services as a pilot.
- 5.3 The holder shall not fly as pilot-in-command (PIC) of an aeroplane on a flight outside controlled airspace where the flight visibility is less than 1 nm; or when any passenger is carried and the aeroplane is flying either above 3000 ft AMSL in IMC or at or below 3000 ft AMSL in a flight which visibility is less than 1 nm.
- 5.4 The licence privileges may be extended to include:
  - (a) Instrument Rating; and
  - (b) Night Rating.

#### **6 AIRCRAFT RATING**

- 6.1 Class ratings are established for aeroplanes certificated for single pilot operations and comprised of:
  - (i) Single-engine, land
  - (ii) Single-engine, sea

(iii) Multi-engine, land

(iv) Multi-engine, sea

6.2 The Aircraft Rating as specified in the Eighth Schedule Part B of the ANO enables the licence holder to act as PIC of the following Group of aircraft contained in the Aircraft Rating page of the licence:

(a) Group A aircraft rating - Entitles the holder to act as PIC of all single-engine aeroplanes not exceeding 5,700 kg maximum total mass authorised.

(b) Group B aircraft rating - Entitles the holder to act as PIC of all multi-engine aeroplanes not exceeding 5,700 kg maximum total mass authorised.

(c) Group C aircraft rating - Entitles the holder to act as PIC of a specified type whose maximum total mass authorised exceeds 5,700 kg.

## **7 VALIDITY OF AIRCRAFT RATING**

7.1 The validity of an aircraft rating is maintained by the inclusion in the pilot licence a valid C of T or C of E. The validity period of a C of T or C of E is 12 months.

7.2 The minimum flying experience required to maintain an Aircraft Rating is 5 hours as pilot of aeroplanes within the 12 months preceding the date of issue of a C of E or C of T. All flying must be completed within the validity period of an existing C of E or C of T.

7.3 Of the 5 hours minimum experience required, a minimum of 2 hours must be of dual flying instruction under a flying instructor. Upon completion of the dual flight(s), the instructor must certify that the pilot is fit to fly as PIC and so certifies in his logbook.

7.4 Flying experience towards the endorsement of C of E must be gained on a Singapore registered aircraft. In the case of RSAF pilots, flying experience gained in a military aircraft may be accepted for the renewal of a C of E. This is provided that the minimum 2 hours of dual flying instruction is conducted in a civilian aircraft.

7.5 Pilots with more than one Group of aeroplane on their licence wishing to maintain the validity of each Aircraft Rating must include at least 1 flight as PIC in each Group (or type in the case of Group C aeroplanes) in the Aircraft Rating of the licence as part of or in addition to the overall minimum 5 hours.

7.6 To revalidate the privileges of a lapsed Aircraft Rating:

(a) An applicant whose most recent C of T or C of E has expired by less than 5 years shall pass the PPL Flight Test. In addition, the applicant shall also pass the PPL Human Performance examination if he has not sat for this examination before.

(b) An applicant whose most recent C of T or C of E has expired by more than 5 years but less than 10 years shall:

(i) pass the PPL Air Law and Operational Procedures - Aeroplane examination;

- (ii) pass the PPL Aircraft General Knowledge and Principles of Flight - Aeroplane examination;
  - (iii) pass the PPL Human Performance examination (if he has not sat for this examination); and
  - (iv) pass the PPL Flight Test.
- (c) An applicant whose most recent C of T or C of E has expired by more than 10 years shall:
- (i) pass all the ground examinations;
  - (ii) complete the full PPL course; and
  - (iii) pass the PPL Flight Test.

## **8 FLYING EXPERIENCE FOR INITIAL GRANT OF PPL(A)**

8.1 An applicant for a PPL(A) flight test shall produce evidence of having satisfactorily completed all ground examinations and an approved training course of flying to a syllabus approved by the DGCA. The syllabus of flying training must provide for a minimum of 40 hours of flight time, which should be carried out in a Group A aeroplane fitted with dual controls. The syllabus of training must include at least:

- (a) 10 hours of solo flight time under the supervision of an Assistant Flying Instructor (AFI) or a Flying Instructor (FI) including at least 5 hours of solo cross-country flight time.
- (b) 20 hours of dual flight time under the supervision of an AFI or a FI.

**Note:** The minimum of 20 hours of dual flight time under the supervision of an AFI or FI must include at least:

- (i) 4 hours instruction in instrument flying.
- (ii) 4 hours instruction in pilot navigation.
- (iii) 2 hours stall awareness and avoidance training of which one hour must have been completed within the 6 months preceding the date the licence application submitted to the DGCA.

8.2 The flight time logged in the flight tests may be counted towards the 40 hours minimum experience requirement for the grant of a licence but not towards the 10 hours of solo flying time minimum requirement.

8.3 A Credit time of 2 hours in an approved synthetic flight trainer may be accepted towards the total flight time of 40 hours.

8.4 All flying in microlight or motor gliders cannot be counted towards the grant of a PPL(A).

## 9 RESTRICTED PPL(A)

- 9.1 A restricted PPL(A) will be issued restricting the privileges to carry out cross-country flights if the holder has not flown at least 5 hours solo on cross-country flights. This cross country flying must include a flight of not less than 150 nm during which the applicant has made two intermediate stops, one of which must have been at least 50 nm from the aerodrome of departure within a single day. This flight must be completed within the 6 months preceding the date of licence application. The minimum requirement of 4 hours instruction in pilot navigation will not be applicable for the issue of a restricted PPL(A).

## 10 PPL(A) FLIGHT TEST

- 10.1 An applicant for a PPL(A) is required to pass a flight test conducted by an Authorised Flight Examiner or CAAS Inspector.
- 10.2 The flight test will normally consist of one flight of approximately one hour, during which the candidate will be assessed on all applicable items as detailed in **Appendix A**. Essentially the candidate shall be able to demonstrate his ability to perform as pilot-in-command of an aeroplane the applicable procedures and manoeuvres as described in paragraph 15.2 (a) to (k) of this chapter with a degree of competency appropriate to the privileges granted to the holder of a PPL(A) and to:
- (a) operate the aeroplane within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt.
- 10.3 A candidate who fails in any part of the flight test may be required to undertake further flying training before being accepted for re-test. All parts of the flight test must be completed within a 21 days period.
- 10.4 An applicant who fails a PPL(A) flight test on more than 3 consecutive attempts will be subjected to a special review by the DGCA for any further application for flight test.

## 11 GROUND EXAMINATIONS

**Note:** Refer to AC FCL-6 for guidance on the validity period of the examination results for the old syllabus.

- 11.1 An applicant for a PPL(A) shall obtain a pass in each of the following subjects:

<b>Code</b>	<b>Subject</b>
1A	PPL Air Law and Operational Procedures - Aeroplane
2	PPL Human Performance
3	PPL Meteorology
4	PPL Communications
7A	PPL Flight Performance and Planning - Aeroplane
8A	PPL Aircraft General Knowledge and Principles of Flight - Aeroplane
9	PPL Navigation

**Note:** The learning objectives for each of the subjects listed above are found in AC FCL-7 which also contains a list of publications which applicants may find helpful.

- 11.2 A holder of a valid Singapore PPL(H) applying for PPL(A), shall obtain a pass in each of the following subjects:

<b>Code</b>	<b>Subject</b>
1A	PPL Air Law and Operational Procedures - Aeroplane
7A	PPL Flight Performance and Planning - Aeroplane
8A	PPL Aircraft General Knowledge and Principles of Flight - Aeroplane

- 11.3 *-deleted-*

- 11.4 A pass in an examination subject will be awarded to an applicant who has achieved at least 75% of the score.

- 11.5 An applicant shall not be permitted to attempt an examination subject more than three times in any three-month period.

- 11.6 Should any applicant be deemed to have not complied with the examination instructions, the DGCA may at his discretion, void the applicant's examination results for that subject.

- 11.7 A pass in any subject listed in this paragraph shall be valid for 36 months.

## **12 HOLDERS OF A FOREIGN PRIVATE PILOT LICENCE (AEROPLANES)**

### **12.1 Conversion of foreign PPL(A)**

- 12.1.1 A Singapore PPL(A) may be issued on the basis of a foreign pilot licence subject to the applicant meeting the following requirements:

- (a) pass the PPL Air Law and Operational Procedures examination;
- (b) pass the PPL Human Performance examination unless the applicant produces documentary evidence (e.g. result slips or letter from the foreign licensing authority) to show a pass in an equivalent subject;
- (c) pass the PPL(A) flight test;

- (d) the medical requirements for PPL(A) with IR or the medical requirements for a PPL(A) as specified in the Air Navigation (67 – Aviation Medical Certification) Regulations 2026; and
  - (e) certified to at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale through a language proficiency assessment performed by the DGCA or persons authorised by the DGCA.
- 12.1.2 All the above examinations shall be completed within 6 months from the date of approval from the DGCA.
- 12.1.3 The pilot's foreign licence and its associated ratings must be valid from the time of application to the time of issue of a Singapore licence and its associated ratings.

## 12.2 Certificate of Validation

- 12.2.1 When a holder of a non-Singapore Pilot Licence wishes to fly on a Singapore registered aircraft in a private capacity in Singapore, he will be required to apply for a Certificate of Validation for his foreign licence. The Certificate of Validation, if approved, will be issued for this purpose only and up to a maximum period of 3 months subject to the validity of the foreign licence. The Certificate of Validation may not be renewed or extended. An applicant who wishes to revalidate his foreign pilot licence is required to reapply for the Certificate of Validation. The reissue of the certificate is based on the sole discretion of the DGCA.
- 12.2.2 Before exercising the privileges of a Certificate of Validation issued by the DGCA, the foreign PPL (A) holder shall:
- (a) pass the PPL Air Law and Operational Procedures examination; and
  - (b) demonstrate to an AFI or FI an acceptable standard of flying on local procedures and airspace constraints.
- 12.2.3 Exercising these privileges are subject to the holder having the appropriate valid medical certificate from the state of licence issue, and meeting all necessary flight recency or competency requirements of that licence.
- 12.2.4 The DGCA may in a particular case require the holder of a foreign licence to meet additional requirements.

## 13 **ADDITION OF A MULTI-ENGINE RATING**

- 13.1 The holder of a PPL (A) who wishes to add a Group B aircraft rating to his licence must complete a training course approved by the DGCA and pass a flight test and the Aircraft (Type) examination of a Group B aircraft.
- 13.2 The course of flying training must be completed within 12 months of the date of application and must take place on flights made for the sole purpose of Group B training and must include at least:
- (a) 2.5 hours of dual flight instruction under the supervision of an AFI or FI under conditions of normal flight.

- (b) 3.5 hours in engine failure procedures and asymmetric flying techniques.
  - (c) 1 hour instrument flying.
- 13.3 For a Group B rating restricted to centre-line thrust aircraft only, the 3.5 hours in paragraph 13.2 (b) may be reduced to 2.5 hours.
- 13.4 A licence holder with an aircraft rating in Group B restricted to centre-line thrust aircraft only, who wishes to convert to an unrestricted Group B rating will be required to carry out 3.5 hours dual flight instructions under the supervision of a AFI or FI in asymmetric flight on an aircraft with the engines mounted symmetrically either side of the lateral axis.
- 13.5 In all cases, the licence holder will be required to pass an Aircraft (Type) examination and a flight test on a representative type within the Group for which the aircraft rating is required.

## **14 APPLICATIONS**

- 14.1 An application for the issue of a PPL(A) should be forwarded to the DGCA and include the following documents:
- (a) Personal flying log book
  - (b) Form CAAS (FO) 07
  - (c) Two recent full faced photographs of size 25mm x 30mm
  - (d) Proof of identity documents
  - (e) Qualifying cross-country certification (if applicable)
  - (f) Language Proficiency Assessment - Form CAAS (FO) 95 or 95A
  - (g) Prescribed fees

## **15 RECORDS OF TRAINING**

- 15.1 The records of flying training should be kept by every Flying Training Organisation (FTO) or flying club involved in a student's training. Irrespective of how many FTOs have been involved in a PPL(A) applicant's training, the person certifying the completion of training of the applicant on the application form is responsible for verifying that all the required training has been satisfactorily completed.
- 15.2 The records shall indicate the applicant has operational experience in the following areas to the level of performance required of a private pilot:
- (a) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
  - (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
  - (c) control of the aeroplane by external visual reference;

- (d) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;
- (e) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (f) normal and cross-wind take-offs and landings;
- (g) maximum performance (short field and obstacle clearance) take-offs and landings;
- (h) flight by reference solely to instruments, including the completion of a level 180 degrees turn;
- (i) cross-country flying using visual reference, dead-reckoning and, where available, radio navigation aids (in the case of an unrestricted PPL(A));
- (j) emergency operations, including simulated aeroplane equipment malfunctions;
- (k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;
- (l) recognise and manage threats and errors; and
- (m) communication procedures and phraseology.

15.3 The DGCA may inspect an applicant's training records before issuing a licence or rating.

15.4 On completion of any course of training, the applicant must ensure that his or her logbook is certified by the FTO or flying club on the training completed.

15.5 The applicant must keep all training records for at least five years following completion of training.

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## **CHAPTER 3            SINGAPORE PRIVATE PILOT LICENCE (HELICOPTERS)**

### **1            AGE AND VALIDITY**

- 1.1    The applicant must not be less than 17 years of age as specified in the Eighth Schedule of the ANO.
- 1.2    The maximum period of validity will be in accordance with the Eighth Schedule of the ANO, which is as follows:
- (a)    60 months from the date the licence is granted or renewed, if the holder is less than 40 years of age on the date;
  - (b)    24 months from the date the licence is granted or renewed, if the holder is 40 years of age or more but less than 50 years of age on the date;
  - (c)    12 months from the date the licence is granted or renewed, if the holder is 50 years of age or more but less than 60 years of age on the date; or
  - (d)    6 months from the date the licence is granted or renewed, if the holder is 60 years of age or more on the date.

### **2            MEDICAL REQUIREMENTS**

- 2.1    An applicant for a Private Pilot Licence (Helicopters) [PPL(H)] with or without an Instrument Rating (IR) must meet the medical requirements as specified in the Air Navigation (67 – Aviation Medical Certification) Regulations 2026.
- 2.2    -deleted-
- 2.3    The validity period of a PPL(H) is based in part on the validity period of the aviation medical certificate granted by the Director-General of Civil Aviation under the Air Navigation (67 – Aviation Medical Certification) Regulations 2026.

### **3            LANGUAGE PROFICIENCY REQUIREMENTS**

- 3.1    An applicant for a PPL(H) shall demonstrate the ability to speak and understand English language used for radio-telephony communications.
- 3.2    A PPL(H) licence shall not be valid unless the holder has been certified to at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale.
- 3.3    A PPL(H) holder who demonstrates language proficiency below the Expert Level (Level 6) shall be evaluated at the following intervals:
- (a)    those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at least once every three years; and

(b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at least once every six years.

3.4 Notwithstanding paragraphs 3.2 and 3.3 above, an applicant for or holder of a restricted PPL (H) is not required to meet the language proficiency requirements specified in this Section.

3.5 The evaluation and certification of language proficiency shall be performed only by persons authorised by or otherwise acceptable to the Authority.

#### **4 AIRCRAFT TO BE USED FOR FLIGHT TRAINING AND TESTS**

4.1 All flying training and tests shall be carried out in a Singapore registered aircraft or a DGCA approved flight simulation training device where applicable.

4.2 Notwithstanding paragraph 4.1, an applicant enrolled in an approved Aviation Training Organisation (ATO) located outside Singapore, or who is undergoing navigation training, may carry out the required flying training and flight tests in a non-Singapore registered aircraft that is accepted by the DGCA for use.

#### **5 LICENCE PRIVILEGES**

5.1 The privileges of the Singapore PPL(H) are set out in Eighth Schedule of the ANO. The holder of the licence may fly as pilot-in-command (PIC) or co-pilot of any of the types specified in the Aircraft Rating of the licence. This is provided the licence contains a valid Medical Certificate and a valid Certificate of Test (C of T) or Certificate of Experience (C of E) endorsed in the licence.

5.2 The holder shall not fly a helicopter for the purposes of public transport and aerial work or receive any remuneration as a pilot.

5.3 The holder shall not fly as pilot-in-command (PIC) of a helicopter on a flight outside controlled airspace where the flight visibility is less than 1nm; or when any passenger is carried and the helicopter is flying either above 3000 ft AMSL in IMC or at or below 3000 ft AMSL in a flight which visibility is less than 1nm.

5.4 The licence privileges may be extended to include:

(a) Instrument Rating; and

(b) Night Rating.

#### **6 AIRCRAFT RATING**

6.1 The Aircraft Rating as specified in the Eighth Schedule Part B of the ANO enables the licence holder to act as PIC of the types of helicopters contained in the Aircraft Rating page of the licence.

**Note:** A class rating may be established for helicopters certificated for single-pilot operations which have comparable handling, performance and other characteristics.

## **7 VALIDITY OF AIRCRAFT RATING**

- 7.1 The validity of an aircraft rating is maintained by the inclusion in the pilot's licence a valid C of T or C of E. The validity period of a C of T or C of E is 12 months.
- 7.2 The minimum flying experience required to maintain an Aircraft Rating is 5 hours as pilot of helicopter within the 12 months preceding the date of issue of a new C of E or C of T. All flying must be completed within the validity period of an existing C of E or C of T.
- 7.3 Of the 5 hours minimum experience required, a minimum of 2 hours must be of dual flying instruction under a flying instructor. Upon completion of the dual flight(s), the instructor must certify that the pilot is fit to fly as PIC and so certifies in the logbook.
- 7.4 Flying experience towards the endorsement of C of E must be gained on a Singapore registered aircraft. In the case of RSAF pilots, flying experience gained in a military aircraft may be accepted for the renewal of a C of E. This is provided that the minimum 2 hours of dual flying instruction is conducted in a civilian aircraft.
- 7.5 Pilots with more than one type of helicopter endorsed on their licence wishing to maintain the validity of each Aircraft Rating must include at least 1 flight as PIC on each type in the Aircraft rating of the licence as part of or in addition to the overall minimum 5 hours.
- 7.6 To revalidate the privileges of a lapsed Aircraft Rating:
- (a) An applicant whose most recent C of T or C of E has expired by less than 5 years shall pass the PPL Flight Test. In addition, the applicant shall also pass the PPL Human Performance examination if he has not sat for this examination before.
  - (b) An applicant whose most recent C of T or C of E has expired by more than 5 years but less than 10 years shall:
    - (i) pass the PPL Air Law and Operational Procedures examination;
    - (ii) pass the PPL Aircraft General Knowledge and Principles of Flight examination;
    - (iii) pass the PPL Human Performance examination (if he has not sat for this examination); and
    - (iv) pass the PPL Flight Test.
  - (c) An applicant whose most recent C of T or C of E has expired by more than 10 years shall:
    - (i) pass all the ground examinations;
    - (ii) complete the full PPL course; and
    - (iii) pass the PPL Flight Test.

## **8 FLYING EXPERIENCE FOR INITIAL GRANT OF PPL(H)**

- 8.1 An applicant for a PPL(H) flight test shall produce evidence of having satisfactorily

completed all ground examinations and an approved training course of flying to a syllabus approved by the DGCA. The syllabus of flying training must provide for a minimum of 40 hours as pilot of helicopters to include at least:

- (a) 10 hours of solo flight time under the supervision of a helicopter Assistant Flying Instructor (AFI) or Flying Instructor (FI) including at least 5 hours of solo cross-country flight time.
  - (b) 20 hours of dual flight time under the supervision of a helicopter AFI or FI.
- 8.2 The 40 hours requirement may be reduced to 35 hours if the applicant is a holder of a current pilot licence on aeroplanes.
- 8.3 A credit time of 2 hours in an approved synthetic flight trainer may be accepted towards the total flight time of 40 hours.

## **9 RESTRICTED PPL(H)**

- 9.1 A restricted PPL(H) will be issued restricting the privileges to carry out cross-country flights if the holder has not flown at least 5 hours solo on cross-country flights. This cross country flying must include a flight totalling not less than 100 nm in the course of which landing at two different points shall be made within a single day. This flight must be completed within the 6 months preceding the date of licence application.

## **10 PPL(H) FLIGHT TEST**

- 10.1 An applicant for a PPL(H) is required to pass a flight test conducted by an Authorised Flight Examiner or CAAS Inspector.
- 10.2 The flight test will normally consist of one flight of approximately one hour, during which the candidate will be assessed on all items as detailed in **Appendix B**. Essentially the candidate shall be able to demonstrate his ability to perform as pilot-in-command of a helicopter, the applicable procedures and manoeuvres described in paragraph 15.2 (a) to (j) of this chapter with a degree of competency appropriate to the privileges granted to the holder of a PPL(H) and to:
- (a) operate the helicopter within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt.
- 10.3 A candidate who fails in any part of the flight test may be required to undertake further flying training before being accepted for re-test. All parts of the flight test must be completed within a 21 days period.

- 10.4 An applicant, who fails a PPL(H) flight test on more than 3 consecutive attempts, will be subjected to a special review by the DGCA for any further application for flight test.

## 11 GROUND EXAMINATIONS

**Note:** Refer to AC FCL-6 for guidance on the validity period of the examination results for the old syllabus.

- 11.1 An applicant for a PPL(H) shall obtain a pass in each of the following subjects:

Code	Subject
1H	PPL Air Law and Operational Procedures - Helicopter
2	PPL Human Performance
3	PPL Meteorology
4	PPL Communications
7H	PPL Flight Performance and Planning – Helicopter
8H	PPL Aircraft General Knowledge and Principles of Flight - Helicopter
9	PPL Navigation

**Note:** The learning objectives for each of the subjects listed above are found in AC FCL-7 which also contains a list of publications which applicants may find helpful.

- 11.2 A holder of a valid Singapore PPL(A) applying for PPL(H) shall obtain a pass in each of the following subjects:

Code	Subject
1H	PPL Air Law and Operational Procedures - Helicopter
7H	PPL Flight Performance and Planning - Helicopter
8H	PPL Aircraft General Knowledge and Principles of Flight - Helicopter

- 11.3 *[deleted]*

- 11.4 A pass in an examination subject will be awarded to an applicant who has achieved at least 75% of the score.

- 11.5 An applicant shall not be permitted to attempt an examination subject more than three times in any three month period.

- 11.6 Should any applicant be deemed to have not complied with the examination instructions, the DGCA may at his discretion, void the applicant's examination results for that subject.

- 11.7 A pass in any subject listed in this paragraph shall be valid for 36 months.

## 12 HOLDERS OF A FOREIGN PRIVATE PILOT LICENCE (HELICOPTERS)

## 12.1 Conversion of foreign PPL(H)

12.1.1 A Singapore PPL(H) with or without an IR may be issued on the basis of a foreign pilot licence subject to the applicant meeting the following requirements:

- (a) pass the PPL Air Law and Operational Procedures examination;
- (b) pass the PPL Human Performance examination unless the applicant produces documentary evidence (e.g. result slip or letter from the foreign licensing authority) to show a pass in an equivalent subject;
- (c) obtain at least 5 hours as PIC on the helicopter type to be endorsed in the licence;
- (d) pass the PPL(H) flight test;
- (e) pass the Aircraft Type Technical examination for the aircraft type to be endorsed on the licence;
- (f) the relevant medical requirements as specified in the Air Navigation (67 – Aviation Medical Certification) Regulations 2026; and
- (g) certified to at least the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale through a language proficiency assessment performed by the DGCA or persons authorised by the DGCA.

12.1.2 All the above examinations shall be completed within 6 months from the date of approval from the DGCA.

12.1.3 The pilot's foreign licence and its associated ratings must be valid from the time of application to the time of issue of a Singapore licence and its associated ratings.

## 12.2 Certificate of Validation

12.2.1 When a holder of a non-Singapore Pilot Licence wishes to fly on a Singapore registered aircraft in a private capacity in Singapore, he will be required to apply for a Certificate of Validation for his foreign licence. The Certificate of Validation, if approved, will be issued for this purpose only and up to a maximum period of 3 months subject to the validity of the foreign licence. The Certificate of Validation may not be renewed or extended. An applicant who wishes to revalidate his foreign pilot licence is required to reapply for the Certificate of Validation. The reissue of the certificate is based on the sole discretion of the DGCA.

12.2.2 Before exercising the privileges of a Certificate of Validation issued by the DGCA, the foreign PPL(H) holder shall:

- (a) pass the PPL Air Law and Operational Procedures examination; and
- (b) demonstrate to an AFI or FI an acceptable standard of flying on local procedures and airspace constraints.

12.2.3 Exercising these privileges is subject to the holder having the appropriate valid medical certificate from the state of licence issue, and meeting all necessary flight recency or competency requirements of that licence.

12.2.4 The DGCA may in a particular case require the holder of a foreign licence to meet additional requirements.

### **13 INCLUSION OF ADDITIONAL TYPES**

13.1 A PPL(H) holder who wishes to have an additional helicopter type included in his licence is required to:

- (a) have at least 5 hours as pilot on the helicopter type
- (b) pass the Aircraft Type examination
- (c) pass a flight test conducted by an Authorised Flight Examiner or CAAS Inspector

### **14 APPLICATIONS**

14.1 An application for the issue of a Singapore PPL(H) should be forwarded to the DGCA and include the following documents:

- (a) Personal flying log book
- (b) Form CAAS (FO) 07
- (c) Two recent full faced photographs of size 25mm x 30mm
- (c) Proof of identity documents
- (e) Qualifying cross-country certification (if applicable)
- (f) Language Proficiency Assessment - Form CAAS (FO) 95 or 95A
- (g) Prescribed fees

### **15 RECORDS OF TRAINING**

15.1 The records of flying training should be kept by every Flying Training Organisation (FTO) or flying club involved in a student's training. Irrespective of how many FTO have been involved in a PPL(H) applicant's training, the person certifying the completion of training of the applicant on the application form is responsible for verifying that all the required training has been satisfactorily completed.

15.2 The records shall indicate the applicant has operational experience in the following areas to the level of performance required of a private pilot (helicopter):

- (a) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the helicopter by external visual reference;

- (d) recovery at the incipient stage from settling with power; recovery techniques from low- rotor rpm within the normal range of engine rpm;
- (e) ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground;
- (f) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (g) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour (in the case of an unrestricted PPL(H));
- (h) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing;
- (i) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures;
- (j) flight by reference solely to instruments, including the completion of a level 180 degrees turn;
- (k) recognise and manage threats and errors; and
- (l) communication procedures and phraseology.

- 15.3 The DGCA may inspect an applicant's training record before issuing a licence or rating.
- 15.4 On completion of any course of training, the applicant must ensure that his or her logbook is certified by the FTO or flying club on the training completed.
- 15.5 The applicant is required to keep all training records for at least five years following the completion of training.

**CHAPTER 4      RESERVED**

## CHAPTER 5 THE INSTRUMENT RATING

### 1 INSTRUMENT RATING PRIVILEGES

- 1.1 Pursuant to Part B paragraph 1 of the Eighth Schedule of the Air Navigation Order, the Instrument Rating entitles the holder of the licence to act as a pilot-in-command or co-pilot of an aircraft flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.
- 1.2 The following types of Instrument Rating may be included in a pilot licence:
- (a) Single-engine Instrument Rating (“SEIR”): This allows the holder to exercise the privileges of the Instrument Rating on single-engine single-pilot aircraft types only.
  - (b) Multi-engine Instrument Rating (“MEIR”): This allows the holder to exercise the privileges of the Instrument Rating on both single-engine and multi-engine single-pilot aircraft types.
  - (c) Type-specific Instrument Rating: This allows the holder to exercise the privileges of the Instrument Rating on specific aircraft types that require a type rating such as multi-crew aircraft types.

### 2 INSTRUMENT RATING QUALIFICATION REQUIREMENTS

- 2.1 An applicant for the grant of an Instrument Rating must:
- (a) pass the ground examinations stated in the SASP 2 Chapter 3 for an Instrument Rating;
  - (b) hold at least a PPL for the aircraft category applied for;
  - (c) hold a valid Class 1 aviation medical certificate granted by the Director-General of Civil Aviation under the Air Navigation (67 – Aviation Medical Certification) Regulations 2026;
  - (d) possess the following flying experience for the respective Instrument Rating applied for:
    - (i) For an SEIR
      - (1) at least 50 hours of cross-country flying as a PIC; and
      - (2) at least 40 hours of instrument time, including 10 hours of flying as a P U/T.
    - (ii) For an MEIR
      - (1) at least 50 hours of cross-country flying as a PIC;

- (2) at least 40 hours of instrument time, including at least 20 hours of flying as a P U/T in a multi-engine aircraft type (other than a multi-engine centre-line thrust aircraft); and
- (3) at least 35 hours of flight time in a multi-engine aeroplane (other than a multi-engine centre-line thrust aircraft), whether or not under instrument flying conditions.

Note: For the requirement of 40 hours instrument time stated in paragraphs 4(d)(i)(2) and 4(d)(ii)(2), up to 20 hours may be of flying as a P U/T completed in an approved Flight Simulation Training Device (FSTD).

(iii) For a type-specific Instrument Rating:

- (1) hold a licence endorsed with a SEIR or MEIR appropriate to the type of Instrument Rating applied for;
- (2) complete an approved training programme; and
- (3) hold a licence endorsed with or be able to qualify for an aircraft rating for the aircraft type for which the type-specific Instrument Rating is being applied for.

Note: For the requirement in paragraph 4(d)(iii)(1), an applicant who had previously converted from a foreign licence, may present an equivalent Instrument Rating obtained from a foreign licensing authority for acceptance.

- (e) pass the Instrument Rating Test on the appropriate aircraft type for which the Instrument Rating is applied for.

Note: To qualify for the grant of a MEIR, the test must not be taken in a multi-engine centre-line thrust aircraft.

2.2 The applicant must have operational experience in at least the following areas to the level of performance required for the Instrument Rating:

- (a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;
- (b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;
- (c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
  - (i) transition to instrument flight on take-off;
  - (ii) standard instrument departures and arrivals;
  - (iii) en-route IFR procedures;
  - (iv) holding procedures;
  - (v) instrument approaches to specified minima;
  - (vi) missed approach procedures; and
  - (vii) landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics; and

- (e) if a multi engine Instrument Rating is applied for, operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

### **3 RENEWAL OF THE INSTRUMENT RATING**

- 3.1 The Instrument Rating is valid for 12 months from the date of the Instrument Rating Test.
- 3.2 An applicant who applies for renewal of an Instrument Rating must pass an Instrument Rating Test in the aircraft appropriate to the type of Instrument Rating for which the renewal application has been made.

Note: An applicant for the renewal of an MEIR must not complete the Instrument Rating test in a multi-engine centre-line thrust aircraft.

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**CHAPTER 6      *RESERVED***

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## CHAPTER 7 THE NIGHT RATING (AEROPLANES)

### 1 INTRODUCTION

- 1.1 The experience requirements and the flying training syllabus for the PPL(A) do not require any night flying training. However, in order to fly as PIC at night with passengers, the holder of a PPL(A) must have a night rating. For this purpose, 'night' means the time between 20 minutes after sunset and 20 minutes before sunrise, sunset and sunrise being determined at surface level.
- 1.2 The privileges of the Night Rating are set out in Eighth Schedule of the Air Navigation Order.
- 1.3 A PPL(A), which includes a valid IR, allows the holder to carry passengers at night, without meeting the night currency requirement (see paragraph 3).

### 2 EXPERIENCE AND TRAINING REQUIREMENTS

- 2.1 An applicant for a Night Rating must produce evidence of having at least 50 hours of total flying experience as a pilot of aeroplanes, of which:
  - (a) at least 20 hours are flying as a pilot-in-command;
  - (b) at least 5 hours are night flying on aeroplanes consisting of:
    - (i) at least 3 hours dual instruction including at least one hour night navigation; and
    - (ii) at least 5 take-offs and landings flying as a PIC of aeroplanes.
- 2.2 *-deleted-*
- 2.3 The night training stated in paragraph 2.1(b) must be completed within 6 months.

### 3 VALIDATION

- 3.1 The holder of a Night Rating or a licence including the privileges of Night Rating, may not fly as PIC at night unless he either holds a valid Instrument Rating or has within the immediately preceding 12 months carried out, as PIC not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon.
- 3.2 A pilot who has qualified to fly as PIC at night but is unable to meet the recency requirements must undertake dual refresher training in night flying with an AFI or FI. The pilot must satisfy the PIC recency requirements detailed in paragraph 3.1 by flying solo, with the authority and under the supervision of an AFI or FI, who must be present during the take-off and landing at the aerodrome from which the instruction is to begin and end, before acting as a PIC at night.

**Note:** Where PIC is stipulated, this does not include PIC U/S or P/UT.

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## **CHAPTER 8 THE NIGHT RATING (HELICOPTERS)**

### **1 INTRODUCTION**

- 1.1 The experience requirements and the flying training syllabus for the PPL(H) do not require for any night flying training. However, in order to fly as PIC at night with passengers, the holder of a PPL(H) must have a Night Rating. For this purpose, 'night' means the time between 20 minutes after sunset and 20 minutes before sunrise, sunset and sunrise being determined at surface level.
- 1.2 The privileges of the Night Rating are set out in Eighth Schedule to the ANO.
- 1.3 A PPL(H) which includes a valid IR, allows the holder to carry passengers at night without meeting the night currency requirements (see paragraph 3).

### **2 EXPERIENCE AND TRAINING REQUIREMENTS**

- 2.1 An applicant for a Night Rating shall produce evidence of having at least 50 hours of total flying experience as pilot of helicopters of which, at least 20 hours are flown as pilot-in-command.
- 2.2 The training requirements are:
  - (a) dual instruction in instrument flying of which not less than 5 hours must be flown by sole reference to instruments on helicopters. Not more than 2.5 hours may be completed in an approved flight simulation training device or procedure trainer.
  - (b) satisfactory completion of an approved course of at least 5 hours night flying on helicopters. This shall consist of:
    - (i) at least 3 hours dual instruction including at least one hour night navigation.
    - (ii) at least 5 flights to complete 5 take-offs and landings by night as PIC of helicopters. For each take-off and landing, the applicant shall conduct a take-off, transition from hover to forward flight, climb to at least 500 feet, an approach and a landing. The 5 flights by night maybe reduced to 2 flights if the training is conducted as part of an integrated PPL course.
- 2.3 The night training requirements stated in paragraph 2.2 shall be completed within 6 months. The holder of an AFI or FI must certify, on the application form, that this requirement has been fulfilled.

### **3 VALIDATION**

- 3.1 The holder of a Night Rating may not fly at night as PIC unless he has met the night currency experience at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon (i.e. the end of evening or beginning of morning civil twilight). The experience requirement is 5 flights, each consisting of a take-off, a transition

from hover to forward flight, a climb to 500 feet and a landing as PIC within the immediately preceding 12 months.

- 3.2 A pilot who has qualified to fly as PIC at night but is unable to meet the recency requirements must undertake dual refresher training in night flying with an AFI or FI. The pilot must satisfy the PIC recency requirements detailed in paragraph 3.1 by flying solo, with the authority and under the supervision of a flying instructor, who must be present during the take-off and landing at the aerodrome from which the instruction is to begin and end, before acting as a PIC at night.

## APPENDIX A PPL(A) GROUPS A & B TRAINING SYLLABUS

- 1 This syllabus lists all the items which should be covered during training for the PPL flight test in either Groups A or B. The candidates will be required to demonstrate a satisfactory standard of knowledge and handling in any of the items listed below.
- 1.1 Preparation for flight:
  - Self briefing
  - Weather assessment
  - Aeroplane documentation
  - Personal equipment check
  - Weight and balance (calculate)
  - Weight and performance (calculate)
  - Fuel and oil state
  - Aeroplane acceptability
  - Filing of ATS Flight Plan
  - Pre flight inspection
  - NOTAM
- 1.2 Starting, taxiing and power checks:
  - Pre start checks
  - Post start checks
  - Taxying techniques
  - Engine run-up
- 1.3 Take-off:
  - Pre take-off checks (Vital actions).
  - Assessment of cross wind component.
  - Normal and cross wind take-offs.
  - During and post take off checks.
- 1.4 Aerodrome departure procedures.
- 1.5 Climbing.
- 1.6 Straight and level flight.
- 1.7 Descending with power/flap.
- 1.8 Turning :
  - Level
  - Climbing
  - Descending
  - High angles of bank
- 1.9 Stalling:
  - Checks before stalling.
  - Flight at  $V_{S1} + 5$  kts and at  $V_{SO} + 5$  kts straight and level, climbing, descending and turning.
  - Recognition of incipient stall and recovery.
  - Recovery from a developed stall from straight and level, turning and approach configuration.

- 1.10 Flight by sole reference to instruments:  
 Straight and level.  
 Climbing and climbing turns.  
 Descending and descending turns.  
 Turns on to specified headings.  
 Recovery to straight and level flight from unusual attitudes.
- 1.11 Navigation and orientation:  
 Flight plan, dead reckoning and map reading.  
 Maintenance of altitude and heading.  
 Orientation, timing and revisions of ETAs.  
 Diversion to alternate aerodrome (planning and implementation).  
 Interpretation of radio navigation aids.  
 Basic instrument flying check (180 degrees turn in simulated IMC).  
 Internal checks (fuel management, systems and carburettor icing checks, etc).  
 Actions after flight.
- 1.12 Circuit joining procedures.
- 1.13 Circuit procedures/Approach and Landing:  
 Pre landing checks (Vital actions)  
 Assessment of cross-wind component  
 Normal approach  
 Flapless approach  
 Glide approach to spot landing (Group A only)  
 Short field take-off and landing  
 Bad weather circuit  
 Cross wind landing  
 Missed approach procedure  
 After landing checks
- 1.14 Simulated emergencies:  
 Forced landings without power (Group A only):  
 Checks procedure and judgement  
 Touch-down at a pre-determined spot  
 Action in the event of fire  
 Engine failure after take-off  
 Other simulated emergencies
- 1.15 Engines and systems handling
- 1.16 Airmanship/awareness:  
 Look out  
 Positioning (restricted airspace, hazards and weather)  
 ATC liaison  
 Aerodrome discipline
- 1.17 Action after flight  
 Engine shut down  
 Parking and securing aeroplane  
 Recording of flight details

- 1.18 Flight with asymmetric power (Group B only):  
Engine failure and feathering  
Air re-start and unfeathering  
Alternate gear lowering procedure (if applicable)  
Procedure for engine failure in the cruise  
Normal manoeuvres with one engine inoperative  
Compliance with recommended speeds

Determination of critical speeds:  
VMCA demonstration  
VMCG demonstration

Simulated engine failure after take-off at or above safety speed  
Approach and go around with one engine at zero thrust  
Approach and landing with one engine at zero thrust  
Use of asymmetric committal height (Decision Height)

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## APPENDIX B

## PPL(H) TRAINING SYLLABUS

- 1 This syllabus lists all the items which should be covered during training for the flight test. The flight test will be conducted at the maximum permissible landing weight. The candidate will be required to demonstrate a satisfactory standard of knowledge and handling in any of the items listed below.
  - (a) Pre-flight inspection.
  - (b) Starting procedure; running up.
  - (c) Taxying.
  - (d) Take-off, hovering and landing into wind.
  - (e) Flying a square pattern with constant heading at speeds not exceeding 25 knots.
  - (f) Take-off, turn 360 deg each way in hovering flight, crosswind landing within limitations of the type of helicopter.
  - (g) Straight and level flight at given power settings and airspeeds.
  - (h) Climbing and descending turns.
  - (i) Steep turns at constant altitude and airspeed.
  - (j) Entry into autorotation, go-around procedure.
  - (k) Landing in simulated autorotation on a given spot.
  - (l) In servo-controlled aircraft, an approach and landing using the supplementary system.
  - (m) Recognition and correction of over-pitching.
  - (n) Limited power take-off and landing.
  - (o) Action on the event of fire in the air.
  - (p) Flight into, and out of, a restricted landing area.
  - (q) Shut down procedures.
  
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## APPENDIX C

## RECORDING AND CREDITING OF FLIGHT TIME

Case	Operating Capacity	Required Licence Qualification	Designation in log book under 'Holder's operating capacity'	Recording of item in log book and crediting of such time toward licence experience requirements
1	2	3	4	5
A	Pilot-in-command (PIC)	Part 1: Appropriate PPL group	PIC or P1	Enter time in 'P1' column, Counted in full.
B	Co-pilot performing the duties of PIC under supervision of pilot-in-command (PIC U/S)  See Note 2	Part 1 or Part 2; Appropriate PPL group	PIC U/S	Enter time in 'P1' column. Counted in full toward licence experience requirements subject to certification by the pilot-in-command.
C	Co-pilot  See Note 3	Part 2 or Part 1	P2	Enter time in 'Second Pilot' or in 'Co-pilot (P2)' column. Counted in full toward overall licence experience requirements.
D	Co-pilot whilst holding PPL	Group B or C	P2	Enter times as for Case C. Counted in full towards overall licence experience requirements for professional pilots' licences.
E	<i>[Deleted]</i>			
F	Pilot on flight deck:  (i) <i>[Deleted]</i>			
	(ii) Pilot supervising Co-pilot activities;	Part 1	P2	Enter time for Case C and count in full toward overall licence experience requirements.
	(iii) Other flying duties	N/A	SNY	Enter time in 'Any other flying' or spare column and annotate 'SNY'. Not counted toward licence experience requirements.
G	Pilot under instruction for the purpose of gaining a licence or rating, or for conversion to an aircraft type within a PPL Aircraft Rating group.	N/A for grant of a licence or Aircraft Rating. Otherwise Part 1 or Part 2, or appropriate PPL Aircraft Rating group.	P/UT	Enter time in 'Dual' column,  Counted in full toward overall licence experience requirements.
H	Pilot under instruction on an APPROVED COURSE of CPL, CPL/IR or MPL training acting as pilot-in-command under the supervision of a flying instructor.	N/A	PIC U/S	Enter time in 'P1' column.  Counted in full toward PIC requirements for grant of a CPL, CPL/IR or MPL subject to certification by the supervising pilot and to a maximum agreed between the DGCA and the flying training organisation conducting the Approved Course.

Case	Operating Capacity	Required Licence Qualification	Designation in log book under 'Holder's operating capacity'	Recording of item in log book and crediting of such time toward licence experience requirements
1	2	3	4	5
J	Pilot undergoing any form of flight test other than for the grant renewal or extension of an aircraft rating Part 2.	N/A for grant of a licence or Aircraft Rating. Part 2 for upgrade of Aircraft Rating from Part 2 to Part 1.  Otherwise, Part 1 or appropriate PPL Aircraft Rating group.	PIC U/S for successful test  P/UT for unsuccessful test	For successful test enter time in 'P1' column and have it certified by the aircraft commander. For unsuccessful tests enter time in 'Dual' column.  PIC U/S time counted in full within maximum specified in Cases B and H. P/UT time counted in full toward overall licence experience requirements.
K	Pilot undergoing a flight test in the capacity of co-pilot for grant of a licence or rating or for variation of rating, or in relation to Certificate of Test.	N/A for grant of a licence or Aircraft Rating. Otherwise, Part 2.	P2	As for Case C.
L	Student pilot flying as the sole occupant of an aircraft during training for the grant of a PPL, CPL or MPL.	N/A	PIC or P1	Enter time in 'P1' column.  Counted in full.
M	Student pilot flying as pilot-in-command during training for the grant of a CPL accompanied by:  Safety pilot	PPL with the appropriate Aircraft Rating .  At least a PPL with the appropriate Aircraft Rating	PIC or P1  SNY	As for Case L.  As for Case F (iii)
N	Pilot undergoing AFI training as pilot-in-command accompanied by:  Pilot acting as 'student' for instructional purposes	Part 1; Appropriate PPL group  Part 1; Appropriate PPL group	PIC or P1  SNY	Roles in Column 2 are inter-changeable between pilots. Time spent as 'P1' to be entered and counted as for Case L. Time spent as 'student' to be entered and counted as for Case F (iii).

**Notes:**

- Whenever two pilots performing duties in the same capacity, share a particular operating duty on a flight, each pilot shall only record (in the appropriate column of his personal log book), the time when he actually performed such duty in the pilot or co-pilots seat during the flight. The time spent away from duty in the respective seat

shall be logged as SNY as per F(iii) in the foregoing table. Such time shall NOT count towards licence experience requirements, but shall apply for FDP and FTL.

2 A co-pilot performing the duties and functions of the pilot-in-command or under the supervision of the pilot-in-command, will be credited with the flight time towards licence experience requirements provided all the following conditions are met:

- (a) the flight conducted in an aircraft equipped to be operated by a co-pilot and the aircraft is operated in a multi-pilot operation;
- (b) the flight was conducted in an aircraft having a Certificate of Airworthiness which requires its flight crews to include not less than two pilots;
- (c) he was responsible for checking the accuracy of the flight plan, load sheet and fuel calculations for the flight;
- (d) he ensured that all crew checks were carried out in accordance with the laid down operation procedures;
- (e) throughout the flight he carried out all the duties and functions of pilot-in-command and conducted the take-off and the landing;
- (a) he resolved all meteorological, communication and air traffic control problems;
- (g) the pilot-in-command did not have to overrule any course of any course of action proposed or taken by the co-pilot; and
- (a) the pilot-in-command certifies in the co-pilot flying log book against the entry for that flight that it was carried out by the co-pilot acting as pilot-in-command under supervision. Such certification will be taken as confirming that all the foregoing conditions were met.

3 A pilot claiming flying hours as co-pilot towards meeting the overall flying experience requirements for a licence, as provided for in cases C, D, F (ii) or K, will only be credited with that flight time provided the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-pilot operation, with the pilot holding an appropriate licence to perform co-pilot duties, and if:

- (a) the flight was conducted in an aircraft required by:
  - (i) its Certificate of Airworthiness; or
  - (ii) Air Navigation (91 – General Operating Rules) Regulations 2018; or
  - (iii) Air Navigation (98 – Special Operations) Regulations 2018; or
  - (iv) Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) Regulations 2018; or
  - (v) Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018,

to carry a crew of not less than two pilots; or

- (b) the flight was conducted by an Air Operator's Certificate (AOC) holder choosing to operate a particular aircraft as a two pilot operation and provided that the specific duties that the second pilot was required to perform on all flights in respect of the operation of the aircraft were contained in the Operations Manual relating to the aircraft; or
  - (c) it was conducted in a RSAF aircraft normally flown by more than one pilot.
- 4 Flight time as PIC U/S, apart from as specifically provided for under Case J above, will only be allowable for the holder of a PPL subject to the terms of a prior agreement with the DGCA.
- 5 Any pilot conducting proficiency tests or training or supervision or supernumerary duties, from any seat other than the pilot or co-pilot seat, shall record (in the appropriate column of his logbook) such flying as SNY as per F(iii) in the foregoing table. Such time shall NOT count towards licence experience requirements, but shall apply for FDP and FTL.