

ANNEX VI - ESSENTIAL REQUIREMENTS FOR AIRCREW (PART-ERA)

ERA.GEN.001 Scope

- 1) This Regulation lays down detailed rules for:
 - (a) different ratings for licences, the conditions for issuing, maintaining, amending, limiting, suspending or revoking pilot licences, the privileges and responsibilities of the holders of pilot licences, the conditions for the conversion of existing pilot licences, as well as the conditions for the acceptance of licences from third countries;
 - (b) the certification of persons responsible for providing flight training or flight simulation training and for assessing pilots' skills;
 - (c) different medical certificates for pilots, the conditions for issuing, maintaining, amending, limiting, suspending or revoking medical certificates, the privileges and responsibilities of the holders of medical certificates;
 - (d) the certification of aero-medical examiners, as well as the conditions under which general medical practitioners may act as aero-medical examiners;
 - (e) the periodical aero-medical assessment of cabin crew members, as well as the qualification of persons responsible for this assessment.
 - (f) the conditions for issuing, maintaining, amending, limiting, suspending or revoking cabin crew licences, as well as the privileges and responsibilities of the holders of cabin crew licences;
 - (g) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates of pilot training organisations and of aero-medical centres involved in the qualification and aero-medical assessment of civil aviation aircrew;
 - (h) the requirements for the certification of flight simulation training devices and for organisations operating and using those devices;
 - (i) the requirements for the administration and management system to be fulfilled by MCAA and the organisations in relation with the rules referred to in points (a) to (h).
- 2) Annex IV (Part-MED), Annex VII (Part-ORA) and Annex VIII (Part-DTO) to this Regulation shall apply to pilot licences for balloons and sailplanes.

ERA.GEN.002 Definitions

For the purposes of this Regulation, the following definitions shall apply:

- 1) **'Automatically validated'** means the acceptance, without formalities, by an ICAO contracting State listed in the ICAO attachment of a flight crew licence issued by a State in accordance with Annex 1 to the Chicago Convention;
- 2) **'Aircrew'** means flight crew and cabin crew;
- 3) **'Acceptable means of compliance (AMC)'** means non-binding standards adopted by MCAA to illustrate means to establish compliance with MCAR Aircrew;
- 4) **'Alternative means of compliance (AltMoC)'** means those means that propose an alternative to an existing AMC for which no associated AMC have been adopted by MCAA;
- 5) **'Approved training organisation (ATO)'** means an organisation which is entitled to provide training to pilots on the basis of an approval issued in accordance with ERA.GEN.110 Pilot training organisations;
- 6) **'Basic instrument training device (BITD)'** means a ground-based training device for the training of pilots representing the student pilot's station of a class of aeroplanes, which may use screen-based instrument panels and spring-loaded flight controls, and providing a training platform for at least the procedural aspects of instrument flight;
- 7) **'Cabin crew member'** means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;
- 8) **'Certification specifications (CS)'** mean technical standards adopted by MCAA indicating means to be used by an organisation for the purpose of certification;
- 9) **'Conversion report'** means a report on the basis of which a licence may be converted into a Part-FCL licence;
- 10) **'Credit'** means the recognition of prior experience or qualifications;
- 11) **'Credit report'** means a report on the basis of which prior experience or qualifications may be recognised;
- 12) **'Declared training organisation (DTO)'** means an organisation which is entitled to provide training to pilots on the basis of a declaration made in accordance with the second subparagraph of Article 10a(1);
- 13) **'DTO training programme'** means a document established by a DTO, describing in

detail the training course provided by that DTO;

- 14) **'Flight instructor (FI)'** means an instructor with the privileges to provide training in an aircraft in accordance with Subpart J of Annex I (Part-FCL) to this Regulation;
- 15) **'Flight simulation training device (FSTD)'** means a device for the training of pilots which is:
 - (a) in the case of aeroplanes, a full flight simulator (FFS), a flight training device (FTD), a flight and navigation procedures trainer (FNPT) or a basic instrument training device (BITD);
 - (b) in the case of helicopters, a full flight simulator (FFS), a flight training device (FTD) or a flight and navigation procedures trainer (FNPT);
- 16) **'FSTD qualification'** means the level of technical ability of an FSTD as specified in the certification specifications relating to the FSTD in question;
- 17) **'ICAO attachment'** means an attachment to an automatically validated flight crew licence issued in accordance with Annex 1 to the Chicago Convention, which is mentioned under item XIII of the flight crew licence;
- 18) **'Light aircraft pilot licence (LAPL)'** means the leisure pilot licence;
- 19) **'MCAR'** means Maldivian Civil Aviation Regulations adopted by the Maldivian Civil Aviation Authority (MCAA);
- 20) **'MCAR-compliant certificate, approval or organisation'** means the certificate or approval issued or recognised or the organisation certified, approved, registered or recognised, in accordance with the MCAR and procedures, by MCAA;
- 21) **'MCAR-compliant licence'** means the pilot licence and attached ratings, certificates, authorisations and/or qualifications, issued or recognised, in accordance with the national legislation reflecting MCAR and procedures;
- 22) **'MCAR-compliant pilots' medical certificate and aero-medical examiners' certificate'** means the certificate issued or recognised, in accordance with the national legislation reflecting MCAR and procedures;
- 23) **'Non-MCAR-compliant licence'** means the pilot licence which is not issued or recognised in accordance with MCAR procedures;
- 24) **'Non-MCAR-compliant pilots' medical certificate and aero- medical examiners' certificate'** means the certificate issued or recognised which is not in accordance with MCAR and procedures;
- 25) **'Part-FCL licence'** means a flight crew licence which complies with the requirements of this Regulation;

- 26) **'Principal place of business'** of an organisation means the head office or registered office of the organisation within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;
- 27) **'Qualification test guide (QTG)'** means a document established to demonstrate that the performance and handling qualities of an FSTD represent those of the aircraft, class of aeroplane or type of helicopter, simulated within prescribed limits and that all applicable requirements have been met. The QTG includes both the data of the aircraft, class of aeroplane or type of helicopter and FSTD data used to support the validation.

SUBPART GEN: GENERAL REQUIREMENTS

ERA.GEN.103 Pilot licensing and medical certification

- (1) Without prejudice to ERA.GEN.108, pilots of aircraft referred to in Article 15 of Maldives Civil Aviation Act shall comply with the technical requirements and administrative procedures laid down in Annex I (Part FCL) and Annex IV (Part MED) to this Regulation.
- (2) Notwithstanding the privileges of the holders of licences as defined in Annex I (Part FCL) to this Regulation, holders of pilot licences issued in accordance with Subpart B or C of Annex I (Part FCL) to this Regulation may carry out flights without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Annex I (Part FCL) to this Regulation.

ERA.GEN.104 Performance-based navigation instrument rating privileges

- (1) Pilots may only fly in accordance with performance-based navigation ("PBN") procedures after they have been granted PBN privileges as an endorsement to their instrument rating ("IR").
- (2) A pilot shall be granted PBN privileges where he or she fulfils all of the following requirements:
 - a. the pilot has successfully completed a course of theoretical knowledge including PBN, in accordance with FCL.615 of Annex I (Part-FCL);
 - b. the pilot has successfully completed flying training including PBN, in accordance with FCL.615 of Annex I (Part-FCL);
 - c. the pilot has successfully completed either a skill test in accordance with Appendix 7 to Annex I (Part-FCL) or a skill test or a proficiency check in accordance with Appendix 9 of Annex I (Part-FCL).
- (3) The requirements of paragraph 2(a) and (b) shall be deemed to have been fulfilled where MCAA considers that the competence acquired, either through training or from familiarity with PBN operations, is equivalent to the competence acquired through the courses referred to in paragraph 2(a) and (b) and the pilot demonstrates such competence to the satisfaction of the examiner at the proficiency check or skill test referred to in paragraph 2(c).
- (4) A record of the successful demonstration of competency in PBN shall, upon completion of the skill test or the proficiency check referred to in paragraph 2(c), be entered in the pilot's logbook or equivalent record and signed by the examiner who conducted the test or check.
- (5) IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their

IR, until 25 August 2020; after that date, PBN privileges shall be required for every IR.

ERA.GEN.105 Upset prevention and recovery

- (1) Upset prevention and recovery training shall become a mandatory part of a training course for a multi-crew pilot licence (MPL), an integrated training course for airline transport pilots for aeroplanes (ATP(A)), a training course for a commercial pilot licence for aeroplanes (CPL(A)) and training courses for a class or type rating for:
 - (a) single-pilot aeroplanes operated in multi-pilot operations;
 - (b) single-pilot non-high-performance complex aeroplanes;
 - (c) single-pilot high-performance complex aeroplanes; or
 - (d) multi-pilot aeroplanes;in accordance with Annex I (Part-FCL).
- (2) For training courses referred to in paragraph 1 that commence before 20 December 2019 at an approved training organisation (ATO), upset prevention and recovery training shall not be mandatory provided that:
 - (a) CPL(A), ATP(A) or MPL training course is otherwise completed in accordance with Annex I (Part-FCL) and the skill test is completed in compliance with points FCL.320 (CPL), FCL.620 (IR) or FCL.415.A (MPL) of Annex I (Part-FCL) by 20 December 2021 at the latest; or
 - (b) class or type rating training course for the aeroplanes is otherwise completed in accordance with Annex I (Part-FCL) and the skill test is completed in compliance with the second subparagraph of paragraph (c) of point FCL.725 of Annex I (Part-FCL) to this Regulation by 20 December 2021 at the latest.

ERA.GEN.108 Acceptance of licences from third countries

Without prejudice to Article 15 of Maldives Civil Aviation Act No 2/2001 and where there are no agreements concluded between the Maldives and a third country covering pilot licensing, MCAA may:

- (1) in accordance with the provisions of Annex III (Conditions for the acceptance of licences) to this Regulation accept third country pilot licences and associated ratings, privileges or certificates, as well as associated medical certificates issued by or on behalf of third countries;
- (2) in accordance with ERA.GEN.108 as applicable, issue equivalent licences to applicants who already hold an equivalent licence, rating, privilege or certificate issued in accordance with Annex 1 to the Convention on International Civil Aviation, signed on 7 December 1944 in Chicago (the Chicago Convention) by a third country, provided that those applicants comply with the requirements of Annex III (Conditions for the acceptance of licences) to this Regulation and taking

account of any credit based on a recommendation from an approved training organisation or a declared training organisation;

- (3) give full credits as regards the requirements to undergo a training course prior to undertaking the theoretical knowledge examinations and the skill test to holders of an airline transport pilots licence (ATPL) issued by or on behalf of a third country in accordance with Annex 1 to the Chicago Convention provided that those holders have completed the experience requirements for the issue of an ATPL in the relevant aircraft category as set out in Subpart F of Annex I to this Regulation and provided that the third country licence contains a valid type rating for the aircraft to be used for the ATPL skill test;
- (4) issue aeroplane or helicopter type ratings to holders of licences issued in accordance with this Regulation that comply with the requirements established by a third country for the issue of such ratings; those ratings shall be restricted to aircraft registered in that third country, but this restriction may be removed when the pilot complies with the requirements in point C.1 of Annex III (Conditions for the acceptance of licences) to this Regulation.

ERA.GEN.109 Type rating training and operational suitability data

Where the Annexes to this Regulation make reference to the operational suitability data and that data is not available for the relevant type aircraft, the applicant for a type rating training course shall comply with the provisions of the Annexes of this Regulation only.

ERA.GEN.110 Pilot training organisations

- (1) Pilot training organisations shall comply with the technical requirements and administrative procedures laid down in Annex VI (Part ERA), Annex VII (Part ORA) and shall be certified or training programme shall be approved by MCAA, if the training is done in accordance with Annex VIII (Part DTO).
- (2) Pilot training organisations shall adapt their management system, training programmes, procedures and manuals to be compliant with Annex VII (Part ORA).
- (3) Pilot training organisations shall ensure that the IR training course they offer include training for PBN privileges compliant with the requirements of Annex I (Part-FCL) by 25 August 2020 at the latest.
- (4) Flight simulation training devices (FSTDs) used for pilot training, testing and checking, with the exception of developmental training devices used for flight test training, shall comply with the technical and administrative requirements laid down in Annex VI and Annex VII and shall be certified.

ERA.GEN.111 Licensing and Medical Certification

- (1) Pilots of aircraft referred to in Article 15 of Maldives Civil Aviation Act shall comply with the technical requirements and administrative procedures laid down in Annex I (Part FCL) and Annex IV (Part MED) to this Regulation.
- (2) Notwithstanding the privileges of the holders of licences as defined in Annex I (Part FCL) to this Regulation, holders of pilot licences issued in accordance with Subpart B or C of Annex I (Part FCL) to this Regulation may carry out flights without prejudice to compliance with any additional requirements for the carriage of passengers or the development of commercial operations defined in Subparts B or C of Annex I (Part FCL) to this Regulation.'
- (3) Aero-medical centres shall comply with the technical requirements and administrative procedures laid down in VII (Part ORA) and shall be certified.
- (4) Cabin crew members involved in CAT operation of aircraft shall be qualified, hold the related licences in accordance with the technical requirements and administrative procedures laid down in Annex V (Part CC).

SUBPART CRW: CREW REQUIREMENTS

ERA.CRW.205 Pilots

- (1) Pilots involved in the operation of aircraft, as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of these pilots, shall comply with the relevant 'essential requirements'.
- (1a) Pilots shall be required to hold a pilot licence and a pilot medical certificate appropriate to the operation to be performed.
- (2) Except when under training, a person may only act as a pilot if he or she holds a licence and a medical certificate appropriate to the operation to be performed.
- (3) A person shall only be issued a licence when he or she complies with the rules established to ensure compliance with the essential requirements on theoretical knowledge, practical skill, language proficiency and experience.
- (4) A person shall only be issued a medical certificate when he or she complies with the rules established to ensure compliance with the essential requirements on medical fitness. This medical certificate may be issued by aero-medical examiners or by aero-medical centres.
- (5) Notwithstanding the third subparagraph, in the case of a leisure pilot licence a general medical practitioner who has sufficient detailed knowledge of the applicant's medical background may, if so permitted, act as an aero-medical examiner.
- (6) The privileges granted to the pilot and the scope of the licence and the medical certificate shall be specified in such licence and certificate.
- (7) The requirements of the second and third subparagraphs may be satisfied by the acceptance of licences and medical certificates issued by or on behalf of a third country.
- (8) The capability of pilot training organisations and of aeromedical centres to discharge the responsibilities associated with their privileges in relation to the issuance of licenses and medical certificates shall be recognised by the issuance of an approval.
- (9) Pilot training organisations or aero-medical centres shall be issued an approval when they comply with the rules established to ensure compliance with the relevant essential requirements.
- (10) The privileges granted by the approvals shall be specified thereon.

- (11) A flight simulation training device used for the training of pilots shall be the subject of a certificate. This certificate shall be issued when it is shown that the device complies with the rules established to ensure compliance with the relevant essential requirements.
- (12) Persons responsible for providing flight training or flight simulation training, or for assessing pilots' skill, and aero-medical examiners shall hold an appropriate certificate. Such certificate shall be issued when it is shown that the person concerned complies with the rules established to ensure compliance with the relevant essential requirements. The privileges granted by the certificate shall be specified therein.

ERA.CRW.220 Flexibility Provisions

- (1) The provisions of this Regulation shall not prevent MCAA from reacting immediately to a safety problem which involves a product, person or organisation subject to the provisions of this Regulation.
- (2)
 - (a) MCAA shall assess whether the safety problem can be addressed within the powers conferred on it. In this case it shall, within one month of being notified pursuant to paragraph 1, take the appropriate decision.
 - (a) If MCAA concludes that the safety problem cannot be addressed in accordance with point (a), it shall, within the period referred to in that point, issue a recommendation as to whether this Regulation should be amended and whether the notified measures should be withdrawn or maintained.
- (3) The measures designed to amend non-essential elements of this Regulation, *inter alia*, by supplementing it, and relating to whether an inadequate level of safety or a shortcoming in this Regulation justify initiating their amendment and whether the measures adopted pursuant to paragraph 1 may be continued, shall be adopted in accordance with the regulatory procedure. In such a case the measures shall be implemented as appropriate. If the measures are found not to be justified, they shall be revoked.
- (4) MCAA may grant exemptions from the substantive requirements laid down in this Regulation in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected. MCAA.
- (5) MCAA shall assess whether the exemptions are less restrictive than the applicable provisions and shall comply with the general safety objectives of this Regulation or any other rule of law.

If an exemption does not comply with the general safety objectives of this Regulation or any other rule of law, MCAA shall take a decision not to permit the

exemption and shall revoke the exemption.

- (6) Where an equivalent level of protection to that attained by the application of the rules can be achieved by other means, MCAA may, without discrimination, grant an approval derogating from those rules.

ERA.CRW.230 Essential Requirements

1. Training

a. General

- (1) A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.

b. Theoretical knowledge

- (1) A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:
- (i) air law;
 - (ii) aircraft general knowledge;
 - (iii) technical matters related to the category of the aircraft;
 - (iv) flight performance and planning;
 - (v) human performance and limitations;
 - (vi) meteorology;
 - (vii) navigation;
 - (viii) operational procedures, including resource management;
 - (ix) principles of flight;
 - (x) communications; and
 - (xi) non-technical skills, including the recognition and management of threats and errors.

c. Demonstration and maintenance of theoretical knowledge

- (1) The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training, and where appropriate, by examinations.
- (2) An appropriate level of competence in theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

d. Practical skill

- (1) A pilot must acquire and maintain the practical skills as appropriate to exercise his/her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:
- (i) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel planning, weather appreciation, route planning, airspace restrictions and runway availability;
 - (ii) aerodrome and traffic-pattern operations;
 - (iii) collision avoidance precautions and procedures;
 - (iv) control of the aircraft by external visual reference;
 - (v) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;
 - (vi) normal cross-wind take-offs and landings;
 - (vii) flight by reference solely to instruments, as appropriate to the type of activity;
 - (viii) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;
 - (ix) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;
 - (x) abnormal and emergency operations, including simulated aircraft equipment malfunctions;
 - (xi) compliance with air traffic services and communications procedures;
 - (xii) aircraft type or class specific aspects;
 - (xiii) additional practical skill training that may be required to mitigate risks associated with specific activities; and
 - (xiv) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

e. Demonstration and maintenance of practical skill

- (1) A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:
- (i) operating the aircraft within its limitations;
 - (ii) completing all manoeuvres with smoothness and accuracy;
 - (iii) exercising good judgement and airmanship;
 - (iv) applying aeronautical knowledge;

(v) maintaining control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and
(vi) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.

(2) An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.

f. Language Proficiency

(1) A pilot must have demonstrated language proficiency to a degree appropriate to the functions exercised on the aircraft. Such demonstrated proficiency shall include:

- (i) the ability to understand weather information documents;
- (ii) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and
- (iii) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation.

g. Flight simulation training devices

When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must be qualified to a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.

h. Training course

(1) Training must be executed through a training course.

(2) A training course must meet the following conditions:

- (i) a syllabus must be developed for each type of course; and
- (ii) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.

i. Instructors

(1) Theoretical instruction

Theoretical instruction must be given by appropriately qualified instructors.
They must:

- (i) have appropriate knowledge in the field where instruction is to be given;
and
- (ii) be capable of using appropriate instructional techniques.

(2) Flight and flight simulation instruction.

Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:

- (i) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;
- (ii) be capable of using appropriate instructional techniques;
- (iii) have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;
- (iv) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and
- (v) receive regular refresher training to ensure that the instructional standards are maintained up to date. Flight instructors must also be entitled to act as pilot-in-command on the aircraft for which instruction is being given, except for training on new aircraft types.

j. Examiners

(1) Persons responsible for assessing the skill of pilots must:

- (i) meet the requirements for flight or flight simulation instructors;
- (ii) be capable of assessing pilot performance and conducting flight tests and checks.

2. Experience requirements

a. A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the implementing rules provide for competence to be demonstrated in accordance with point 1.e.

3. Training organisations

a. Training organisation requirements

(1) A training organisation providing pilot training must meet the following requirements:

- (i) have all the means necessary for the scope of responsibilities associated with their activity. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (ii) implement and maintain a management system relating to safety and the standard of training, and aim for continuous improvement of this system; and
- (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with the above requirements.

4. Medical fitness

a. Medical criteria

- (1) All pilots must periodically demonstrate medical fitness to satisfactorily execute their functions, taking into account the type of activity. Compliance must be shown by appropriate assessment based on aero-medical best practice, taking into account the type of activity and the possible mental and physical degradation due to age. Medical fitness, comprising physical and mental fitness, means not suffering from any disease or disability, which makes the pilot unable:
 - (i) to execute the tasks necessary to operate an aircraft; or
 - (ii) to perform assigned duties at any time; or
 - (iii) to perceive correctly his/her environment.
- (2) Where medical fitness cannot be fully demonstrated, mitigation measures that provide equivalent flight safety may be implemented.

b. Aero-medical examiners

- (1) An aero-medical examiner must:
 - (i) be qualified and licensed in the practice of medicine;
 - (ii) have received training in aviation medicine and regular refresher training in aviation medicine to ensure that assessment standards are maintained;
 - (iii) have acquired practical knowledge and experience of the conditions in which pilots carry out their duties.

c. Aero-medical centres

- (1) Aero-medical centres must meet the following conditions:

- (i) have all the means necessary for the scope of responsibilities associated with their privileges. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;
- (ii) implement and maintain a management system relating to safety and the standard of medical assessment, and aim for continuous improvement of this system;
- (iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these requirements.