বাংলাদেশ গেজেট

অতিরিক্ত সংখ্যা

কর্তৃপক্ষ কর্তৃক প্রকাশিত

০১ আগষ্ট ২০২৬

[বেসরকারি ব্যাক্তি এবং কর্পোরেশন কর্তৃক অর্থের বিনিময়ে জারীকৃত প্রজ্ঞাপন]

Civil Aviation Authority of Bangladesh
Gazette

Dhaka, ১৭ শ্রাবণ ১৪৩৩ / 01 August, 2026

1. In exercise of the power conferred by Section 47, read with Section 14 of the Civil Aviation Act, 2017 (Act No. 18 of 2017), hereinafter referred as the "Act", the Chairman of the Civil Aviation Authority of Bangladesh is pleased to issue this Air Navigation Order (ANO) to be called as ANO 1 (Personnel Licencing).

2. It shall come into force from the date of gazette publication. For the purpose of implementation of this amended ANO 1, a transition period of 3 (three) months shall be accepted for the holders of licence, certificate, permit and authorization. During this transition period the preceding ANO 1 Gazetted on 08 April 2024 shall sustain. Provided that new applicant(s) shall be obliged to comply with the terms and conditions of this amended ANO 1 from the date of gazette publication.

3. The Chairman may issue "Instructions" in the public interest where any requirement prescribed in this ANO-1 appears to have been established inadvertently rather than intentionally, or where clarification or correction of typographical errors is required. Such instructions shall remain valid for a maximum period of one (1) year and shall be incorporated into the next edition of this ANO.

4. Repeal and Savings

4.1 As soon as, from the commencement of this amended ANO 1, the preceding ANO 1 Gazetted on 08 April 2024 shall be repealed after the transition period of 3 (three) months.

4.2 Despite such repeal under para 3.1,

a. any act done, measures taken, any order, ANO, circular, or notice issued, certificate, license or permit given or any agreement entered into or document signed under the said order, ANO, circular shall be deemed to have done, taken, entered, issued, given, made or signed under this ANO 1;

b. any proceeding, going on or pending, shall, in so far as possible, be disposed of under this amended ANO 1; and

c. any suit and other legal proceedings instituted before any court shall, if pending, be disposed of in such way as if the said order, ANO, circular had not been repealed.

5. ANO 1 (Personnel Licencing) shall be overriding in case of any conflict with ANO ATO and ANO (OPS) A-7A.

Air Vice Marshal Md Mostafa Mahmood Siddiq
BSP, GUP, ndc, afwc, acsc, psc
Chairman
Civil Aviation Authority of Bangladesh

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CHAPTER- 1

DEFINITIONS AND PROVISIONS CONCERNING LICENCES

A. **Short Title, Commencement, and abbreviation**

This Air Navigation Order (ANO), titled **ANO 1 on Personnel Licensing**, is issued in conformance with International Civil Aviation Organization Annex 1 (Fourteenth Edition, July 2022), including Amendments 1 to 179 to the Chicago Convention, and is hereinafter referred to as "ANO 1," Issue 2.

B. **Application of the PEL Standards**

(1) ANO 1 establishes the minimum standards for personnel licensing. It applies to all applicants and, upon renewal, to all holders of the licences and ratings specified herein.

(2) Amendments affecting existing licensing specifications apply to all applicants and to all licence holders. However, in determining their applicability to current licence holders, any assessment—if necessary, including re-examination of an individual's knowledge, experience, and proficiency—shall be conducted at the discretion of the Chairman.

C. **General Information**

The expression "licence" used throughout this ANO 1 has the same meaning as the expressions "certificate of competency and license", "license or certificate" and "license". Similarly, the expression "flight crew member" has the same meaning as the expressions "member of the operating crew of an aircraft" and "operating personnel" while the expression "personnel other than flight crew members" includes the expression "mechanical personnel".

D. **Status and definitions of ANO 1 Components**

This ANO 1 is made up of the following component parts, not all of which, however, are necessarily found in every ANOs; they have the status indicated below. *Standards* and *Recommended Practices* adopted by CAAB under the provisions of the ANO 1. They are defined as follows:

(1) **Appendices** comprising material grouped separately for convenience but forming part of the Standards.

(2) **Introductions** comprising explanatory material introduced at the beginning of parts, chapters or sections of the ANO 1 to assist in the understanding of the application of the text but forming part of the Standards.

(3) **Tables** and **Figures** which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

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(4) **Notes** included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.

(5) **Attachments** comprising material supplementary to the Standards and forming part of the Standards.

(6) **Annexures** comprising material grouped separately for convenience and forming part of the Standards.

(7) **Standard**: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure in this ANO 1, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which CAAB will conform in accordance with the ICAO Convention (ICAO ANNEX 1); in the event of impossibility of compliance, notification to the Council (ICAO) shall be made under Article 38 of Chicago Convention.

(8) **Recommended Practice**: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which CAAB will endeavour to conform in accordance with the Chicago Convention.

(9) **Definitions** of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

(10) **Tables and Figures** which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

E. **Editorial Practices**

(1) The following practice has been adhered to in order to indicate at a glance the status of each statement: ***Standards*** have been printed in light face roman; ***Recommended Practices*** have been printed in light face italics, the status being indicated by the prefix **Recommendation**; ***Notes*** have been printed in light face italics, the status being indicated by the prefix ***Note***.

(2) It is to be noted that the following practice has been adhered to when writing the specifications: Standards employ the operative verb "**shall**" while Recommended Practices employ the operative verb "**should**" and the word "**may**" is used to confer discretion.

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F. **Checks, Tests and Examinations-** For the purpose of this ANO, Chairman may:

(1) Conduct the examinations specified in this ANO, appoint invigilators, and prescribe the procedures for administering those examinations. This applies to all applicants and, upon renewal, to all holders of the licences and ratings specified herein;

(2) Appoint examiner for carrying out flying tests and technical examinations, to all holders of the licences & ratings specified herein;

(3) Determine the manner in which the proficiency checks shall be carried out and may approve check pilots and examiners for this purpose; and

(4) Cancel or vary any particulars entered in any license granted, issued under this ANO.

G. **Knowledge tests: Cheating or other unauthorized conduct**

(1) An applicant for a knowledge test may not:

a. Copy or intentionally remove any knowledge test;

b. Give to another applicant or receive from another applicant any part or copy of a knowledge test;

c. Give assistance on, or receive assistance on, a knowledge test during the period that test is being given;

d. Take any part of a knowledge test on behalf of another person;

e. Be represented by, or represent, another person for a knowledge test;

f. Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the Chairman; and

g. Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(2) An applicant who the Chairman finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:

a. Applying for any certificate, rating, or authorization issued under this chapter; and

b. Applying for and taking any test under this chapter.

(3) Any certificate or rating held by an applicant may be suspended or revoked if the Chairman finds that person has committed an act prohibited by paragraph (a) of this section.

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H. **Inspection, Surveillance and Oversight:** Any person authorised by the Chairman by special or general order in writing in his behalf may:

(1) Conduct and direct in person such tests of the efficiency of the pilot or any other crew member of any aircraft registered in Bangladesh and recommend measures that may be considered necessary for the purpose of ensuring safety; and

(2) Examine all documents associated with the Licences, Ratings and certificates.

I. **Abbreviation**

AC	-	Aircraft
ADS-B	-	Automatic Dependent Surveillance-Broadcast
AELP	-	Aviation English Language Proficiency
AFIS	-	Aerodrome Flight Information Service
AIP	-	Aeronautical Information Publication
AMOC	-	Alternate Means of Compliance
ANO	-	Air Navigation Order
ATO	-	Approved Training Organization
ATPL	-	Airline Transport Pilot Licence
AVSEC	-	Aviation Security
BTI	-	Base Training Instructor
C2†	-	Command and control
C2 Link††	-	Command and control link
CAA	-	Civil Aviation Authority
CAAB	-	Civil Aviation Authority of Bangladesh
CAD	-	Civil Aviation Directive
CAT	-	Commercial Air Transport
CFI	-	Chief Flight Instructor
CFTI	-	Company Flight Training Instructor
CPD	-	Civil Aviation Procedure Document
CPL	-	Commercial Pilot Licence
CRM	-	Crew Resource Management
DCP	-	Designated Check Pilot
DPE	-	Designated Pilot Examiner
DGR	-	Dangerous Goods Regulations
DOC(s)	-	Document(s)
EI	-	Effective Implementation
FFS	-	Full Flight Simulator

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FIR	-	Flight Instructor Rating
FOI	-	Flight Operations Inspector
FPP	-	Flight Performance, Planning & Loading
FSTD	-	Flight Simulation Training Device
FTD	-	Flight Training Device
GA	-	General Aviation
GF	-	General Flying
GRD	-	Ground
HIV	-	Human Immunodeficiency Virus
Hrs	-	Hours
HP	-	Human Performance
ICAO	-	International Civil Aviation Organization
ID	-	Identification
IF	-	Instrument Flight
IFR	-	Instrument Flight Rules
IR	-	Instrument Rating
IRC	-	Initial Route Check
LVL	-	Level
IRT	-	Instrument Rating Test
MAX	-	Maximum
ME	-	multi-engine
MET	-	Meteorology
MP(H)	-	Multi Pilot (Helicopter)
NAV	-	Navigation
NID	-	National Identity Card
NOC	-	No Objection Certificate
NOTAM	-	Notice to Airmen
N/R	-	Not Required
OM	-	Operations Manual
OML	-	Operational Multi-Pilot Limitation
OPS	-	Operations
PEL	-	Personnel Licensing
PF	-	Pilot Flying
PIC	-	Pilot-in-Command
PM	-	Pilot Monitoring
POI	-	Principal Operations Inspector
PPC	-	Pilot Proficiency Check

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PPL	-	Private Pilot Licence
PSR	-	Precision Surveillance Radar
REG	-	Registration
RNP	-	Required Navigation Performance
RPA	-	Remotely Piloted Aircraft
RPAS	-	Remotely Piloted Aircraft System
RPS	-	Remote Pilot Station
RTI	-	Route Training Instructor
QFI	-	Qualified Flying Instructor
QHI	-	Qualified Helicopter Instructor
SAT	-	Satisfactory
SE	-	Single-Engine
SEEP	-	Safety Equipment & Emergency Procedures
SFE	-	Synthetic Flight Examiner
SFI	-	Synthetic Flight Instructor
SIC	-	Second-in-Command
SIM	-	Simulator
SOP	-	Standard Operating Procedure
SP	-	Single Pilot
SRM	-	Single-Pilot Resource Management
SOLI	-	State of Licence Issue
SSC	-	Significant Safety Concern
SSR	-	Secondary Surveillance Radar
TEM	-	Threat and Error Management
TPM	-	Training and Procedures Manual
TRE	-	Type Rating Examiner
TRG	-	Training
TRI	-	Type Rating Instructor
UNSAT	-	Unsatisfactory
USOAP	-	Universal Safety Oversight Audit Program
U/T	-	Under Training
VMC	-	Visual Meteorological Conditions

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1.1 **Definitions**

When the following terms are used in the ANO 1 (Personnel Licensing), they have the following meanings:

(1) ***Ab initio.*** Literally "from the beginning". Refers to trainees with no prior knowledge of, or exposure to, the subject or activity being taught.

(2) ***Academic training.*** Training that places an emphasis on studying and reasoning designed to enhance knowledge levels of a particular subject, rather than to develop specific technical or practical skills.

(3) ***Acceptable***. Means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.

(4) ***Accountable executive.*** The individual who has corporate authority for ensuring that all training commitments can be financed and carried out to the standard required by the civil aviation authority, and any additional requirements defined by the approved training organization (ATO).

Note. — The accountable executive is normally the head of training and may delegate to another person within the organization the day-to-day management functions but not the overall approval management responsibility. In complex corporate structures, the accountable executive may be responsible for several different ATOs, each with its own head of training.

(5) ***Adequate.*** The state of fulfilling minimal requirements; satisfactory; acceptable; sufficient.

(6) ***"Air Navigation Order" or "ANO"*** means an order issued under Civil Aviation Act, 2017 for regulating aeronautical and non-aeronautical activities.

(7) ***Authority*** means the Civil Aviation Authority established under section 3 of the Civil Aviation Authority Act, 2017 (Act No. III of 2017).

(8) ***Accredited medical conclusion.*** The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

(9) ***Adapted competency model.*** A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training & assessment for a given role.

(10) ***Aeronautical experience*** for a pilot means a person's aeronautical experience the total of is as follows**:**

a. the person's flight time as a pilot; and
b. the person's simulated flight time; and
c. the person's tethered flight time;

(11) ***Aeronautical study.*** A study of an aeronautical problem to identify possible solutions and select a solution that is suitable and provides an acceptable level of safety.

(12) ***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

(13) ***Aircraft***. means any machine which can fly deriving support in the atmosphere from reactions of the air, not against the surface, and shall also include balloons, whether captive or free, airship, kites, drone, gliders and flying machines.

(14) ***Aircraft avionics.*** A term designating any electronic device including its electrical part for use in an aircraft, including radio, automatic flight control and instrument systems.

(15) ***Aircraft - category***. Classification of aircraft according to specified basic characteristics, e.g., aeroplane, helicopter, glider, free balloon.

(16) ***Aircraft certificated for single-pilot operation.*** A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

(17) ***Aircraft operating manual.*** A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.

Note.— The aircraft operating manual is part of the operations manual

(18) ***Aircraft required to be operated with a co-pilot.*** A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the AOC.

(19) ***Aircraft - type of***. All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

(20) ***Airmanship***. The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

(21) ***Airship***. A power-driven lighter-than-air aircraft.

(22) ***Alternative means of compliance.*** An approved alternative to prescribed approaches, which has been demonstrated to consistently achieve or exceed the desired outcomes as intended through regulation.

Note 1.— An example of alternate means of compliance would be the civil aviation authority's acceptance of reduced training time for personnel undergoing a specific air operator's approved aircraft type-rating training program rather than the training time requirements traditionally prescribed for approved programs of a more generic nature leading to the same aircraft type rating.

Note 2.— This definition is introduced to ensure that the reader understands the difference between an "alternate means of compliance" (a term used by some States) and an "alternative means of compliance" (a term used by ICAO). The concept of "alternate means of compliance" is not relevant to the guidance provisions of this manual.

(23) ***An operator or a person may not***. Means that no operator nor a person is required, authorized, or permitted to do an act described in this ANO 1.

(24) ***Appropriate airworthiness requirements.*** The comprehensive and detailed airworthiness codes established, adopted or accepted by the State for the class of aircraft, engine or propeller under consideration.

(25) ***Approved.*** Means the Authority has reviewed the method, procedure, or policy in question and has issued formal written approval.

(26) ***Approved flight simulation training device***. a flight simulation training device is an approved flight simulation training device for a purpose if:

a. the device is:

i. qualified (however described) and approved by the national aviation authority of a contracting State; and

ii. approved or accepted for the purpose by the Chairman.

(27) ***Approved maintenance training organization (AMTO).*** An approved training organization performing training for aircraft maintenance technicians'/engineers'/ mechanics.

(28) ***Approved training.*** Training conducted under special curricula and supervision approved by a Contracting State.

(29) ***Approved training organization (ATO).*** An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of ICAO Annex 1 to perform approved training.

(30) ***Assessment (evidence) guide.*** A guide that provides detailed information in the form of evidence that an instructor or an evaluator can use to determine whether a candidate meets the requirements of the competency standard.

(31) ***Associated***. An aircraft category rating is associated with a pilot licence if:

a. for an application for the pilot licence—the application includes an application for the rating; or

b. in any other case—the rating was granted on the basis of the applicant having met the requirements for the grant of the pilot licence with the rating.

Note: An aircraft category rating has effect only for the pilot licence with which it is associated.

(32) ***Assessment***. The determination by an instructor, assessor or evaluator as to whether a candidate meets a required competency standard under given conditions,

by collecting evidence from observable behaviors. Assessment takes place during instruction and evaluation.

(33) ***ATS surveillance service.*** A term used to indicate a service provided directly by means of an ATS surveillance system.

(34) ***ATS surveillance system.*** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Note. — A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.

(35) ***Audit.*** A systematic and objective review of an entity's operation to verify compliance with aviation regulations, conformity with or adherence to required standards as well as CAA-approved documented policies, processes, & procedures.

(36) ***Authorized person.*** A person authorized in writing by the Chairman or equivalent official to act under the provision in which the expression occurs.

(37) ***Auto-flight systems.*** The autopilot, autothrottle (or auto thrust), and all related systems that perform automatic flight management and guidance.

(38) ***Balloon.*** A non-power-driven lighter-than-air aircraft.

For the purposes of this ANO, this definition applies to free balloons.

(39) ***Baseline CAA.*** The authority whose approval establishes the baseline for the alternative approval process of a foreign ATO.

(40) ***Basic training.*** Training which is generic in nature but essential in the role of particular activities.

(41) ***Behavior.*** The way a person responds, either overtly or covertly, to a specific set of conditions, and which is capable of being measured.

(42) ***Behavioral indicator.*** An overt action performed or statement made by any flight crew member that indicates how the crew is handling the event.

(43) ***Bridge training.*** Additional training designed to address shortfalls in knowledge and skill levels so that all trainees possess the prerequisite levels upon which the approved training program was designed.

(44) ***Chairman.*** Means the Chairman of the Civil Aviation Authority of Bangladesh.

(45) ***Certify as airworthy (to).*** To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

(46) ***Checking.*** See definition of *testing.*

(47) ***Class rating*** means a pilot type rating authorizing its holder to pilot an aircraft of the type covered by the rating in a single-pilot operation.

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(48) ***Classroom training***. In-person, instructor-led training which may include group exercises and interactive instructional sessions.

(49) ***Cognitive***. Pertaining to cognition. Knowing, perceiving, or conceiving as an act or faculty distinct from emotion and volition.

(50) ***Command and control (C2) link.*** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight (applicable until 25 November 2026).

(51) ***C2 Link.*** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight (applicable as of 26 Nov 2026).

(52) ***Commercial air transport (CAT) operation.*** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

(53) ***Competency.*** A Dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.

(54) ***Competency element.*** An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

(55) ***Competency-based training & assessment***. Training & assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

(56) ***Competency standard***. A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.

(57) ***Competency unit***. A discrete function consisting of a number of competency elements.

(58) ***Compliance.*** The state of meeting those requirements mandated by regulation.

(59) ***Computer-based training***. Training involving instructional aids, such as computers and tablets. Computer-based training may encompass the use of CD-ROMs as well as web-based training (commonly referred to as eLearning).

(60) ***Conditions***. Anything that may qualify a specific environment in which performance will be demonstrated.

(61) ***Conduct***, as a verb, means:

a. in relation to a flight operation - to occupy a flight control seat in an aircraft while the operation takes place; or

b. in relation to a simulated flight operation - to occupy a flight control seat in a flight simulation training device while the simulated operation takes place; or

c. in relation to an operation of a tethered helicopter - to occupy a flight control seat in the tethered helicopter while the operation takes place.

(62) ***Conformity.*** The state of meeting established criteria, standards, specifications and desired outcomes.

(63) ***Contributing factor.*** A reported condition that contributed to the development of an aircraft accident or incident.

(64) ***Co-pilot****. A* licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

(65) ***Contracting State.*** A State, which is a party to the Convention on International Civil Aviation and has agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.

(66) ***Core competencies.*** A group of related behaviors, based on job requirements, which describe how to effectively perform a job and what proficient performance looks like. They include the name of the competency, a description, and a list of behavioral indicators.

(67) ***Credit***. Recognition of alternative means or prior qualifications.

(68) ***Crew member.*** A person assigned by an operator to duty on an aircraft during a flight duty period.

(69) ***Critical elements (CEs).*** The critical elements of a safety oversight system encompass the whole spectrum of civil aviation activities. They are the building blocks upon which an effective safety oversight system is based. The level of effective implementation of the CEs is an indication of a State's capability for safety oversight.

(70) ***Critical flight manoeuvres.*** Manoeuvres that place significant demand on a proficient crew.

(71) ***Critical system malfunctions.*** Aircraft system malfunctions that place significant demand on a proficient crew. These malfunctions should be determined in isolation from any environmental or operational context.

(72) ***Criterion-referenced test.*** A test, the measurement of which is compared with an objective standard (and not against another measurement).

(73) ***Critical phases of flight***. The period of high workload on the flight deck, normally being the periods between the beginning of taxiing until the aircraft is on the route climb phase and between the final part of descent to aircraft parking.

(74) ***Cross-country.*** A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

(75) ***Cross-crew qualification.*** A type rating qualification using a type rating transition course, for which a pilot receives training credit for the technical similarities and

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common operational and handling procedures of another aircraft type for which he or she is qualified.

Note.— The training credit allows an approved reduction in the type rating course, compared with the type rating course used to qualify those pilots who do not receive such a credit.

(76) ***Demonstrate a level of knowledge*** means an examination set under the provision of this ANO for the grant of the licence, rating, endorsement or authorizations.

(77) ***Detect and avoid***. The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

(78) ***Differences training***. The training required to cover the knowledge, skills and or attitude gap between two similar courses or body of learning subjects.

(79) ***Dual flight*** means flight conducted while receiving training from a pilot instructor occupying a flight control seat in an aircraft that is fitted with fully functional dual controls.

(80) ***Dual instruction time***. Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight.

(81) ***EBT instructor.*** A person who has undergone a screening and selection process, successfully completed an approved course in delivering competency-based training, and is subsequently authorized to conduct recurrent assessment and training within an approved EBT program.

(82) ***EBT module.*** A session or combination of sessions in a qualified FSTD, as part of the three-year cycle of recurrent assessment and training.

(83) ***EBT session.*** A single defined period of training in a qualified FSTD that normally forms part of an EBT module.

(84) ***EBT scenario.*** Part of an EBT session encompassing one or more scenario elements, constructed to facilitate real-time assessment or training.

(85) ***EBT scenario element.*** Part of an EBT session designed to address a specific training topic.

(86) ***Effective implementation (EI).*** A measure of the State's safety oversight capability, calculated for each critical element, each audit area or as an overall measure. The EI is expressed as a percentage.

(87) ***Energy state.*** How much of each kind of energy (kinetic, potential or chemical) the aeroplane has available at any given time.

(88) ***Error.*** An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

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(89) ***Error management.*** The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

(90) ***Equivalent for a foreign flight crew licence, rating or endorsement***. A foreign flight crew licence, rating or endorsement (however described) is equivalent to a flight crew licence, rating or endorsement granted under this ANO if it allows the holder to conduct substantially the same activities as the CAAB authorization.

(91) ***Evaluator.*** A generic term used to describe a person who is qualified, authorized and assigned to carry out specific assessment, checking, testing and/or auditing duties to determine that all required standards of performance have been satisfactorily achieved.

Note 1.— These standards of performance may be obligated as an end-state objective or be required to be met on a continuous basis. In either case, the evaluator is responsible for making a determination of the actual standards attained and any recommendations for immediate remediation.

Note 2.— Evaluator functions may be assigned to suitable ATO instructors for the continuous evaluation of students in a competency-based training program and for progress checks at the end of a phase of training. Evaluator functions, associated with the role of an examiner for the Licensing Authority, may also be assigned to ATO instructors for the final examination at the completion of the training program, either through a civil aviation authority (CAA) designation or under an ATO process approved by the CAA.

(92) ***Event.*** A combination of a task or a sub-task and the conditions under which the task or sub-task is to be performed.

(93) ***Evidence-based training (EBT).*** Training and assessment based on operational data that is characterized by developing and assessing the overall capability of a trainee across a range of core competencies rather than by measuring the performance in individual events or manoeuvres.

(94) ***Facilitation technique.*** An active training method, which uses effective questioning, listening and a non-judgmental approach and is particularly effective in developing skills and attitudes, assisting trainees to develop insight and their own solutions and resulting in better understanding, retention and commitment.

(95) ***Factor.*** A reported condition affecting an accident or incident.

(96) ***Fatigue.*** A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to perform safety related operational duties.

(97) ***Fidelity level.*** The level of realism assigned to each of the defined FSTD features.

(98) ***First indication of a stall.*** The initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced.

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(99) ***Finding.*** A finding is a conclusion by audit personnel that demonstrates either non-compliance with a regulation or non-conformity with a specific standard.

(100) ***Flight crew endorsement*** means an endorsement granted under this ANO on a flight crew licence.

(101) ***Flight crew member***. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

(102) ***Flight crew rating*** means a rating granted under this ANO on a flight crew licence.

(103) ***Flight instructor*** means the holder of a flight instructor rating.

(104) ***Flight operations officer/flight dispatcher.*** A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

(105) ***Flight path.*** The trajectory or path of an object (aeroplane) travelling through the air over a given space of time.

(106) ***Flight plan.*** Specified information, relative to an intended flight or portion of a flight of an aircraft.

Note 1.- The term flight plan may be prefixed by the words "preliminary", "filed", "current" or "operational" to indicate the context and different stages of a flight.

Note 2.— When the word "message" is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

(107) ***Flight procedures trainer***. See Flight simulation training device.

(108) ***Flight review*** means an assessment of the competency of a flight crew member to perform; for the holder of a pilot licence—an activity authorized by a flight crew rating that the crew member holds.

(109) ***Flight simulation training device (FSTD)***. Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

a. ***A flight simulator***, which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

b. ***A flight procedures trainer***, which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

c. ***A basic instrument flight trainer***, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.

(110) ***Flight simulator.*** See Flight simulation training device.

(111) ***Flight test***, for a flight crew licence, rating or endorsement, means a test conducted under this ANO for the licence, rating or endorsement.

(112) ***Flight time-aeroplanes.*** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Note.-Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

(113) ***Flight time — helicopters***. The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

(114) ***Flight time — remotely piloted aircraft systems.*** The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight. (Applicable until 25 Nov 2026).

(115) ***Flight time — remotely piloted aircraft systems.*** The total time from the moment a Link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 Link between the RPS and the RPA is terminated at the end of the flight. (Applicable as of 26 November 2026).

(116) ***Flight training***, for a flight crew licence, rating or endorsement, means the training mentioned under this ANO for the licence, rating or endorsement.

(117) ***Foreign ATO.*** An approved training organization (ATO) located outside Bangladesh or outside of the territory of the States of the regional safety oversight organization.

(118) ***Foreign endorsement*** means an authorization (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew endorsement.

(119) ***Foreign flight crew licence*** means an authorization (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew licence.

(120) ***Foreign medical certificate*** means a medical certificate (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a medical certificate.

(121) ***Foreign rating*** means an authorization (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew rating.

(122) ***Franchising.*** Franchising is the granting by an air operator of a **franchise** or right to use various of its corporate identity elements (such as its flight designator code, livery and marketing symbols) to a **franchisee**, i.e. the entity granted the franchise to market or deliver its air service product, typically subject to standards and controls intended to maintain the quality desired by the **franchiser**, i.e. the entity granting the franchise.

(123) ***Glider.*** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

(124) ***Glider flight time.*** The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

(125) ***Handover.*** The act of passing piloting control from one remote pilot station to another.

(126) ***Hands-on exercise***. Exercise on the use of equipment/aircraft systems that is conducted without a specific context. Equipment that is removed from operation, or other representative training equipment considered acceptable by State, can be used for the purposes of this training.

(127) ***Hazard.*** A condition or an object with the potential to cause or contribute to an aircraft accident or incident.

(128) ***Head of training***. The individual responsible for the organization's activities, policies, practices and procedures while ensuring the continued maintenance of the training organization's approval status.

(129) ***Helicopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

(130) ***Human Factors principles.*** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

(131) ***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

(132) ***ICAO competency framework***. A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.

(133) ***Includes*** – means includes but is not limited to.

(134) ***Inspection.*** The basic activity of an audit, which involves detailed examination of specific activities, products or services.

(135) ***Inspector.*** A qualified person authorized by the State to carry out oversight activities for civil aviation.

(136) ***Instructions.*** Means instructions issued under this ANO.

(137) ***Instructional services manager***. The manager responsible for the day-to-day delivery of training services that consistently meet regulatory requirements and organizational objectives.

Note.— The head of training is generally the instructional services manager except when the delivery of training services may spread over several locations or over several specialties, with dedicated instructional services managers.

(138) ***Instructional systems design (ISD).*** A formal process for designing training which includes analysis, design and production, and evaluation.

(139) ***Instructor.*** A person authorized to provide practical training to a trainee or student for an aviation licence, rating or endorsement.

(140) ***Instrument flight time***. Time during which a pilot is piloting an aircraft, or a remote pilot is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points.

(141) ***Instrument ground time***. Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.

(142) ***Instrument rating test (IRT)*** means an assessment, against the standards mentioned in the section 2.7 of this ANO, of a pilot's competency to pilot an aircraft under the IFR.

(143) ***Instrument time***. Instrument flight time or instrument ground time.

(144) ***Investigator (of an accident or incident).*** A person charged, on the basis of his or her qualifications, with the responsibility to participate in the conduct and control of an investigation.

(145) ***Licensing Authority***. Civil Aviation Authority of Bangladesh (CAAB) is responsible for the licensing of personnel.

In the provisions of this ANO, The Chairman has been given the following responsibilities by the Government:

a. assessment of an applicant's qualifications to hold a licence or rating;
b. issue and endorsement of licences and ratings;
c. designation and authorization of approved persons;
d. approval of training courses;
e. approval of the use of flight simulation training devices and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and

f. validation of licences issued by other Contracting States.

(146) ***Likely***. In the context of the medical provisions in Chapter 6, likely means with a probability of occurring that is unacceptable to the medical assessor.

(147) ***Line-oriented flight training (scenario).*** Training and assessment involving a realistic, "real time", full mission simulation of scenarios that are representative of line operations.

Note. — Special emphasis should be given to scenarios which involve a broad set of core competencies. It simulates the total line operational environment for the purpose of training and assessment of flight crew members.

(148) ***Manoeuvres.*** A sequence of deliberate actions to achieve a desired flight path. Flight path control may be accomplished by a variety of means including manual aircraft control and the use of auto flight systems.

(149) ***Manoeuvre-based training.*** Training that focuses on a single event or manoeuvre in isolation.

(150) ***Medical Assessment.*** The evidence issued by licensing authority that the licence holder meets specific requirements of medical fitness.

(151) ***Medical assessor.*** A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Note 1. - Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.

Note 2. - Medical assessor should maintain the currency of his professional knowledge.

(152) ***Medical examiner.*** A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

(153) ***Mixed-fleet flying (MFF) operations.*** Operations in which the operator assigns qualified pilots to operate as flight crew members on more than one aircraft type or variant, in accordance with procedures and conditions acceptable to the State of the Operator.

(154) ***Mock-up***. A training device that is a partial, functional replica of an actual aircraft, without motion.

(155) ***Monitoring.*** A cognitive process to compare an actual to an expected state.

Note. – Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.

(156) ***Multi-crew***, in relation to an aircraft, means that the aircraft is certificated for operation by a crew of at least 2 pilots.

(157) ***Multi-crew operation*** means an operation that requires at least 2 pilots in:

a. a multi-crew aircraft; or

b. an aircraft that is equipped, and required by this ANO, to be operated by a crew of at least 2 pilots.

(158) ***Negative training.*** Training which unintentionally introduces incorrect information or invalid concepts, which could actually decrease rather than increase safety.

(159) ***Night.*** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.
Note. — Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

(160) ***No operator nor a person may***. Means that no operator nor a person is required, authorized, or permitted to do an act described in this ANO 1.

(161) ***Observable behaviour (OB).*** A single role-related behaviour that can be observed and may or may not be measurable.

(162) ***On-aeroplane training.*** A component of an upset prevention and recovery training (UPRT) program designed to develop skill sets in employing effective upset prevention and recovery strategies utilizing only suitably-capable light aeroplanes.

(163) ***Operational variations.*** Deviations, alternative means of compliance (AMC), exemptions, concessions, special authorizations or other instruments used by a State to approve performance-based alternatives to prescriptive regulations.

Note 1.— Operational variations to the alternate aerodrome selection and fuel planning provisions are described in Annex 6, Part I, 4.3.4.4 and 4.3.6.6.

Note 2.— For the purposes of this manual the terms "variation", "operational variation" and "performance-based variation" are synonymous and can be used interchangeably

(164) ***Operator.*** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.

(165) ***Order***. Order issued under this ANO.

(166) ***Pairing.*** A scheduling expression describing the time from when a flight crew member initially reports for duty until he/she returns home from the sequence of flights and is released from duty. A pairing may include multiple flights and many days of travel (also referred to as ***Trip***).

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(167) ***PEL Office.*** The office within the Civil Aviation Authority responsible for personnel licensing functions and processes.

(168) ***Performance criteria.*** Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.

(169) ***Phase of flight.*** A defined period within a flight.

(170) ***Pilot***, used as a noun, means a person authorized under this ANO to manipulate the flight controls of an aircraft during flight.

(171) ***Pilot***, used as a verb, means:

a. to manipulate the flight controls of an aircraft during flight; or

b. to occupy a flight control seat in an aircraft during flight.

(172) ***Pilot (to).*** To manipulate the flight controls of an aircraft during flight time.

(173) ***Pilot flying (PF).*** The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crewmembers.

(174) ***Pilot-in-command.*** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

(175) ***Pilot-in-command under supervision.*** Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to Chairman.

(176) ***Pilot monitoring (PM).*** The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non–flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crewmembers.

(177) ***Pilot proficiency checks***. See ANO 6.

(178) ***Pooling arrangements.*** Pooling arrangements are commercial agreements which may involve agreed capacity, conditions of operation, and the sharing between the parties of one or more of the elements of traffic, frequencies, equipment, revenues and costs.

(179) ***Powered-lift.*** A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

(180) ***Practical training.*** Describes training that places an emphasis on the development of specific technical or practical skills, which is normally preceded by academic training.

(181) ***Prescribed.*** Means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the word "shall" is used, or a discretionary requirement, if the word "may" is used.

(182) ***Privilege.*** In relation to a flight crew licence, rating or endorsement, means an activity that the holder of the licence, rating or endorsement is authorized, under this ANO, to conduct.

(183) ***Problematic use of substances.*** The use of one or more psychoactive substances by aviation personnel in a way that:

a. Constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or

b. Causes or worsens an occupational, social, mental or physical problem or disorder.

(184) ***Process.*** A set of interrelated or interactive activities which transform inputs into outputs.

(185) ***Psychoactive substances.*** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

(186) ***Quality.*** The totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs.

(187) ***Quality assurance (QA)***. All the planned and systematic actions necessary to provide adequate confidence that all activities satisfy given standards and requirements, including the ones specified by the approved training organization in relevant manuals.

(188) ***Quality audit***. A systematic and independent examination to determine whether quality activities and related results comply with planned arrangements and whether these arrangements are implemented effectively and are suitable to achieve objectives.

(189) ***Quality of training.*** The outcome of the training that meets stated or implied needs within the framework of defined standards.

(190) ***Quality system.*** Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

(191) ***Rated air traffic controller.*** An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

(192) ***Rating.*** An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.

(193) ***Recent photograph*****,** at a particular time, means a photograph taken within 6 months before that time.

(194) ***Remote co-pilot.*** A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction.

(195) ***Remote flight crew member.*** A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.

(196) ***Remote pilot.*** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

(197) ***Remote pilot-in-command.*** The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

(198) ***Remote pilot station (RPS).*** The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

(199) ***Remotely piloted aircraft (RPA).*** An unmanned aircraft which is piloted from a remote pilot station.

(200) ***Remotely piloted aircraft system (RPAS).*** A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design. (Applicable until 25 Nov 2026).

(201) ***Remotely piloted aircraft system (RPAS).*** A remotely piloted aircraft, its associated remote pilot station(s), the required Links and any other components as specified in the type design. (Applicable as of 26 November 2026).

(202) ***Rendering valid***. The action taken by a Contracting State, as an alternative to issuing its own licence or certificate, in accepting a licence or certificate issued by another Contracting State as the equivalent of its own licence or certificate.

(203) ***Responsibility/accountability.*** The state of being responsible for an undertaking, person, thing or action and for which an organization or individual or both are liable to be called to account. An ICAO Contracting State and its respective civil aviation authority are ultimately responsible for the implementation of ICAO SARPs within their State. A State may either perform these obligations or, through mutual agreement, have another organization perform and be accountable for these functions; however, the State retains the responsibility under its duties of sovereignty (ICAO DOC 9734, Part-B).

(204) ***Risk assessment***. The analysis of the consequences of the hazards that have been determined as threatening the capabilities of an organization or person(s). A safety risk analysis uses a conventional breakdown of risk into two components to define the level of safety risk: the probability of occurrence of a damaging event or condition, and the severity of the event or condition, should it occur to define the level of safety risk.

(205) ***Rendering (a licence) valid.*** The action taken by CAAB, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.

(206) **Required flight crew member"** means a flight crew member who is required to occupy a crew station and perform crew functions during a flight, or a segment thereof, by virtue of:

a. the aircraft's type certificate or flight manual, which specifies the minimum flight crew complement for the aircraft type;

b. the operating rules applicable to the flight, including any requirement for an additional pilot to be carried during a specified phase or condition of flight (such as simulated instrument flight, low-visibility operations, or extended-range operations); or

c. a term or condition of the operating certificate, air operator certificate, or approval under which the flight is conducted.

d. A person is a required flight crew member only for that segment of the flight during which the conditions of paragraph (a), (b), or (c) apply, and ceases to be a required flight crew member once those conditions no longer apply, notwithstanding that the person may remain on board or in a crew seat.

(207) ***Rotorcraft.*** A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(208) ***Safety.*** The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

(209) ***Safety information.*** Safety data processed, organized or analyzed in a given context so as to make it useful for safety management purposes.

(210) ***Safety performance target.*** The planned or intended objective for safety performance indicator(s) over a given period.

(211) ***Safety oversight***. A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.

(212) ***Safety performance.*** A State or a Service Provider's safety achievement as defined by its safety performance targets and safety performance indicators.

(213) ***Safety performance indicator.*** A data-based parameter used for monitoring and assessing safety performance.

(214) ***Safety pilot***. A pilot who occupies a control seat and acts as a required flight crew member for the purpose of watching for other traffic and terrain, while another pilot is operating the aircraft by sole reference to instruments, under a view-limiting device, in visual meteorological conditions.

Note*: Where the aircraft type requires more than one pilot to be carried during simulated instrument flight under this ANO, the safety pilot is a required*

flight crew member for that portion of the flight, and the flight time logged by each pilot shall correspond to the function actually performed and the qualification held.

(215) ***Safety risk.*** The predicted probability and severity of the consequences or outcomes of a hazard.

(216) ***Scenario.*** Part of a training module plan that consists of predetermined manoeuvres and training events.

(217) ***Scenario (event-set).*** Relatively independent segment of training made up of several events.

(218) ***Scenario-based training.*** Training that incorporates manoeuvres into real-world experiences to cultivate practical flying skills in an operational environment.

(219) ***Schedule (noun).*** A list of planned shifts or work periods within a defined period of time. Synonymous with ***Roster***.

(220) ***Schedule (verb).*** *To* assign individuals to a roster or pattern of work. Synonymous with ***Roster***.

(221) ***Service provider.*** An organization providing aviation products and/or services. The term thus encompasses approved training organizations, aircraft operators, approved maintenance organizations, organizations responsible for type design or manufacture of aircraft, engines or propellers, air traffic service providers and other air navigation service providers and aerodrome operators (reference: ICAO DOC 9734, Part-A).

(222) ***Service provider.*** An organization, serving operators and other providers, that is part of the aviation activity and is functionally separated from its regulator (reference: ICAO DOC 9734, Part-B).

(223) ***Sign a maintenance release (to)***. To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in ANO 6 (in the case of a release not issued by an approved maintenance organization) or ICAO Annex 8 (in the case of a release issued by an approved maintenance organization).

(224) ***Significant***. In the context of the medical provisions in Chapter 6, significant means to a degree or of a nature that is likely to jeopardize flight safety.

(225) ***Significant safety concern (SSC).*** Occurs when the State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.

(226) ***Simulated flight time*** means time spent in a flight simulation training device during which a pilot is performing the duties of a pilot.

(227) ***Simulated IMC*** means flight in an aircraft or flight simulation training device during which the pilot is prevented from viewing the external horizon.

(228) ***Simulator/Synthetic instructor*** means the holder of a valid SFI (Synthetic Flight Instructor) or TRI (Type Rating Instructor) licence or authorization.

(229) ***Skill Test*** means an applicant to demonstrate the ability to perform the procedures, the skill, judgement and performance required with a degree of competency standard as prescribed in this ANO for the grant of a licence, rating or authorization.

(230) ***Solo flight time.*** Flight time during which a student pilot is the sole occupant of an aircraft.

(231) ***Solo flight time — remotely piloted aircraft systems.*** Flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo.

(232) ***State of licence issue (SOLI).*** The State that issues a licence according to Annex 1.

(233) ***Sterile flight deck***. During critical phases of flight and all flight operations (except cruise) conducted below 10 000 feet, no crew member may engage in any activity or conversation that is not required for safe operation of the aircraft. Non-essential cockpit-cabin communication is prohibited during this period.

(234) ***Startle.*** The initial short-term, involuntary physiological and cognitive reactions to an unexpected event that commence the normal human stress response.

(235) ***State safety programme (SSP)***. An integrated set of regulations and activities aimed at improving safety.

(236) ***Stress (response).*** The response to a threatening event that includes physiological, psychological and cognitive effects. These effects may range from positive to negative and can either enhance or degrade performance.

(237) ***Surprise.*** The emotionally-based recognition of a difference in what was expected and what is actual.

(238) ***Successfully participating***. a person is successfully participating in an operator's training and checking system for an operation if:

a. the person is employed by the operator; and

b. the operator's training and checking system covers the operation; and

c. the person has met the requirements under the system for entry into the system; and

d. the person is permitted under the system to be assigned by the operator for duty for the operation.

(239) ***Surveillance.*** The activities through which the State proactively verifies through inspections, audits and other activities that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State (reference: ICAO DOC 9734, Part-A).

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(240) ***Synthetic/Simulator Examiner*** means the holder of a valid DCP-D (Designated Check Pilot-D), TRE (Type Rating Examiner), or SFE (Synthetic Flight Examiner) licence or authorization.

(241) ***Task.*** Any action that is performed with a particular objective, in support of a defined activity.

(242) ***Testing.*** The comparison of the knowledge about a task or the skill to perform a task against an established set of criteria to determine that the knowledge or skill observed meets or exceeds, or does not meet, those criteria.

Note. — The use of the words testing or checking depends on the authority's preference because they are very similar in meaning, and their use may be dependent on the outcome of the event.

(243) ***Threat.*** Events or errors that occur beyond the influence of an operational person, increase operational complexity & must be managed to maintain the margin of safety.

(244) ***Threat and error management (TEM)***. An overarching safety concept regarding aviation operations and human performance.

(245) ***Threat management.*** The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

(246) ***Training event.*** Part of a training scenario that enables a set of competencies to be exercised.

(247) ***Training gap analysis.*** The analysis of the difference between KSA (Knowledge, Skills and Attitude) that the student(s) require and KSA the student(s) possess.

(248) ***Training needs analysis.*** The analysis of the students against the competency definitions of their job to determine the precise objectives (knowledge, skills, attitudes) to be trained to carry out that job.

(249) ***Training objective.*** A clear statement that is comprised of three parts, i.e. the desired performance or what the trainee is expected to be able to do at the end of training (or at the end of particular stages of training), the performance standard that must be attained to confirm the trainee's level of competence, and the conditions under which the trainee will demonstrate competence

(250) ***Training to proficiency***. The process of the check pilot administering each prescribed maneuver and procedure to a pilot as necessary until it is performed successfully during the training period.

(251) ***Train to proficiency.*** Approved training designed to achieve end-state performance objectives, providing sufficient assurances that the trained individual is capable to consistently carry out specific tasks safely and effectively.

Note. — In the context of this definition, the words train to proficiency can be replaced by training to proficiency

(252) ***Training objective***. A clear statement that is comprised of three parts, i.e. the desired performance or what the trainee is expected to be able to do at the end of training (or at the end of particular stages of training), the performance standard that must be attained to confirm the trainee's level of competence, and the conditions under which the trainee will demonstrate competence**.**

(253) ***Type specific***: a rating or endorsement is type specific if the rating or endorsement applies only to an aircraft type that is specified on the rating or endorsement.

(254) ***Unforeseen operational circumstance.*** Unexpected conditions that could not reasonably have been predicted and accommodated, such as bad weather or equipment malfunction, which may result in necessary on-the-day operational adjustments.

(255) ***Unit training***. Training that addresses theoretical and practical issues from equipment-specific and/or site-specific perspectives. It includes on-the-job training.

(256) ***Unsafe situation.*** A situation, which has led to an unacceptable reduction in safety margin.

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1.2 **General provisions concerning licences**

Note 1: Reserve.

Note 2: *International Standards and Recommended Practices are established in accordance with the applicable provisions of this ANO for licensing the following personnel*:

a. **Flight crew**

i. private pilot - aeroplane, airship, helicopter or powered-lift;
ii. commercial pilot - aeroplane, airship, helicopter or powered-lift;
iii. multi-crew pilot - aeroplane
iv. airline transport pilot - aeroplane, helicopter or powered-lift;
v. glider pilot;
vi. free balloon pilot;
vii. flight navigator;
viii. flight engineer; and
ix. remote pilot - aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.

b. **Other personnel**

i. aircraft maintenance (technician/engineer/mechanic);
ii. air traffic controller;
iii. flight operations officer/flight dispatcher;
iv. aeronautical station operator.

Recommendation: The terminology for 'flight operations officer/flight dispatcher' shall be used as 'Flight Operations Officer' in Bangladesh.

c. **Status of licences**

Licences issued to flight crew and flight operations officers shall be non-expiring. The requirements for replacing existing time-limited licences issued previously with non-expiring licences for flight crew and flight operations officers are set out in Annexure 1 and Annexure 2 of this ANO, respectively.

d. **Licence issued based on military qualification and experience**

Military qualifications and experience may be recognized for the issuance of the following flight crew licences, subject to the requirements set out in Annexure 3 of this ANO:

i. private pilot - aeroplane and helicopter;
ii. commercial pilot - aeroplane and helicopter;
iii. airline transport pilot - aeroplane and helicopter.

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e. **Conversion of foreign licence**

Conversion of foreign licences issued by an ICAO Contracting State may be recognized for the issuance of the following licences. The requirements are set out in Annexure 4 for flight crew, Annexure 26 for Flight Operations Officers, and Annexure 31 for Aircraft Maintenance Engineers (AME) of this ANO.

i. private pilot - aeroplane and helicopter;
ii. commercial pilot - aeroplane and helicopter;
iii. airline transport pilot - aeroplane and helicopter;
iv. flight operation officer;
v. aircraft maintenance engineer.

f. **Replacement of licence**

A licence may be replaced if it is reported lost, destroyed, or rendered illegible, subject to the requirements set out in Annexure 5 of this ANO.

g. **Options for issuance of a licence**

i. licence issue by direct issuance (ref: 1.2, a, b and d of this ANO), or
ii. licence issue by conversion (ref: 1.2, e of this ANO), or
iii. validation of a foreign licence of a contracting state (ref: 1.2.2 of this ANO).

h. **Issue of Licences kept in abeyance for future use**

Issuance of the following licences shall be kept in abeyance for future use.

i. Flight crew licences

(1) private pilot - airship or powered-lift;
(2) commercial pilot - airship or powered-lift;
(3) multi-crew pilot - aeroplane
(4) airline transport pilot - powered-lift;
(5) glider pilot;
(6) free balloon pilot;
(7) flight navigator;
(8) flight engineer; and
(9) remote pilot-aeroplane, airship, glider, rotorcraft, powered-lift or free balloon

ii. Other personnel licences

(1) aircraft maintenance (technician/mechanic);
(2) aeronautical station operator.

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1.2.1 **Authority to act as a flight crew member or remote flight crew member**

1.2.1.1 A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of a RPAS unless a valid licence is held showing compliance with the specifications of this ANO and appropriate to the duties to be performed by that person.

1.2.1.2 The flight crew member licence shall be issued, or rendered valid by Chairman.

1.2.1.3 The remote pilot licence shall have been issued by the Licensing Authority of the State of the Operator of the RPAS or by any other Contracting State and rendered valid by the Licensing Authority of the State of the Operator of the RPAS.

1.2.1.4 Remote pilots shall carry their appropriate licence while engaged in international air operations.

1.2.2 **Method of rendering a licence valid**

1.2.2.1 The Chairman may issue authorization as an alternative to the issuance of its own licence, by rendering a foreign licence valid issued by another ICAO Contracting State, for use on Bangladesh registered aircraft. The authorization to be carried with the former licence accepting it as the equivalent of the latter. When the authorization is limited to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. The requirements and method of such rendering a licence valid are mentioned in Annexure-6 for flight crew, Annexure-7 synthetic instructors and Annexure-27 for AME of this ANO.

Note. - This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification to Chairman, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.

1.2.2.2 When an authorization under 1.2.2.1 is issued, the validity of the other ICAO Contracting State's licence shall be confirmed before issuing such authorization.

1.2.2.3 Rendering a licence valid pursuant to a formal agreement between CAAB and ICAO Contracting States under common licensing regulations.

1.2.2.3.1 Notwithstanding the provisions in 1.2.2.1 and 1.2.2.2, Chairman may automatically render valid each other's licences, provided that CAAB and the other ICAO contracting state have:

a. adopted common licensing regulations that are compliant with this Annex 1;
b. entered into a formal agreement recognizing the automatic validation process;
c. established a surveillance system to ensure the continuing implementation of the common licensing regulations; and
d. registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

Note 1. — The registry of agreements with their associated list of Contracting States are available in ICAO's Database of Aeronautical Agreements and Arrangements.

Note 2. — Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to CAAB and the other ICAO Contracting State party to the agreement, recognizing the automatic validation process. Common licensing regulations used by other States shall contain identical requirements for licence issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States & may be accepted by Chairman.

1.2.2.3.2 An endorsement shall appear on licences rendered valid under the process of 1.2.2.3.1 indicating that the licence is automatically validated under the agreement described in 1.2.2.3.1 and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement. 1.2.2.3.2.1 provides a transition period for States that meet the requirements in 1.2.2.3.1 and have issued licences prior to the applicability of this Standard.

1.2.2.3.2.1 Until 31 December 2022, States that meet the requirements in 1.2.2.3.1 and have issued licences prior to 9 November 2017 may use other effective means, carried on board the aircraft or accessible, to indicate that the licences issued by the State are rendered valid in accordance with the agreement in 1.2.2.3.1.

Note.- Guidance on the format for the endorsement is contained in Attachment B. The guidance also includes how to make use of an attachment to the licence, as part of the endorsement, for information that may change over time, i.e. the ICAO registration number of the agreement and the list of all States that are party to the agreement.

1.2.2.4 Pilot licences are not validated for private flights in Bangladesh.

1.2.3 **Privileges of the holder of a licence**

The holder of a licence shall not exercise the privileges other than those granted by that licence.

1.2.4 **Medical fitness**

a. Guidance material is published in the Civil Aviation Procedure Document (CPD 1-10).

b. To satisfy the licensing requirements of medical fitness for the issue of various types of licences, the applicant must meet certain appropriate medical requirements which are specified as three classes of Medical Assessment. Details are given in 6.2, 6.3, 6.4 and 6.5. To provide the necessary evidence to satisfy the requirements of 1.2.4.1, CAAB issues the licence holder with a separate certificate with appropriate Medical Assessment, Class 1, Class 2 or Class 3.

1.2.4.1 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of Chapter 6.

1.2.4.2 As a part of the State Safety Programme of Bangladesh, basic safety management principles to be applied in connection to the medical assessment process of licence holders that as a minimum shall include:

a. routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and

b. continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

Note.- A framework for the implementation and maintenance of a State safety program is contained in Attachment A to Annex 19. Guidance on State safety programs and safety management principles is contained in the Safety Management Manual (SMM) *(Doc 9859) and the* Manual of Civil Aviation Medicine *(Doc 8984).*

1.2.4.3 Appropriate aviation-related health promotion for licence holders will be implemented subject to a Medical Assessment to reduce future medical risks to flight safety.

Note 1. — Standard 1.2.4.2 indicates topics for health promotion activities.

Note 2.— Guidance on health promotion activities is contained in the CPD 1-10.

Note 3.— Guidance on the relationship between the Licensing Authority and the implementation of a Medical Assessment for licence holders is contained in the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).

1.2.4.4 The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provisions of 1.2.5.2.

1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of Chairman up to 45 days.

Note. — The calendar day on which the Medical Assessment expires shall remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.

1.2.4.5 Except as provided in 1.2.5.2.6, flight crew members shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.

1.2.4.6 Medical examiners, qualified and licensed in the practice of medicine shall be designated, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in Chapters 2 A and of the appropriate licences mentioned in Chapter 4 of this ANO.

1.2.4.6.1 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.

1.2.4.6.2 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

Note. — Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the Licensing Authority to meet this requirement.

1.2.4.6.3 The competence of the medical examiners shall be evaluated every two years by the medical assessor.

1.2.4.7 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.

1.2.4.7.1 Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Licensing Division for such action as may be considered appropriate.

1.2.4.8 Having completed the medical examination of the applicant in accordance with Chapter 6, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Licensing Division, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.

1.2.4.8.1 If the medical report is submitted to the Licensing Division in electronic format, adequate identification of the examiner shall be established.

1.2.4.8.2 If the medical examination is carried out by two or more medical examiners, authority shall appoint one of them to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

1.2.4.9 Medical assessor shall evaluate reports submitted to him by medical examiners and shall forward it to licensing division.

1.2.4.9.1 The medical examiner shall be required to submit sufficient information to the Medical Assessor to enable to undertake Medical Assessment audits.

1.2.4.10 If the medical Standards prescribed in Chapter 6 for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:

a. accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;

b. relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and

c. the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

d. A Civil Aviation Medical Board may be convened to evaluate and give decision on medical status of the applicant or license holder on finding deviation, deficit, abnormality, disease state during medical examination or difficult medical matters, when required. The requirement for medical board is mentioned in Annexure-24 of this ANO.

1.2.4.11 Medical confidentiality shall be respected at all times.

1.2.4.11.1 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.

1.2.4.11.2 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to licencing division.

1.2.5 **Validity of licences**

1.2.5.1 CAAB, having issued a licence, no certificate holder may use any person, nor may any person exercise the privileges granted by that licence, or by related ratings, unless the holder maintains competency and meets the requirements for recent experience established in Annexure-8 for flight crew and Annexure-25 for Flight Operations Officer of this ANO.

1.2.5.1.1 ***Recommendations***. *CAAB to establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and would include a risk assessment process and analysis of current operations, including accident and incident data within its jurisdiction.*

1.2.5.1.2 The flight crew members, while operating an aircraft, shall carry their appropriate licences on board every flight as mentioned in Annexure-8 of this ANO that the other Contracting States are enabled to be satisfied as to the validity of the licence.

1.2.5.1.2.1 The maintenance of competency of flight crew members or remote flight crew members, engaged in commercial air transport operations, is satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with ANO 6.

1.2.5.1.2.2 Maintenance of competency may be satisfactorily recorded in the operator's records, or pilot proficiency check card, or in the flight crew or the remote flight crew member's personal log book or licence.

1.2.5.1.2.3 Flight crew and remote flight crew members may, to the extent deemed feasible, demonstrate their continuing competency in FSTDs approved by Chairman.

1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than:

a. 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;

b. 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;

c. 12 months for the multi-crew pilot licence — aeroplane;

d. 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;

e. 60 months for the glider pilot licence;

f. 60 months for the free balloon pilot licence;

g. 12 months for the flight navigator licence;

h. 12 months for the flight engineer licence;

i. 48 months for the air traffic controller licence; and

j. 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.

Note 1.- The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.4.1.

Note 2.- When calculated in accordance with 1.2.5.2 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.

1.2.5.2.1 The period of validity of a Medical Assessment may be reduced when clinically indicated.

1.2.5.2.2 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.

1.2.5.2.3 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, commercial pilot licences — aeroplane, airship, helicopter and powered-lift, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.

1.2.5.2.4 When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to 24 months.

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1.2.5.2.5 When the holders of private pilot licences — aeroplane, airship, helicopter and powered lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.2.5.2 shall be further reduced to 12 months.

1.2.5.2.5.1 The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.

1.2.5.2.6 *Circumstances in which a medical examination may be deferred*. The scheduled re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the authority, provided that such deferment shall only be made as an exception and shall not exceed:

a. a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

b. two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to Chairman;

c. in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under Licencing Authority of the ICAO Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to Chairman; and

d. two consecutive periods each of three months in the case of a remote flight crew member.

1.2.6 **Decrease in medical fitness**

1.2.6.1 Holders of licences shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

1.2.6.1.1 Licence holders will be provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner.

1.2.6.1.2 Licence holders shall not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

1.2.6.1.3 A flight crew member with an OML (Operational Multi-Pilot Limitation) may be authorized to exercise the privileges associated with their licence and ratings to operate an aircraft, subject to the conditions and limitations specified in ANO 6 and ANO (ATO).

1.2.7 **Use of psychoactive substances**

1.2.7.1 Holders of licences shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

1.2.7.2 Holders of licences shall not engage in any problematic use of substances.

1.2.7.3 Licence holders who engage in any kind of problematic use of substances when identified, shall be removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

1.2.8 **Approved training and approved training organization**

Note. — The qualifications required for the issue of personnel licences can be more readily and speedily acquired by applicants who undergo closely supervised, systematic and continuous courses of training, conforming to a planned syllabus or curriculum. Provision has accordingly been made for some reduction in the experience requirements for the issue of certain licences and ratings specified in this ANO, in respect of an applicant who has satisfactorily completed a course of approved training.

1.2.8.1 Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.

1.2.8.2 The approval of a training organization by the authority shall be dependent upon the applicant demonstrating compliance with the requirements of Appendix 2 to this ANO, and the relevant provisions contained in ANO-19. The requirements for approval of a training organization, to conduct training located within and outside Bangladesh, are mentioned in Annexure-10 and Annexure 11 respectively of this ANO. The requirements for approval of training organization for aircraft maintenance engineer, located within and outside Bangladesh, are mentioned in ANO Part 147 and Annexure-30 respectively of this ANO.

1.2.8.2.1 Safety Management provisions shall be established for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services.

1.2.8.3 Until 25 Nov 2026, approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

Note. - The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an ANO 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or rating, as may be required for air traffic controllers or for flight crew, such as the approved training under ANO 6 - Operation of Aircraft, Part I - International Commercial Air Transport-Aeroplanes, 9.3, or Part III - International Operations - Helicopters, Section II, 7.3.

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1.2.8.3 As of 26 Nov 2026, approved training for flight crew, remote flight crew and air traffic controllers shall be conducted within an approved training organization.

Note. - The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an ANO 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or rating, as may be required for air traffic controllers, or for flight crew or remote flight crew, such as the approved training under ANO 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, 9.3, or Part III - International Operations - Helicopters, Section II, 7.3, or Part IV - International Operations - Remotely Piloted Aircraft Systems.

1.2.8.4 Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization.

1.2.8.5 Competency-based approved training for remote flight crew shall be conducted within an approved training organization.

1.2.8.6 Competency-based approved training for flight operations officer personnel shall be conducted within an approved training organization.

1.2.9 **English Language proficiency**

1.2.9.1 Aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.

1.2.9.2 Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.

1.2.9.3 Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

1.2.9.4 Flight navigators required to use the radiotelephone aboard an aircraft should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.

1.2.9.5 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

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1.2.9.6 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, gliders, rotorcraft, powered-lift or free balloon remote pilots; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

a. those demonstrating the English language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and

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

Note 1. — Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

Note 2.— The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members and remote flight crew members will only need to speak the language normally used by the station on the ground.

1.2.10 **Issue of CPD (Civil Aviation Procedure Document) and Guidance Materials**

1.2.10.1 Civil Aviation Procedure Documents (CPD) for CAAB personnel and Guidance Materials (GM) for the public and operators will be issued, as required, to provide further elaboration on the procedures for the issuance and renewal of licences, ratings, authorizations, and certificates.

1.2.11 **Knowledge tests: Cheating or other unauthorized conduct**

1.2.11.1 An applicant for a knowledge test may not:

1.2.11.1.1 Copy or intentionally remove any knowledge test;

1.2.11.1.2 Give to another applicant or receive from another applicant any part or copy of a knowledge test;

1.2.11.1.3 Give assistance on, or receive assistance on, a knowledge test during the period that test is being given;

1.2.11.1.4 Take any part of a knowledge test on behalf of another person;

1.2.11.1.5 Be represented by, or represent, another person for a knowledge test;

1.2.11.1.6 Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the Chairman; and

1.2.11.1.7 Intentionally cause, assist, or participate in any act prohibited by this paragraph.

1.2.11.2 An applicant who the Chairman finds has committed an act prohibited by paragraph 1.2.11.1 of this section is prohibited, for 1 year after the date of committing that act, from:

1.2.11.2.1 Applying for any certificate, rating, or authorization issued under this chapter; and

1.2.11.2.2 Applying for and taking any test under this chapter.

1.2.11.3 Any certificate or rating held by an applicant may be suspended or revoked if the Administrator finds that person has committed an act prohibited by paragraph 1.2.11.1 of this section.

1.2.12 **Change of name**

1.2.12.1 An application to change the name on a licence or certificate issued under this ANO must be accompanied by the applicant's:

1.2.12.1.1 licence or certificate; and

1.2.12.1.2 A copy of the marriage certificate, court order, or other Government document verifying the name change.

1.2.12.2 The documents in paragraph 1.2.12.1 of this section will be returned to the applicant after inspection.

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CHAPTER- 2

LICENCES AND RATINGS FOR PILOTS AND REMOTE PILOTS

A. LICENCES AND RATINGS FOR PILOTS

2.1 **General rules concerning pilot licences and ratings**

2.1.1 **General licensing specifications**

2.1.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued by Chairman in accordance with the provisions of this chapter:

a. Aeroplane
b. airship of a volume of more than 4 600 cubic metres
c. free balloon
d. glider
e. helicopter
f. powered-lift.

2.1.1.2 The category rating of aircraft shall be endorsed in the title of the licence.

2.1.1.2.1 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the applicant shall be issued with an additional pilot licence for that category of aircraft;

Note. — The requirements for category ratings are given in terms of licensing specifications for pilots and at levels appropriate to the privileges to be granted to the licence holder.

2.1.1.3 An applicant shall, before being issued with any pilot licence or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified in this ANO for that licence or rating.

2.1.1.3.1 An applicant for any pilot licence or rating shall demonstrate knowledge and skill as determined in this ANO specified for that licence or rating.

2.1.1.3.2 An application for the issuance of any pilot licence or rating shall be submitted within 30 days from the date of completion of the skill test.

2.1.1.4 Transitional measures related to the powered-lift category.

Until 5 March 2025, CAAB may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

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2.1.2 **Category ratings**

2.1.2.1 Category ratings shall be for categories of aircraft listed in 2.1.1.1.

2.1.2.2 Category ratings shall be endorsed as listed in 2.1.1.2.

2.1.2.3 Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.

2.1.2.4 The holder of a pilot licence seeking additional category ratings shall meet the requirements of this ANO appropriate to the privileges for which the category rating is sought.

2.1.3 **Class and type ratings**

2.1.3.1 Class ratings are established for aeroplanes certificated for single-pilot operation and shall comprise:

a. single engine, land;

b. single-engine, sea;

c. multi-engine, land;

d. multi-engine, sea.

2.1.3.1.1 No class rating for helicopters and powered-lifts certificated for single-pilot operations has been established.

2.1.3.2 Type ratings shall be established for:

a. aircraft certificated for operation with a minimum crew of at least two pilots;

b. helicopters certificated for single-pilot operation; and

c. any aircraft whenever considered necessary by Chairman.

Note 1. — Where a common type rating is established, it will be only for aircraft with similar characteristics in terms of operating procedures, systems and handling.

Note 2. — Requirements for class and type ratings for gliders and free balloons have not been determined.

2.1.3.3 When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.

2.1.3.3.1 Aircraft rating & licence endorsement list-flight crew is determined in Annexure-34 of this ANO.

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2.1.4 **Circumstances in which class and type ratings are required**

2.1.4.1 The holder of a pilot licence shall not act either as pilot-in-command or as co-pilot of an aeroplane or a helicopter unless the holder has received authorization as follows:

a. the appropriate class rating specified in 2.1.3.1; or
b. a type rating when required in accordance with the provisions of 2.1.3.2;

2.1.4.1.1 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot-in-command only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

2.1.4.2 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the licence holder by CAAB in place of issuing the class or type rating in accordance with 2.1.4.1. This authorization shall be limited in validity to the time needed to complete the specific flight.

2.1.5 **Requirements for the issue of class and type ratings**

2.1.5.1 Class rating

The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.

2.1.5.2 Type rating as required by 2.1.3.2 a

The applicant shall have:

a. gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:

i. normal flight procedures and manoeuvres during all phases of flight;

ii. abnormal and emergency procedures and manoeuvres in the event of failures & malfunctions of equipment, such as engine, systems & airframe;

iii. where applicable, instrument procedures, including instrument approach, missed approach & landing procedures under normal, abnormal & emergency conditions, including simulated engine failure;

iv. for the issue of an aeroplane category type rating, upset prevention and recovery training; and

Note 1.- The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.

v. procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;

Note. - Qualifications required for pilots giving flight training are given in 2.1.8.1

b. demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and

c. demonstrated, at the airline transport pilot licence level, an extent of knowledge specified in 2.6.1.2.

2.1.5.2.1 The requirements for undergoing "Zero Flight Time Training" (ZFTT) in a flight simulation training device, in lieu of "Base Training" in an aeroplane for type rating, are set out in Annexure 14 of this ANO.

2.1.5.2.2 The pilot-in-command (PIC) and co-pilot engaged in commercial air transport operations in aeroplanes shall meet the training and flight experience requirements specified in Annexure 15 of this ANO.

2.1.5.3 Type rating as required by 2.1.3.2 b and c

The applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant.

2.1.5.4 Type technical theoretical knowledge test for aircraft class or type rating shall be conducted by the operator.

2.1.6 **Use of a FSTD for acquisition of experience and demonstration of skill**

The use of a FSTD for acquiring experience or performing any manoeuvres required during the demonstration of skill for the issuance of a licence or rating shall be approved by the Chairman, who shall ensure that the FSTD used is appropriate for the task. The requirements for approval to conduct aircraft type rating training in an FSTD for flight crew, located within and outside Bangladesh, are set out in Annexure 10 and Annexure 11 of this ANO, respectively.

2.1.7 **Circumstances in which an instrument rating is required**

The holder of a pilot licence shall not act either as pilot-in-command or as co-pilot of an aircraft under IFR unless such holder has received proper authorization from Chairman. Proper authorization shall comprise an instrument rating appropriate to the aircraft category.

2.1.7.1 The instrument rating is included in the airline transport pilot licence-aeroplane. The provisions of 2.1.7 do not preclude the issue of a licence having the instrument rating as an integral part thereof.

2.1.8 **Circumstances in which authorization to conduct instruction is required**

2.1.8.1 The holder of a pilot licence shall not carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from Chairman. Proper authorization shall comprise:

a. a flight instructor rating on the holder's licence; or

b. the authority to act as an agent of an approved organization to carry out flight instruction; or

c. a specific authorization granted to Base Training Instructor (BTI) to carry out flight instruction in Commercial Air Transport Operations-aeroplane and helicopter required for the issue of a pilot licence or related ratings. Requirements for training and flying experience of Base Training Instructor (BTI) authorization for aeroplane and helicopter are mentioned in Annexure-16 and Annexure-17 respectively of this ANO.

2.1.8.2 A person shall not carry out instruction on a FSTD required for the issue of a pilot licence or rating unless that person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from Chairman. And, such person shall be called 'Synthetic Flight Instructor (SFI)'. Requirements for training and flying experience of Synthetic Flight Instructor (SFI) engaged in Commercial Air Transport Operations-aeroplane and helicopter are mentioned in Annexure-16 and Annexure-17 respectively of this ANO.

2.1.9 **Crediting of flight time, Logbook entries and Logging of flight time**

Crediting of flight time

2.1.9.1 A Bangladeshi student pilot or holder of a Bangladeshi pilot licence shall be entitled to full credit for all solo, dual instruction, and pilot-in-command flight time towards the total flight time required for the initial issuance of a pilot licence or the issuance of a higher-grade pilot licence.

2.1.9.2 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by Chairman to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. The Chairman may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

2.1.9.3 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.1.9.4 The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.1.9.5 The crediting of helicopter flight time toward aeroplane flight time, applicable to military pilots of Bangladesh for the issuance of a Commercial Pilot Licence and an Airline Transport Pilot Licence in the aeroplane category under Chapter 1, 1.2 (d)(ii) and (iii), is set out in Annexure-18 of this ANO;

2.1.9.6 FSTD when approved for training in accordance with section 2.1.6, the FSTD flight time may be credited towards the total flight time required for the initial issue of a pilot licence, rating or the issue of a higher grade of pilot licence.

2.1.9.7 The holder of a foreign licence shall be entitled to credit flight time recorded in the logbook for the initial issuance of a pilot licence, rating, or a higher-grade pilot licence, provided that satisfactory authentication of the foreign licence is obtained from the SOLI for conversion of that licence.

2.1.9.8 Crediting of flight time from a foreign ATO operating under a contracting state:

2.1.9.8.1 The flight time accumulated by a student pilot or holder of a pilot licence from a foreign ATO operating under a Contracting State shall be eligible for credit towards the total flight time required for the initial issuance of a pilot licence or for the issuance of a higher-grade pilot licence, as follows:

a. For issuance of PPL: 60% (Sixty percent) of flight time or 20 (twenty) hours whichever is less;

b. For issuance of CPL (A): 60% (Sixty percent) of flight time or 100 (one hundred) hours whichever is less;

c. For issuance of CPL (H): 60% (Sixty percent) of flight time or 75 (seventy-five) hours whichever is less.

2.1.9.8.2 The flight time credited under 2.1.9.8.1 shall not be applicable towards the total flight time required in the course of approved training for initial issue of a pilot licence or the issue of a higher grade of pilot licence.

2.1.9.8.3 The flight time, gained by a student pilot or holder of a pilot license from a foreign ATO approved by the Chairman shall be entitled to be credited in full towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.

2.1.9.9 **Logbook Entries (paper or electronic or computerized)**

2.1.9.9.1 The holder of a pilot licence shall maintain, a logbook (paper or electronic or computerized) in which all flight times shall be recorded.

2.1.9.9.2 Training time and aeronautical experience. Each person must document and record the following time in a manner acceptable to the Chairman:

2.1.9.9.2.1 Training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review of this ANO.

2.1.9.9.2.2 The aeronautical experience required for meeting the recent flight experience requirements of this ANO.

2.1.9.9.3 For the purposes of meeting the requirements of paragraph 2.1.9.9.2 of this chapter, each person must enter the following information for each flight or lesson logged:

2.1.9.9.3.1 General:

a. Date.

b. Total flight time or lesson time.

c. Location where the aircraft departed and arrived, or for lessons in a full flight simulator or flight training device, the location where the lesson occurred.

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d. Type and identification of aircraft, full flight simulator, flight training device, or aviation training device, as appropriate.

e. The name of a safety pilot, if required by Annexure-20, Para 5.3 of this ANO.

2.1.9.9.3.2 Type of pilot experience or training:

a. Solo.

b. Pilot in command.

c. Pilot in command under supervision

d. Second in command.

e. Flight training received from an authorized instructor.

f. Training received in a full flight simulator, flight training device, or aviation training device from an authorized instructor

2.1.9.9.3.3 Conditions of flight—

a. Day or night.

b. Actual instrument.

c. Simulated instrument conditions in flight, a full flight simulator, flight training device, or aviation training device.

d. Use of night vision goggles in an aircraft in flight, in a full flight simulator, or in a flight training device.

2.1.9.9.4 The pilot time described in this section may be used to:

2.1.9.9.4.1 Apply for a certificate or rating issued under this part or a privilege authorized under this ANO; or

2.1.9.9.4.2 Satisfy the recent flight experience requirements of this ANO.

2.1.9.9.5 Flight time recorded in paper logbook shall be made in ink.

2.1.9.9.6 The holder of a pilot licence shall preserve the logbook

2.1.9.9.7 (**Applicable until amendment of CAR 84**): The accuracy of flight time recorded in the logbook shall be certified by the holder of logbook and a post holder of the operator from flight operation.

2.1.9.9.8 The pilot-in-command, while conducting check, dual instruction and flight under supervision, shall certify the flight time recorded in the logbook of the other pilot.

2.1.9.9.9 (**Applicable until amendment of CAR 84**): At the end of each quarter in a year, that is, at the end of March, June, September and December; the logbook shall be certified for correctness of flight time recorded therein, as follows:

2.1.9.9.9 (**Applicable after amendment of CAR 84**): The logbook shall be certified yearly or as required, for correctness of flight time recorded therein, as follows:

2.1.9.9.9.1 in the case of pilots, engaged in commercial air transport or in ATOs, by the competent authorities of the operator concerned;

2.1.9.9.9.2 in the case of pilots, flying in the flying schools, by the Chief Flying Instructor or his authorized person; and

2.1.9.10 **Logging of flight time**

2.1.9.10.1 A pilot, acting as Examiner may record the flight time as pilot-in-command during which he so acts, provided he is entitled and authorised to fly as a pilot-in-command of that type of aircraft by virtue of his ratings and privileges.

2.1.9.10.2 All FSTD hours, for the purpose of crediting flight time towards the total flight time required for the initial issue of a pilot licence, rating or the issue of a higher grade of pilot licence, shall be recorded in the flight logbook.

2.1.9.10.3 A rated pilot operating in simulated instrument flight conditions may log the entire flight as PIC flight time because he is the sole manipulator of the controls for the entire flight, including take off, landing, and enroute operations.

2.1.9.10.4 A safety pilot may log the portion of the flight as PIC flight time during which the other pilot operated in simulated instrument flight conditions because the safety pilot is a required crew member as annotated in Para 2.2.3, 2.2.4 and 5.3.1 of Annexture 20 of this ANO.

2.1.10 **Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday.**

2.1.10.1 The holders of pilot licences shall not act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

Note. — See 1.2.5.2.3 on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.

2.1.11 **Crediting of theoretical knowledge for issuance of licences and ratings**

2.1.11.1 An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the issue of a commercial pilot licence and, except in the case of helicopters, the IR in the same category of aircraft.

2.1.11.2 An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for the issue of a private pilot licence in the same category of aircraft.

2.1.11.3 The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for issue of an IR in another category of aircraft.

2.1.11.4 The holder of a pilot licence who applies for a licence in another category of aircraft shall be credited with the theoretical knowledge instruction and examination requirements common to both categories. Notwithstanding such credit, the applicant shall receive theoretical knowledge instruction, and shall pass the theoretical knowledge examinations, in respect of those subjects appropriate to the licence sought that are not covered by the credit".

2.1.11.5 Notwithstanding Para 2.1.11.3, the holder of an IR (A) who has completed an approved ground IR (A) course shall be credited in full towards the requirements for theoretical knowledge instruction and examination for issue of an IR in another category of aircraft when also having passed the theoretical knowledge instruction and examination for the Instrument course required in accordance with this ANO-1, Chapter-2A, Para 2.7.

2.1.11.6 This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in this ANO-1, Chapter 2A, Para 2.1.12.

2.1.12 **Validity Period of Theoretical knowledge examinations for the issue of licences and ratings for pilots**

2.1.12.1 The successful completion of the theoretical knowledge examinations will be valid (see Sub-Section 2.1.12.2) for the issuance of:

a. a private pilot licence, for a period of 36 months;

b. a commercial pilot licence, for a period of 36 months;

c. an airline transport pilot licence (ATPL):

i. for a period of 05 years unless absent from flying by more than 05 years; or,

ii. for a period of 05 years from the last validity date, in the case of helicopters, a helicopter's type rating entered in that licence; or, unless absent from flying by more than 05 years; or,

iii. In case of credit availed under 2.1.11.1, for a period of 7 years or, unless absent from flying by more than 07 years;

d. an instrument rating (IR), for a period of 60 months;

e. a flight instructor rating (FIR), for a period of 60 months;

f. an aircraft class/type rating, for a period of 36 months;

2.1.12.2 No time limit shall apply to applicants seeking issuance of a licence who passed the theoretical knowledge examinations prior to the promulgation of Gazette ANO 1 (Personnel Licence) on or before 08 April 2024.

2.1.13 ATPL ground subjects passed under the Federal Aviation Administration (FAA), the European Union Aviation Safety Agency (EASA), or the Civil Aviation Safety Authority (CASA) of Australia may be accepted and credited towards the ATPL ground subjects required under the Civil Aviation Authority of Bangladesh (CAAB), with the exception of Air Law. Where such credit is accepted, it shall remain valid in accordance with ANO Chapter 2A, Paragraph 2.1.12.1(c), as applicable.

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2.2 **Student pilot licence (SPL)**

2.2.1 General requirements for the issue of the licence appropriate to the aeroplane and helicopter categories.

2.2.2 Age

The applicant for a Student Pilot Licence shall be not less than 16 years of age.

2.2.3 Medical fitness

The applicant for SPL shall hold a current Class 1 or 2 Medical Assessment.

2.2.4 English Language Proficiency

The applicant for Student Pilot Licence shall have the ability in speaking and understanding the English language.

2.2.5 Knowledge and Academic Qualification

2.2.5.1 The Student Pilot shall have passed at least Secondary School Certificate (SSC) examination in science group or its equivalent and received a level of knowledge appropriate to the privileges granted to the holder of a SPL & appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects and areas:

2.2.5.1 (**Applicable after amendment of Academic Qualification in CAR 84**). The Student Pilot shall have passed equivalent to Secondary School Certificate (SSC) examination or "O" (Ordinary) level or higher and received a level of knowledge appropriate to the privileges granted to the holder of a SPL & appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects and areas:

2.2.5.1.1 Airspace rules and procedures for the aerodrome where the student will perform solo flight;

2.2.5.1.2 Flight characteristics and operation limitations for make and model of the aircraft to be flown; and

2.2.5.1.3 Knowledge Training for PPL subjects.

2.2.6 Skill Training

2.2.6.1 The Student Pilot shall receive a level of Skill Training appropriate to the privileges granted to the holder of a SPL and appropriate to the category of aircraft intended to be included in the licence, in at least the following areas:

a. Flight Training for PPL;

b. Pre-solo flight instruction;

Prior to conducting a solo flight, a student pilot shall have:

i. Received and logged flight training for the manoeuvres and procedures applicable to the aircraft category including flight training in those manoeuvres and procedures at night, if the solo flight is to be conducted at night;

ii. Demonstrated satisfactory proficiency and safety, as assessed by an authorized instructor, in the manoeuvres and procedures for the appropriate category and, where applicable, class of aircraft.

c. Student Pilot maneuvers and Procedures for Pre-Solo Flight Training - Aeroplane Category:

A student pilot who is receiving training for solo flight in an aeroplane shall receive and log flight training for the following maneuvers and procedures:

i. Proper flight preparation procedures, including preflight planning and preparation, power plant operation and aircraft systems.

ii. Taxiing, or surface operations, including run-ups.

iii. Takeoffs and landings, including normal and crosswind.

iv. Straight and level flight and turns in both directions.

v. Climbs and climbing turns.

vi. Aerodrome traffic patterns including entry and departure procedures.

vii. Collision avoidance, wind shear avoidance and wake turbulence avoidance.

viii. Descents, with and without turns, using high and low drag configurations.

ix. Flight at various airspeeds from cruise to slow flight.

x. Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall.

xi. Emergency procedures and equipment malfunctions.

xii. Ground reference man oeuvres.

xiii. Approaches to a landing area with simulated engine malfunctions.

xiv. Slips to a landing (SE only).

xv. Go-around.

d. Student Pilot Maneuvers and Procedures for Pre-Solo Flight Training - Helicopter Category:

A student pilot who is receiving training for solo flight in a helicopter shall receive and log flight training for the following manoeuvres and procedures:

i. Proper flight preparation procedures, including pre-flight planning and preparation, power plant operation and aircraft systems.

ii. Taxiing, or surface operations, including run-ups.

iii. Take offs and landings, including normal and crosswind.

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iv. Straight and level flight and turns in both directions.

v. Climbs and climbing turns.

vi. Aerodrome traffic patterns including entry and departure procedures.

vii. Collision avoidance, wind shear avoidance and wake turbulence avoidance.

viii. Descents, with and without turns, using high and low drag configurations.

ix. Flight at various airspeeds.

x. Emergency procedures and equipment malfunctions.

xi. Ground reference manoeuvres.

xii. Approaches to the landing area.

xiii. Hovering and hovering turns (if applicable).

xiv. Go-around.

xv. Simulated emergency procedures, including auto rotational descents with a power recovery and power recovery to hover.

xvi. Rapid decelerations.

xvii. Simulated one-engine-inoperative approaches and landings for multi-engine helicopters.

2.2.7 Solo flight requirements:

A student pilot for Solo flight shall:

a. be not less than 16 years of age;

b. have the ability in speaking and understanding in the English language to be able to adequately carry out all responsibilities of the pilot-in-command of an aircraft;

c. have attended minimum of 100 hours ground training;

d. have passed technical examination on aircraft type/class;

e. have passed a pre-solo check conducted by a licenced flight instructor;

f. fly under the supervision of, or with the authority of, a licenced flight instructor that the flight does not constitute a hazard to air navigation.

2.2.8 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges:

a. Subject to compliance with the requirements specified in 1.2.6, 1.2.7.1, and 2.1, the privileges of the holder of a student pilot licence shall be to act, but not for remuneration, as pilot-in-command of aircraft within the appropriate aircraft category engaged in training flights only;

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b. 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 does not fly unless under the supervision of, or with the authority of, a person holding a pilot's licence granted, being a licence, which includes a flying instructor's rating entitling him to give instructions in flying the type of aircraft to be flown;

ii. shall fly under visual flight rules;

iii. shall be valid only for flights within Bangladesh;

iv. Shall be valid only for flights conducted in accordance with instructions given by a person holding a pilot licence that includes a flying instructor rating, entitling the holder to provide instruction on the type of aircraft being flown;

v. Ground and flight training for PPL.

2.2.9 Authorization to issue Student Pilot Licence

ATOs are authorized to issue and renew Student Pilot Licence (SPL).

2.2.10 Validity of the Licence

The period of validity of the licence shall be valid for 5 years from the date of issuance.

2.2.11 Requirements for renewal

The applicant for renewal of Student Pilot Licence shall hold a current Class 2 Medical Assessment.

2.2.12 Flying as a student pilot without holding a pilot licence

2.2.12.1 Subject to section 2.2.6 and 2.2.7 of this ANO, a person who does not hold a pilot licence is authorized to pilot an aircraft if:

a. the pilot in command of the aircraft is a flight instructor and the flight is for the purpose of the person receiving flight training; or

b. the flight is for a flight test for a pilot licence, or a rating or endorsement on a pilot licence, for the person; or

c. the flight is:

i. approved by, and conducted under the supervision of, a flight instructor authorized by an ATO (Flying School) to conduct the supervision; and

ii. conducted under the VFR; and

iii. conducted in accordance with the flight instructor's approval.

2.2.12.2 For subsection (2.2.12.1) (c) (i), a flight is conducted under the supervision of a flight instructor if the instructor:

a. provides guidance to the person in relation to the flight; and

b. during the flight:

i. is on board the aircraft; or

ii. is at the aerodrome from which the flight began; or

iii. is flying within 15 nautical miles of the aerodrome reference point for the aerodrome from which the flight began; and

c. can be contacted during the flight by radio or other electronic means.

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2.3 **Private pilot licence (PPL)**

Note.- In addition to the requirements of section 2.3, except 2.3.1.2, private pilot licences issued for aeroplane and helicopter based on military qualification and experience are established in Annexure 3 of this ANO.

2.3.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories.

2.3.1.1 Age: The applicant shall be not less than 17 years of age.

2.3.1.2 Knowledge and Academic Qualification

2.3.1.2.1 The applicant shall have passed at least Secondary School Certificate Examination or its equivalent and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft/intended to be included in the licence, in the following subjects:

2.3.1.2.1 (**Applicable after amendment of Academic Qualification in CAR 84**). The applicant shall have passed an examination equivalent to the Secondary School Certificate (SSC), "O" (Ordinary) Level, or higher, and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and to the category of aircraft intended to be included in the licence, in the following subjects.

Air law

a. rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes, airships, helicopters & powered-lifts

b. principles of operation and functioning of engines, systems and instruments;

c. operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;

d. for helicopters and powered-lifts, transmission (power trains) where applicable;

e. for airships, physical properties and practical application of gases.

Flight performance, planning and loading

f. effects of loading and mass distribution on flight characteristics; mass and balance calculations;

g. use and practical application of take-off, landing and other performance data;

h. pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human performance

i. human performance including principles of TEM;

Meteorology

j. application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

Navigation

k. practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational procedures

l. application of TEM to operational performance;

m. altimeter setting procedures;

n. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

o. appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

p. in the case of helicopters and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

Principles of flight

q. principles of flight;

Radiotelephony

r. communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

2.3.1.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.3.3.2 or 2.3.4.2 with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence, & to:

a. recognize and manage threats and errors;

b. operate the aircraft within its limitations;

c. complete all manoeuvres with smoothness and accuracy;

d. exercise good judgement and airmanship;

e. apply aeronautical knowledge; and

f. maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.3.1.4 Medical fitness

The applicant shall hold a current Class 1 or 2 Medical Assessment.

Note. — See 2.7.1.3 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.

2.3.2 **Privileges of the holder of the licence and the conditions to be observed in exercising such privileges**

2.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a private pilot licence shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

2.3.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

2.3.3 **Specific requirements for the issue of the aeroplane category rating.**

2.3.3.1 Experience

2.3.3.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience is limited to a maximum of 5 hours.

2.3.3.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, such experience is not acceptable for reduction of flight time requirements of 2.3.3.1.1.

2.3.3.1.2 The applicant shall have completed in aeroplanes not less than 10 hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.

2.3.3.1.2.1 For the purpose of solo flight time and, or solo cross country flight time under the supervision of an authorized flight instructor as required in sub-section 2.3.3.1.2 of this ANO, shall be deemed fulfilling if the flight is conducted in accordance with sub-section 2.2.12.1 (c) and sub-section 2.2.12.2 of this ANO.

2.3.3.1.2.2 Return to aerodrome of departure for refuelling purpose is accepted & to continue flying the next route when no other nearby aerodromes are available for refuelling.

2.3.3.2 Flight instruction

2.3.3.2.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought, from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the aeroplane by external visual reference;

e. flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;

f. flight at critically high airspeed; recognition of, & recovery from, spiral dive;

g. normal and crosswind take-offs and landings;

h. maximum performance (short field and obstacle clearance) take-offs; short-field landings;

i. flight by reference solely to instruments, including the completion of a level 180° turn;

j. cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;

k. emergency operations, including simulated aeroplane equipment malfunctions;

l. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m. communication procedures and phraseology.

2.3.3.2.2 The instrument experience specified in 2.3.3.2 (i) and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot aeroplanes under IFR.

2.3.4 **Specific requirements for the issue of the helicopter category rating.**

2.3.4.1 Experience

2.3.4.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of helicopters. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience is limited to a maximum of 5 hours.

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2.3.4.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, such experience is not acceptable for reduction of flight time requirements of 2.3.4.1.1.

2.3.4.1.2 The applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.

2.3.4.1.2.1 For the purpose of solo flight time and, or solo cross country flight time under the supervision of an authorized flight instructor as required in sub-section 2.3.4.1.2 of this ANO, shall be deemed fulfilling if the flight is conducted in accordance with sub-section 2.2.12.1 (c) and sub-section 2.2.12.2 of this ANO.

2.3.4.1.2.2 Return to aerodrome of departure for refuelling purpose is accepted and to continue flying the next route when no other nearby aerodromes are available for refuelling.

2.3.4.2 Flight instruction

2.3.4.2.1 The applicant shall have received not less than 20 hours of dual instruction time in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the helicopter by external visual reference;

e. recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

f. ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;

g. take-offs & landings with minimum necessary power; max performance take-off and landing techniques; restricted site operations; quick stops;

h. cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

i. emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;

j. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

k. communication procedures and phraseology.

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2.3.4.2.1.1 The applicant should have received dual instrument flight instruction from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter.

2.3.4.2.1.2 The instrument experience specified in 2.3.4.2.1.1 and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot license to pilot helicopters under IFR.

2.3.5 **Specific requirements for the issue of the powered-lift category rating**

2.3.5.1 Experience

2.3.5.1.1 The applicant should have completed not less than 40 hours of flight time as a pilot of powered-lifts.

2.3.5.1.2 When the applicant has flight time as a pilot of aircraft in other categories, Chairman may determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.5.1.1 could be reduced accordingly.

2.3.5.1.3 The applicant shall have completed in powered-lifts not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.

2.3.5.2 Flight instruction

2.3.5.2.1 The applicant shall have received not less than 20 hours of dual instruction time in powered-lifts from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot*:*

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, powered-lift inspection, and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the powered-lift by external visual reference;

e. ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach 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. flight by reference solely to instruments, including the completion of a level 180° turn;

h. recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal

i. cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

j. emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;

k. operations to from and transiting controlled aerodromes, compliance with air traffic services procedures;

l. and communication procedures and phraseology.

2.3.5.2.2 The instrument experience specified in 2.3.5.2 g) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot powered-lifts under IFR.

2.3.6 **Specific requirements for the issue of the airship category rating**

2.3.6.1 Experience

2.3.6.1.1 The applicant shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:

a. hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);

b. take-offs and 5 landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;

c. hours of instrument time; and

d. hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.

2.3.6.2 Flight instruction

2.3.6.2.1 The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has received instruction in at least the following areas:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, airship inspection and servicing;

c. ground reference manoeuvres;

d. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

e. techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;

f. control of the airship by external visual reference;

g. take-offs, landings and go-arounds;

h. maximum performance (obstacle clearance) take-offs;
i. flight by reference solely to instruments, including the completion of a level 180^0 turn;

j. navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;

k. emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and

l. communication procedures and phraseology.

2.3.6.2.2 The instrument experience specified in 2.3.6.2 (i) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot airships under IFR.

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2.4 **Commercial pilot licence (CPL)**

Note.-In addition to the requirements of section 2.4 except 2.4.1.2, commercial pilot licence issued for aeroplane and helicopter based on military qualification and experience are established in Annexure 3 of this ANO.

2.4.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter, and powered-lift categories

2.4.1.1 Age

The applicant shall be not less than 18 years of age.

2.4.1.2 Knowledge and Academic Qualification

2.4.1.2.1 The applicant shall have passed at least Higher Secondary Certificate (Science) Examination with Physics and Mathematics or its equivalent and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in the following subjects:

2.4.1.2.1 (**Applicable after amendment of Academic Qualification in CAR 84**). The applicant shall have passed an examination equivalent to the Higher Secondary Certificate (HSC), "A" (Advanced) Level, or higher, and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and to the category of aircraft intended to be included in the licence, in the following subjects:

Air law

a. rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts

b. principles of operation and functioning of engines, systems and instruments;

c. operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;

d. use and serviceability checks of equipment and systems of appropriate aircraft;

e. maintenance procedures for airframes, systems and engines of appropriate aircraft;

f. for helicopters and powered-lifts, transmission (power trains) where applicable;

g. for airships, physical properties and practical application of gases;

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Flight performance, planning, and loading

h. effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

i. use and practical application of take-off, landing and other performance data;

j. pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

k. in the case of helicopters, effects of external loading on handling;

Human performance

l. human performance including principles of TEM;

Meteorology

m. interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

n. aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

o. causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

Navigation

p. air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;

q. in the case of airships:

i. use, limitation and serviceability of avionics and instruments necessary for control and navigation;

ii. use, accuracy, and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;

iii. principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment

Operational procedures

r. application of TEM to operational performance;

s. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

t. altimeter setting procedures;

u. appropriate precautionary and emergency procedures;

v. operational procedures for carriage of freight; potential hazards associated with dangerous goods;

w. requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

x. in the case of helicopters and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

Principles of flight

y. principles of flight;

Radiotelephony

z. communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

2.4.1.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.4.3.2.1 or 2.4.4.2 or 2.4.5.2 or 2.4.6.2 with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence, and to:

a. recognize and manage threats and errors;

b. operate the aircraft within its limitations;

c. complete all manoeuvres with smoothness and accuracy;

d. exercise good judgement and airmanship;

e. apply aeronautical knowledge; and

f. maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.4.1.4 Medical fitness: The applicant shall hold a current Class 1 Medical Assessment.

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2.4.2 **Privileges of the holder of the licence and the conditions to be observed in exercising such privileges**

2.4.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a commercial pilot licence shall be:

a. to exercise all the privileges of the holder of a private pilot licence in an aircraft within the appropriate aircraft category;

b. to act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transport operations;

c. to act as pilot-in-command, in commercial air transport operations, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;

d. to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and

e. for the airship category, to pilot an airship under IFR

2.4.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

Note. — Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.

2.4.3 **Specific requirements for the issue of the aeroplane category rating**

2.4.3.1 Experience

2.4.3.1.1 The applicant shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, as a pilot of aeroplanes. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be. Credit for such experience is limited to a maximum of 20 hours.

2.4.3.1.1.1 The applicant shall have completed in aeroplanes not less than:

a. 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command;

b. 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;

i. Return to aerodrome of departure for refuelling purpose is accepted and to continue flying the next route when no other nearby aerodromes are available for refuelling.

c. 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

d. if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.

2.4.3.1.2 When the applicant has flight time as a pilot in helicopters, such experience shall be accepted in accordance with Chapter 2, A, 2.1.9.5 and Annexure-18 of this ANO, and compliance therewith may allow the flight time requirements specified in 2.4.3.1.1 to be reduced accordingly.

2.4.3.2 Flight instruction

2.4.3.2.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating, sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the aeroplane by external visual reference;

e. flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;

f. flight with asymmetrical power for multi-engine class or type ratings;

g. flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

h. normal and crosswind take-offs and landings;

i. maximum performance (short field and obstacle clearance) take-offs; short-field landings;

j. basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

k. cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;

l. abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;

m. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

n. communication procedures and phraseology.

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2.4.3.2.2 The instrument experience specified in 2.4.3.1.1.1 c) and 2.4.3.2.1 j) and the night flying experience and dual instruction specified in 2.4.3.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot aeroplanes under IFR.

2.4.3.2.3 **Recommendation**: *The applicant should have received, in actual flight, upset prevention and recovery training approved by Chairman.*

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2.4.4 **Specific requirements for the issue of the helicopter category rating**

2.4.4.1 Experience

2.4.4.1.1 The applicant shall have completed not less than 150 hours of flight time, or 100 hours if completed during a course of approved training, as a pilot of helicopters. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 150 hours or 100 hours, as the case may be. Credit for such experience is limited to a maximum of 10 hours.

2.4.4.1.1.1 The applicant shall have completed in helicopters not less than:

a. 35 hours as pilot-in-command;

b. 10 hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;

i. Return to aerodrome of departure for refuelling purpose is accepted and to continue flying the next route when no other nearby aerodromes are available for refuelling.

c. 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

d. if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.

2.4.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, such experience is not acceptable for reduction of flight time requirements of 2.4.4.1.1.

2.4.4.2 Flight instruction

2.4.4.2.1 The applicant shall have received dual instruction in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the helicopter by external visual reference;

e. recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

f. ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;

g. take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
h. hovering out of ground effect; operations with external load, if applicable; flight at high altitude;

i. basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

j. cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;

k. abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;

l. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m. communication procedures and phraseology.

2.4.4.2.2 The instrument experience specified in 2.4.4.1.1.1 c) and 2.4.4.2 (i) and the night flying experience and dual instruction specified in 2.4.4.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot helicopters under IFR.

2.4.5 **Specific requirements for the issue of the powered-lift category rating**

2.4.5.1 Experience

2.4.5.1.1 The applicant shall have completed not less than 200 hours of flight time in a powered lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft.

2.4.5.1.2 The applicant shall have completed in a powered-lift not less than:

a. 50 hours as pilot-in-command;

b. 10 hours of cross-country flying as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes should be made;

c. 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and

d. if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot-in-command.

2.4.5.1.3 When the applicant has flight time as a pilot of aircraft in other categories CAAB may determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.5.1.1 could be reduced accordingly.

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2.4.5.2 Flight instruction

2.4.5.2.1 The applicant shall have received dual instruction time in a powered-lift from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot*:*

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, powered-lift inspection, and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. control of the powered-lift by external visual reference;

e. recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

f. ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground; steep approaches;

g. take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

h. hovering out of ground effect; operations with external load, if applicable; flight at high altitude;

i. basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

j. cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

k. emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;

l. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m. communication procedures and phraseology.

2.4.5.2.2 The instrument experience specified in 2.4.5.1.2 c) and 2.4.5.2 (i) and the night flying experience and dual instruction specified in 2.4.5.1.2 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot powered-lifts under IFR.

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2.4.6 **Specific requirements for the issue of the airship category rating**

2.4.6.1 Experience

2.4.6.1.1 The applicant shall have completed not less than 200 hours of flight time as a pilot.

2.4.6.1.1.1 The applicant shall have completed not less than:

a. 50 hours as a pilot of airships;

b. 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:

i. 10 hours of cross-country flight time; and
ii. 10 hours of night flight;

c. 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and

d. 20 hours of flight training in airships in the areas of operation listed in 2.4.6.2.

2.4.6.2 Flight instruction

2.4.6.2.1 The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a. recognize and manage threats and errors;

b. pre-flight operations, including mass and balance determination, airship inspection and servicing;

c. aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d. techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;

e. control of the airship by external visual reference;

f. recognition of leaks;

g. normal take-offs and landings;

h. maximum performance (short field and obstacle clearance) take-offs; short-field landings;

i. flight under IFR;

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j. cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;

k. emergency operations, including simulated airship equipment malfunctions;

l. operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m. communication procedures and phraseology.

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2.5 **Multi-crew pilot licence (MPL) appropriate to the aeroplane category**

Note. — The holder of a multi-crew pilot license is authorized by 2.5.2.1 to act as co-pilot of an aeroplane required to be operated with a co-pilot. Such holder will be eligible to obtain an airline transport pilot license appropriate to the aeroplane category, after fulfilling the requirements for that license, to be restricted to multi-crew operations unless the requirements of 2.5.2.1 a), 2.5.2.2 and 2.5.2.3, as appropriate, are met (2.6.2.2 refers).

2.5.1 General requirements for the issue of the licence

2.5.1.1 Age

The applicant shall be not less than 18 years of age.

2.5.1.2 Competencies

The applicant shall have passed equivalent to Higher Secondary Certificate (HSC) examination or "A" (Advance) level or higher and satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots. The adapted competency model shall be approved by the Licensing Authority, using as a basis the ICAO aeroplane pilot competency framework contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 1.— The knowledge and skills described in 2.5.1.2.1 and 2.5.1.2.2 provide minimum requirements for the issuance of the multi-crew pilot licence.

Note 2. — The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management.

2.5.1.2.1 Knowledge

2.5.1.2.1.1 The applicant shall at least have met the requirements specified in 2.6.1.2 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course as well as the additional requirements underpinning the approved adapted competency model.

2.5.1.2.1.2 Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.

2.5.1.2.2 Skills

The applicant shall have demonstrated the underpinning skills required for the competencies of the approved adapted competency model as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR:

2.5.1.2.3 The competency standards to be achieved and the associated performance criteria for the multi-crew pilot licence applicant should be publicly available.

2.5.1.3 Medical fitness

The applicant shall hold a current Class 1 medical assessment.

2.5.2 Privileges of the holder of the license and the conditions to be observed in exercising such privileges

2.5.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a multi-crew pilot license shall be:

a. to exercise all the privileges of the holder of a private pilot license in the aeroplane category provided the requirements of paragraph 2.3.3 have been met;

b. to exercise the privileges of the instrument rating in a multi-crew operation;

c. to act as co-pilot of an aeroplane required to be operated with a co-pilot.

2.5.2.2 Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in 2.7.1.2 appropriate to the aeroplane category.

2.5.2.3 Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence

a. completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in command and the necessary additional flight time as pilot-in-command under supervision;

b. completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and

c. met the requirements for the commercial pilot licence specified in 2.4.1.2, 2.4.1.3, 2.4.3.1.1 (with the exception of 2.4.3.1.1.1 a)) and 2.4.3.2 appropriate to the aeroplane category.

Note 1. — When single-pilot operation privileges are granted to the holder of a multi-crew pilot licence, the privileges will be endorsed on the multi-crew pilot licence.

Note 2.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 65th birthday.

2.5.3 Experience

2.5.3.1 The applicant shall have completed an approved training course not less than 240 hours which includes actual and simulated flight as pilot flying and pilot monitoring.

2.5.3.2 Flight experience in actual flight shall include at least the experience requirements at 2.3.3.1, upset prevention and recovery training, night flying and flight by reference solely to instruments.

2.5.3.3 In addition to meeting the provisions of 2.5.3.2, the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in an FSTD approved for that purpose by the Licensing Authority in accordance with Appendix 3, paragraph 3, the experience necessary to achieve the final competency standard of the approved adapted competency model.

2.5.4 Flight instruction

2.5.4.1 The applicant shall have completed a course of approved training covering the experience requirements specified in 2.5.3.

2.5.4.2 The applicant shall have received dual flight instruction in order to achieve the final competency standard in all the competencies of the approved adapted competency model, for the issue of the multi-crew pilot licence.

Note. — The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management.

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2.6 **Airline Transport Pilot Licence (ATPL)**

Note.-In addition to the requirements of section 2.6 except 2.6.1.2, airline transport pilot licence issued for aeroplane and helicopter based on military qualification and experience are established in Annexure 3 of this ANO.

2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and power-lift categories.

2.6.1.1 Age

The applicant shall be not less than 21 years of age.

2.6.1.2 Knowledge and Academic Qualification

2.6.1.2.1 The applicant shall have passed at least Higher Secondary Certificate (Science) Examination with Physics and Mathematics or its equivalent and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the category of aircraft intended to be included in the licence, in the following subjects.

2.6.1.2.1 **(Applicable after amendment of Academic Qualification in CAR 84).** The applicant shall have passed an examination equivalent to the Higher Secondary Certificate (HSC), "A" (Advanced) Level, or higher, and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and to the category of aircraft intended to be included in the licence, in the following subjects:

Air law

a. rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes, helicopters, and powered-lifts

b. general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;

c. principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other documents;

d. operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;

e. use and serviceability checks of equipment and systems of appropriate aircraft;

f. flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;

g. maintenance procedures for airframes, systems and engines of appropriate aircraft;

h. for helicopters & powered-lifts, transmission (power trains) where applicable;

Flight performance, planning and loading

i. effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

j. use and practical application of take-off, landing and other performance data, including procedures for cruise control;

k. pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

l. in the case of helicopters and powered-lifts, effects of external loading on handling;

Human performance

m. human performance including principles of TEM;

Meteorology

n. interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

o. aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

p. causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

q. in the case of aeroplanes & powered-lifts, practical high-altitude meteorology, including interpretation and use of weather reports, charts, and forecasts; Jetstream;

Navigation

r. air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;

s. use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;

t. use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

u. principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

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Operational procedures

v. application of TEM to operational performance;

w. interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

x. precautionary and emergency procedures; safety practices;

y. operational procedures for carriage of freight and dangerous goods;

z. requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

aa. in the case of helicopters and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

Principles of flight

bb. principles of flight;

Radiotelephony

cc. communication procedures and phraseology; action to be taken in case of communication failure.

2.6.1.2.2 In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating at 2.7.1.1.

2.6.1.3 Skill

2.6.1.3.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:

a. pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

b. normal flight procedures and manoeuvres during all phases of flight;

c. abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;

d. procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

e. in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in 2.7.4.1 a) to d), including simulated engine failure.

2.6.1.3.1.1 In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3.1 as pilot-in-command of a multi-engined aeroplane.

2.6.1.3.1.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:

a. recognize and manage threats and errors;

b. smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

c. operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

d. perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;

e. exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and

f. communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.

2.6.1.4 Medical fitness

The applicant shall hold a current Class 1 Medical Assessment.

2.6.2 **Privileges of the holder of the licence and the conditions to be observed in exercising such privileges**

2.6.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of an ATPL shall be:

a. to exercise all the privileges of the holder of a PPL and CPL in an aircraft within the appropriate aircraft category and, in the case of a licence for the aeroplane and powered-lifts categories, of the instrument rating; and

b. to act as pilot-in-command, in commercial air transport operations, of an aircraft within the appropriate category and certificated for operation with more than one pilot.

2.6.2.2 When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements established in 2.5.2.1 a, 2.5.2.2 and 2.5.2.3 as appropriate. Any limitation of privileges shall be endorsed on the licence.

Note. — Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.

2.6.3 **Specific requirements for the issue of the aeroplane category rating**

2.6.3.1 Experience

2.6.3.1.1 The applicant shall have completed not less than 1 500 hours of flight time as a pilot of aeroplanes. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 1500 hours. Credit for such experience is limited to a maximum of 100 hours, of which not more than 25 hours shall be acquired in a flight procedure trainer or a basic instrument flight trainer.

2.6.3.1.1.1 The applicant shall have completed in aeroplanes not less than:

a. 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision. Conditions for crediting Pilot-in-Command under supervision, PI (U/S), flight hours from right hand seat are mentioned in Annexure-19 of this ANO;

b. 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;

c. 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

d. 100 hours of night flight as pilot-in-command or as co-pilot.

2.6.3.1.2 When the applicant has flight time as a pilot in helicopters, such experience shall be accepted in accordance with Chapter 2, A, 2.1.9.5 and Annexure-18 of this ANO, and compliance therewith may allow the flight time requirements specified in 2.6.3.1.1 to be reduced accordingly.

Note. — The extent to which flight time experience may be reduced by the Chairman is dependent on the applicant having demonstrated the final competency standard of an approved competency - based type rating training programme in the aeroplane category.

2.6.3.2 Flight instruction

The applicant shall have received the dual flight instruction required at 2.4.3.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating or at 2.5.4 for the issue of the multi-crew pilot licence.

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2.6.4 **Specific requirements for the issue of the helicopter category rating**

2.6.4.1 Experience

2.6.4.1.1 The applicant shall have completed not less than 1 000 hours of flight time as a pilot of helicopters. The experience as a pilot under instruction in an approved FSTD is acceptable as part of the total flight time of 1 000 hours. Credit for such experience is limited to a maximum of 100 hours, of which not more than 25 hours shall be acquired in a flight procedure trainer or a basic instrument flight trainer.

2.6.4.1.1.1 The applicant shall have completed in helicopters not less than:

a. 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision. Conditions for crediting Pilot-in-Command under supervision, PI (U/S), flight hours from left hand seat are mentioned in Annexure-19 of this ANO;

b. 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;

c. 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

d. 50 hours of night flight as pilot-in-command or as co-pilot.

2.6.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, such experience is not acceptable for reduction of flight time requirements of 2.6.4.1.1.

2.6.4.2 Flight instruction

2.6.4.2.1 The applicant shall have received the flight instruction required for the issue of the commercial pilot licence (2.4.4.2)

2.6.4.2.2 The instrument time specified in 2.6.4.1.1.1 c) and the night flying time specified in 2.6.4.1.1.1 d) do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.

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2.6.5 **Specific requirements for the issue of the powered-lift category rating**

2.6.5.1 Experience

2.6.5.1.1 The applicant shall have completed not less than 1 500 hours of flight time as a pilot of powered-lifts.

2.6.5.1.2 The applicant shall have completed in powered-lifts not less than:

a. 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary

b. additional flight time as pilot-in-command under supervision;

c. 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in command under supervision;

d. 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

e. 25 hours of night flight as pilot-in-command or as co-pilot.

2.6.5.1.3 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.

Note. — The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the powered-lift category.

2.6.5.2 Flight instruction

The applicant shall have received the dual flight instruction required at 2.4.5.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating.

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2.7 **Instrument rating (IR)**

2.7.1 Requirements for the issue of the instrument rating for aeroplane, airship, helicopter and powered-lift categories

2.7.1.1 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in the following subjects:

Air law

a. rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;

Aircraft general knowledge for the aircraft category being sought

b. use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of automation;

c. compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

Flight performance and planning for the aircraft category being sought

d. pre-flight preparations and checks appropriate to flight under IFR;

e. operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

Human performance for the aircraft category being sought

f. human performance relevant to instrument flight in aircraft including principles of threat and error management (TEM);

Meteorology for the aircraft category being sought

g. application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;

h. causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

i. in the case of helicopters effects of rotor icing;

Navigation for the aircraft category being sought

j. practical air navigation using navigation systems;

k. use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of navigation sources;

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Operational procedures for the aircraft category being sought

l. application of TEM to operational performance;

m. interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

n. precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

Radiotelephony

o. communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

2.7.1.2 **Skill**

2.7.1.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in 2.7.4.1 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:

a. recognize and manage threats and errors;

b. operate the aircraft for the category being sought, within its limitations;

c. complete all manoeuvres with smoothness and accuracy;

d. exercise good judgement and airmanship;

e. apply aeronautical knowledge; and

f. maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.7.1.2.1.1 The applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

Note. — See 2.1.6 on the use of FSTDs for demonstrations of skill.

2.7.1.3 Medical fitness

2.7.1.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.

2.7.1.3.2 The holder of a private pilot licence shall require to meet the physical and mental, and visual requirements for the issue of a Class 1 Medical Assessment.

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2.7.2 **Privileges of the holder of the rating and the conditions to be observed in exercising such privileges**

2.7.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 2.1, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

2.7.2.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 2.7.1.2.1.1.

Note. — Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.

2.7.3 **Experience**

2.7.3.1 The applicant shall hold a pilot licence for the aircraft category being sought.

2.7.3.2 The applicant shall have completed not less than:

a. 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to Chairman, of which not less than 10 hours shall be in the aircraft category being sought; and

b. 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.

2.7.4 **Flight instruction**

2.7.4.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 2.7.3.2 b) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an 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;
vii. landings from instrument approaches;

d. in-flight manoeuvres and particular flight characteristics.

2.7.4.2 If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

2.7.5 The procedures and requirements for the issuance of an Instrument Rating, maintenance of recent experience, and methods to re-establish an Instrument Rating in case of loss of recent experience required to exercise its privileges are set out in Annexure-20 of this ANO.

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2.8 **Flight instructor rating (FIR) appropriate to aeroplanes, airship, helicopters and power-lifts**

2.8.1 Requirements for the issue of the rating

2.8.1.1 Knowledge

The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in the following areas:

a. techniques of applied instruction;

b. assessment of student performance in those subjects in which ground instruction is given;

c. the learning process;

d. elements of effective teaching;

e. student evaluation and testing, training philosophies;

f. training programme development;

g. lesson planning;

h. classroom instructional techniques;

i. use of training aids, including FSTDs as appropriate;

j. analysis and correction of student errors;

k. human performance relevant to flight instruction including principles of threat and error management (TEM);

l. hazards involved in simulating system failures & malfunctions in the aircraft.

2.8.1.2 Skill

The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

2.8.1.3 Experience

The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in 2.4.3.1 and 2.4.4.1 for each aircraft category, as appropriate.

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2.8.1.4 Flight instruction

The applicant shall, under the supervision of a flight instructor accepted by Chairman for that purpose:

a. have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and

b. have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

2.8.2 **Privileges of the holder of the rating and the conditions to be observed in exercising such privileges**

2.8.2.1 Subject to compliance with the requirements specified in 1.2.5 and 2.1, the privileges of the holder of a flight instructor rating shall be:

a. to supervise solo flights by student pilots; and

b. to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:

i. holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;

ii. holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and

iii. has the flight instructor privileges granted and entered on the licence.

2.8.2.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

2.8.3 The requirements and procedures for the issuance, renewal, and re-issuance of a Flight Instructor Rating (FIR) are set out in Annexure-21 of this ANO.

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2.9 **Glider Pilot Licence**

2.9.1 Requirements for the issue of the licence

2.9.1.1 Age

The applicant shall be not less than 16 years of age.

2.9.1.2 Knowledge

2.9.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a glider pilot licence, in at least the following subjects:

Air law

a. rules and regulations relevant to the holder of a glider pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge

b. principles of operation of glider systems and instruments;

c. operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;

Flight performance, planning and loading

d. effects of loading and mass distribution on flight characteristics; mass and balance considerations;

e. use and practical application of launching, landing and other performance data;

f. pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human performance

g. human performance relevant to the glider pilot including principles of TEM;

Meteorology

h. application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

Navigation

i. practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

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Operational procedures

j. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

k. different launch methods and associated procedures;

l. appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

Principles of flight

m. principles of flight relating to gliders.

2.9.1.2.2 The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

2.9.1.3 Experience

2.9.1.3.1 The applicant shall have completed not less than six hours of flight time as a pilot of gliders including two hours of solo flight time during which not less than 20 launches and landings have been performed.

2.9.1.3.1.1 When the applicant has flight time as a pilot of aeroplanes, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.9.1.3.1 can be reduced accordingly.

2.9.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:

a. pre-flight operations, including glider assembly and inspection;

b. techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;

c. traffic pattern operations, collision avoidance precautions and procedures;

d. control of the glider by external visual reference;

e. flight throughout the flight envelope;

f. recognition of, and recovery from, incipient and full stalls and spiral dives;

g. normal and crosswind launches, approaches and landings;

h. cross-country flying using visual reference and dead reckoning;

i. emergency procedures.

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2.9.1.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in 2.9.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to:

a. recognize and manage threats and errors;

b. operate the glider within its limitations;

c. complete all manoeuvres with smoothness and accuracy;

d. exercise good judgement and airmanship;

e. apply aeronautical knowledge; and

f. maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.9.1.5 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

2.9.2 **Privileges of the holder of the licence and the conditions to be observed in exercising such privileges**

2.9.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 2.1, the privileges of the holder of a glider pilot licence shall be to act as pilot-in-command of any glider provided the licence holder has operational experience in the launching method used.

2.9.2.2 If passengers are to be carried, the licence holder shall have completed not less than 10 hours of flight time as a pilot of gliders.

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2.10 **Free balloon pilot licence**

The provisions of the free balloon pilot licence apply to free balloons using hot air or gas.

2.10.1 Requirements for the issue of the licence

2.10.1.1 Age

The applicant shall be not less than 16 years of age.

2.10.1.2 Knowledge

2.10.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot licence, in at least the following subjects:

Air law

a. rules and regulations relevant to the holder of a free balloon pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge

b. principles of operation of free balloon systems and instruments;

c. operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;

d. physical properties and practical application of gases used in free balloons;

Flight performance, planning and loading

e. effects of loading on flight characteristics; mass calculations;

f. use and practical application of launching, landing and other performance data, including the effect of temperature;

g. pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human performance

h. human performance relevant to the free balloon pilot including principles of TEM;

Meteorology

i. application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

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Navigation

j. practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational procedures

k. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

l. appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

Principles of flight

m. principles of flight relating to free balloons.

2.10.1.2.2 The applicant shall demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a free balloon pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

2.10.1.3 Experience

2.10.1.3.1 The applicant shall have completed not less than 16 hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one must be solo.

2.10.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in free balloons in at least the following areas:

a. pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;

b. techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;

c. collision avoidance precautions;

d. control of the free balloon by external visual reference;

e. recognition of, and recovery from, rapid descents;

f. cross-country flying using visual reference and dead reckoning;

g. approaches and landings, including ground handling;

h. emergency procedures.

2.10.1.3.3 If the privileges of the licence are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.

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2.10.1.3.4 If passengers are to be carried for remuneration or hire, the licence holder shall have completed not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.

2.10.1.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres described in 2.10.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to:

a. recognize and manage threats and errors;

b. operate the free balloon within its limitations;

c. complete all manoeuvres with smoothness and accuracy;

d. exercise good judgement and airmanship;

e. apply aeronautical knowledge; and

f. maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

2.10.1.5 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

2.10.2 **Privileges of the holder of the licence and the conditions to be observed in exercising such privileges**

2.10.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 2.1 and 2.10.1.3.4, the privileges of the holder of a free balloon pilot licence shall be to act as pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.

2.10.2.2 Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in 2.10.1.3.3.

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CHAPTER- 3

LICENCES FOR FLIGHT CREW MEMBERS OTHER THEN LICENCES FOR PILOTS

3.1 General rules concerning flight navigator and flight engineer licences

3.1.1 An applicant shall, before being issued with a flight navigator licence or a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.

3.1.1.1 An applicant for a flight navigator licence or a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for those licences, in a manner determined by the Licensing Authority.

3.2 Flight navigator licence

3.2.1 Requirements for the issue of the licence

3.2.1.1 Age

The applicant shall be not less than 18 years of age.

3.2.1.2 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:

Air law

a. rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;

Flight performance, planning and loading

b. effects of loading and mass distribution on aircraft performance;

c. use of take-off, landing and other performance data including procedures for cruise control;

d. pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

Human performance

e. human performance relevant to the flight navigator including principles of TEM;

Meteorology

f. interpretation and practical application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

g. aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

Navigation

h. dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;

i. use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;

j. use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight; identification of radio navigation aids;

k. principles, characteristics and use of self-contained and external-referenced navigation systems; operation of airborne equipment;

l. the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights; calibration of sextants; the completion of navigation documentation;

m. definitions, units and formulae used in air navigation;

Operational procedures

n. interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

Principles of flight

o. principles of flight;

Radiotelephony

p. communication procedures and phraseology.

3.2.1.3 Experience

3.2.1.3.1 The applicant shall have completed in the performance of the duties of a flight navigator, not less than 200 hours of flight time acceptable to the Licensing Authority, in aircraft engaged in cross-country flights, including not less than 30 hours by night.

3.2.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of can be reduced accordingly.

3.2.1.3.2 The applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:

a. by night — not less than 25 times by celestial observations; and

b. by day — not less than 25 times by celestial observations in conjunction with self-contained or external-referenced navigation systems.

3.2.1.4 Skill

The applicant shall have demonstrated the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to:

a. recognize and manage threats and errors;

b. exercise good judgement and airmanship;

c. apply aeronautical knowledge;

d. perform all duties as part of an integrated crew; and

e. communicate effectively with the other flight crew members.

3.2.1.5 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

3.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges.

Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft. If the privileges include radiotelephony communication, the licence holder shall comply with the requirements specified in 1.2.9.2.

3.3 Flight Engineer Licence

3.3.1 Requirements for the issue of the licence

3.3.1.1 Age

The applicant shall be not less than 18 years of age.

3.3.1.2 Knowledge

3.3.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects:

Air law

a. rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;

Aircraft general knowledge

b. basic principles of engines, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;

c. principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;

d. airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;

e. ice and rain protection systems;

f. pressurization and air-conditioning systems, oxygen systems;

g. hydraulic and pneumatic systems;

h. basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;

i. principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;

j. limitations of appropriate aircraft;

k. fire protection, detection, suppression and extinguishing systems;

l. use and serviceability checks of equipment and systems of appropriate aircraft;

Flight performance, planning, and loading

m. effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

n. use and practical application of performance data including procedures for cruise control;

Human performance

o. human performance relevant to the flight engineer including principles of TEM;

Operational procedures

p. principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;

q. normal, abnormal and emergency procedures;

r. operational procedures for carriage of freight and dangerous goods;

Principles of flight

s. fundamentals of aerodynamics;

Radiotelephony

t. communication procedures and phraseology.

3.3.1.2.2 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in at least the following subjects:

a. fundamentals of navigation; principles and operation of self-contained systems; and

b. operational aspects of meteorology.

3.3.1.3 Experience

3.3.1.3.1 The applicant shall have completed, under the supervision of a person accepted by the Licensing Authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. The Licensing Authority shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.

3.3.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 3.3.1.3.1 can be reduced accordingly.

3.3.1.3.2 The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the Licensing Authority for that purpose, in at least the following areas:

a. Normal procedures

i. pre-flight inspections

ii. fuelling procedures, fuel management

iii. inspection of maintenance documents

iv. normal flight deck procedures during all phases of flight

v. crew coordination and procedures in case of crew incapacitation

vi. defect reporting

b. Abnormal and alternate (standby) procedures

i. recognition of abnormal functioning of aircraft systems

ii. use of abnormal and alternate (standby) procedures

c. Emergency procedures

i. recognition of emergency conditions

ii. use of appropriate emergency procedures.

3.3.1.4 Skill

3.3.1.4.1 The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in 3.3.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to:

a. recognize and manage threats and errors;

b. use aircraft systems within the aircraft's capabilities and limitations;

c. exercise good judgement and airmanship;

d. apply aeronautical knowledge;

e. perform all the duties as part of an integrated crew with the successful outcome assured; and

f. communicate effectively with the other flight crew members.

3.3.1.4.2 The use of an FSTD for performing any of the procedures required during the demonstration of skill described in 3.3.1.4.1 shall be approved by the Licensing Authority, which shall ensure that the FSTD is appropriate to the task.

3.3.1.5 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

3.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges.

3.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight engineer licence shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the Licensing Authority on the basis of

those requirements specified in 3.3.1.2 and 3.3.1.4 which are applicable to the safe operation of that type of aircraft.

3.3.2.2 The types of aircraft on which the holder of a flight engineer licence is authorized to exercise the privileges of that licence, shall be either entered on the licence or recorded elsewhere in a manner acceptable to the Licensing Authority

3.4 Flight radiotelephone operator

3.4.1 When the applicant has satisfactorily fulfilled the knowledge and skill requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, licensing authority may endorse a licence already held by the applicant (as provided for in 5.2.1 XIII) or issue a separate licence as appropriate.

3.4.2 Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter, and powered-lift pilot licences.

CHAPTER- 4

LICENCES AND RATINGS FOR PERSONNEL OTHER THEN FLIGHT CREW MEMBERS

4.1 General rules concerning licences and ratings for personnel other than flight crew members

4.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.

4.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by Chairman such requirements in respect of knowledge and skill as are specified for that licence or rating.

4.2 **Aircraft maintenance engineer (AME)**

4.2.1 Requirements for the issue of the AME licence:

4.2.1.1 Requirements for the issue of the licence of Age, Knowledge, Experience, Training and Skill shall be the requirements mentioned in CAAB ANO Part 66.

4.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges:

Privileges of the holder of the licence and the conditions to be observed in exercising such privileges shall be the Privileges of the holder of the licence and the conditions to be observed in exercising such privileges mentioned in ANO Part-66.

4.3 **Student air traffic controller**

4.3.1 Appropriate measures shall be taken to ensure that student air traffic controllers do not constitute a hazard to air navigation.

4.3.2 Medical fitness

A student air traffic controller shall not be permitted to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.

4.4 **Air traffic controller licence**

4.4.1 Requirements for the issue of the licence

Before issuance of an air traffic controller licence, the applicant shall meet the requirements of 4.4.1 and the requirements of at least one of the ratings set out in 4.5. Unlicensed State employees may operate as air traffic controllers on condition that they meet the same requirements and a certificate shall be issued to that effect.

4.4.1.1 Age

The applicant shall be not less than 21 years of age.

4.4.1.2 Knowledge

The applicant shall have passed at least Higher Secondary Certificate (Science) Examination or its equivalent and demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects:

Air law

a. rules and regulations relevant to the air traffic controller;

Air traffic control equipment

b. principles, use and limitations of equipment used in air traffic control;

General knowledge

c. principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;

Human performance

d. human performance including principles of TEM;

Meteorology

e. aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;

Navigation

f. principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and

Operational procedures

g. air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

4.4.1.3 Experience

4.4.1.3.1 The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an air traffic control (ATC) on-the-job training instructor

(OJTI). The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.

4.4.1.3.2 An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.

4.4.1.4 Medical fitness

The applicant shall hold a current Class 3 Medical Assessment.

4.5 Air traffic controller ratings

4.5.1 Categories of air traffic controller ratings

Air traffic controller ratings shall comprise the following categories:

a. aerodrome control rating;
b. approach control procedural rating;
c. approach control surveillance rating;
d. approach precision radar control rating;
e. area control procedural rating; and
f. area control surveillance rating.

4.5.2 Requirements for air traffic controller ratings

4.5.2.1 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:

a. aerodrome control rating:

i. aerodrome layout; physical characteristics and visual aids;
ii. airspace structure;
iii. applicable rules, procedures and source of information;
iv. air navigation facilities;
v. air traffic control equipment and its use;
vi. terrain and prominent landmarks;
vii. characteristics of air traffic;
viii. weather phenomena; and
ix. emergency and search and rescue plans;

b. approach control procedural and area control procedural ratings:

i. airspace structure;
ii. applicable rules, procedures and source of information;

iii. air navigation facilities;

iv. air traffic control equipment and its use;

v. terrain and prominent landmarks;

vi. characteristics of air traffic and traffic flow;

vii. weather phenomena; and

viii. emergency and search and rescue plans; and

c. approach control surveillance, approach precision radar control and area control surveillance ratings: The applicant shall meet the requirements specified in b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:

i. principles, use and limitations of applicable ATS surveillance systems and associated equipment; and

ii. procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.

4.5.2.2 Experience

4.5.2.2.1 The applicant shall have:

a. satisfactorily completed an approved training course;

b. demonstrated the required competence while providing, under the supervision of an air traffic control (ATC) on-the job training instructor (OJTI), one or more of the following:

i. aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;

ii. approach control procedural, approach control surveillance, area control procedural or area control surveillance rating: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and

iii. approach precision radar control rating: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Licensing Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and

c. if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI).

4.5.2.2.2 The application for a rating shall be made within six months from the completion of experience specified in 4.5.2.2.1 b.

4.5.2.2.3 When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Licensing Authority shall determine whether the experience requirement of 4.5.2.2 can be reduced, and if so, to what extent.

4.5.2.3 Skill

The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

4.5.2.4 Concurrent issuance of two air traffic controller ratings

When two air traffic controller ratings are sought concurrently, the Licensing Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.

4.5.3 Privileges of the holder of the air traffic controller rating(s) and the conditions to be observed in exercising such privileges

4.5.3.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 1.2.9, the privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be:

a. aerodrome control rating: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;

b. approach control procedural rating: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

c. approach control surveillance rating: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

(1) subject to compliance with the provisions of 4.5.2.2.1 c, the privileges shall include the provision of surveillance radar approaches;

d. approach precision radar control rating: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;

e. area control procedural rating: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and

f. area control surveillance rating: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.

4.5.3.2 Before exercising the privileges indicated in 4.5.3.1, the licence holder shall be familiar with all pertinent and current information.

4.5.3.3 CAAB having issued an air traffic controller licence or certificate shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from Chairman.

4.5.3.4 Validity of ratings

A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the Licensing Authority. That period shall not exceed six months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

4.6 Flight operations officer licence (FOOL)

4.6.1 Requirements for the issue of the licence

4.6.1.1 Age

The applicant shall be not less than 21 years of age.

4.6.1.2 Knowledge and Academic Qualification

The applicant shall have passed at least Higher Secondary Certificate (science) examination or equivalent in and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in the following subjects:

4.6.1.2 (**Applicable after amendment of Academic Qualification in CAR 84**). The applicant shall have passed an examination equivalent to the Higher Secondary Certificate (HSC), "A" (Advanced) Level, or higher, and shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Flight Operations Officer (FOO) licence in the following subjects:

Air law

a. rules and regulations relevant for operational control and to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;

Aircraft general knowledge

b. principles of operation of aeroplane engines, systems and instruments;

c. operating limitations of aeroplanes and engines;

d. minimum equipment list and configuration deviation list;

Flight performance calculation, planning procedures and loading

e. effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;

f. operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;

g. take-off performance including field length, climb and obstacle criteria and limitation;

h. cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;

i. landing performance including approach climb and field length criteria and limitations;

j. preparation and filing of air traffic services flight plans;

k. basic principles of computer-assisted planning system;

Human performance

l. human performance relevant to operational control duties, including principles of TEM;

Meteorology

m. aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

n. interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

Navigation

o. principles of air navigation with particular reference to instrument flight;

Operational procedures

p. operational procedures for the carriage of freight and dangerous goods;

q. procedures relating to aircraft accidents and incidents; emergency flight procedures;

r. use of aeronautical documentation and standard operating procedures;

s. procedures relating to unlawful interference and sabotage of aircraft;

Principles of flight

t. principles of flight relating to the appropriate category of aircraft; and

Radio communication

u. procedures for communicating with aircraft and relevant ground stations.

4.6.1.3 Experience

4.6.1.3.1 The applicant shall have gained the following experience:

a. A total of two years of service in any one or in any combination of the capacities specified in i) to iii) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

i. a flight crew member in air transportation; or

ii. a meteorologist in an organization providing operational control to aircraft in air transportation; or

iii. an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;

or

b. at least one year as an assistant in the dispatching of air transport;

or

c. have satisfactorily completed a course of approved training.

4.6.1.3.2 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

4.6.1.4 Skill

The applicant shall have demonstrated the ability to:

a. identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;

b. identify and evaluate the risk factors and the possible consequences for flight operations;

c. identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;

d. determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;

e. apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;

f. make an accurate and operationally acceptable weather analysis provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

g. identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

h. determine the optimum flight path for a given segment, and create accurate manual and/or computer-generated flight plans;

i. provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and

j. recognize and manage threats and errors.

4.6.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges.

Subject to compliance with the requirements specified in 1.2.5, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in ANO 6.

4.7 Aeronautical Station Operator Licence

Note. — This license is not intended for personnel providing AFIS.

4.7.1 Requirements for the issue of the license

4.7.1.1 Before issuing an aeronautical station operator license, CAAB shall require the applicant to meet the requirements of 4.7.1. Unlicensed individuals may operate as aeronautical station operators on the condition that they meet the same requirements and a certificate shall be issued to that effect.

4.7.1.2 Age

The applicant shall be not less than 18 years of age.

4.7.1.3 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:

General knowledge

a. air traffic services provided within the State;

Operational procedures

b. radiotelephony procedures; phraseology; telecommunication network;

Rules and regulations

c. rules and regulations applicable to the aeronautical station operator; and

Telecommunication equipment

d. principles, use and limitations of telecommunication equipment in an aeronautical station.

4.7.1.4 Experience

The applicant shall have:

a. satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months;

or

b. satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

4.7.1.5 Skill

The applicant shall demonstrate, or have demonstrated, competency in:

a. operating the telecommunication equipment in use; and

b. transmitting and receiving radiotelephony messages with efficiency and accuracy.

4.7.2 Privileges of the aeronautical station operator and the conditions to be observed in exercising such privileges

Subject to compliance with the requirements specified in 1.2.5 and 1.2.9, the privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.

4.8 Aeronautical meteorological personnel

4.8.1 The requirements for qualifications, competencies, education and training for all aeronautical meteorological personnel are the responsibility of the World Meteorological Organization (WMO) in accordance with the Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization (Doc 7475). The requirements can be found in the Technical Regulations (WMO-No. 49), Volume I — General Meteorological Standards and Recommended Practices, Part V — Qualifications

and Competencies of Personnel Involved in the Provision of Meteorological (Weather and Climate) and Hydrological Services, Part VI — Education and Training of Meteorological Personnel, and Appendix A — Basic Instruction Packages.

CHAPTER- 5

SPECIFICATIONS FOR PERSONNEL LICENCES

5.1 General

5.1.1 A personnel licence issued by the Chairman in accordance with Chapter 1, 1.2 of this ANO and CAR shall comply to the following specifications of this chapter 5:

a. licences issued on first quality paper or other suitable material, including plastic cards. The specifications for license and different forms are mentioned in Annexure-33 of this ANO; or

b. electronic personnel licences on self-contained mobile electronic visual display devices (examples are: mobile phones, tablets or other mobile devices).

5.1.2 The licences issued shall contain the privileges and validity of ratings that other states may easily be able to determine such privileges and validity.

Note. — Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not required to be carried on international flights.

5.2 Specifications for licences issued on first quality paper or other suitable material, including plastic cards

5.2.1 Details:

The following details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card:

I) Name of State (in bold type);

II) Title of licence (in very bold type);

III) Serial number of the licence, in Arabic numerals, given by the PEL division issuing the licence;

IV) Name of holder in full (in Roman alphabet);

IVa) Date of birth;

V) Address of holder;

VI) Nationality of holder;

VII) Signature of holder;

VIII) Authority and, where necessary, conditions under which the licence is issued;

IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;

X) Signature of officer issuing the licence and the date of such issue;

XI) Seal or stamp of authority issuing the licence;

XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;

XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of the English language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and

XIV) Any other details desired by Chairman.

5.2.2 Material: First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 5.2.1 shown clearly thereon.

5.2.3 Language

Licences, Ratings and Authorizations shall be issued in English and the limit of validity of the Rating, Authorization, any restriction, or limitation shall be established.

5.2.4 Arrangement of items

Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 5.2.1, so that on any licence the number will, under any arrangement, refer to the same item heading but may be arranged in any order as may best suit.

5.3 Specifications for electronic personnel licences

5.3.1 Electronic personnel licences shall be issued in accordance with the specifications of this section.

5.3.1.1 The licence information shall replicate the information contained in the PEL division's electronic records and contain a common form in accordance with Appendix 4.

5.3.1.2 The licence shall have the digital signature of the PEL official issuing the licence and the most recent date and time of issue.

5.3.1.3 Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.

5.3.2 Medium (material)

5.3.2.1 Licence details shall be displayed on self-contained mobile electronic visual display devices.

5.3.2.2 The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.

5.3.3 Language: Licence shall include the acronym "ICAO" as a hyperlink to an electronic display of the licence in the English language in accordance with the common form in Appendix 4.

5.3.4 Arrangement of items: The licence shall contain a view that replicates the wording & arrangement, in the English language, of the common form shown in Appendix-4.

5.3.5 Online and offline verification

5.3.5.1 The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.

5.3.5.2 The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.

5.3.6 Medical assessments: The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant.

5.3.7 Additional supplementary information: When supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Appendix 4.

5.4 Change of Name on Licence or Certificate

5.4.1 The holder of a licence or certificate issued under this ANO may apply for a change of name.

5.4.2 The terms and conditions for such changes are mentioned in Annexure 9.

CHAPTER- 6

MEDICAL PROVISIONS FOR LICENSING

Note 1.- Procedures established in this chapter cannot, on their own, be sufficiently detailed to cover all possible individual situations. Of necessity, many decisions relating to the evaluation of medical fitness must be left to the judgement of the individual medical examiner. The evaluation must, therefore, be based on a medical examination conducted throughout in accordance with the highest standards of medical practice.

Note 2.- Predisposing factors for disease, such as obesity & smoking, may be important for determining whether further evaluation or investigation is necessary in an individual case.

Note 3.- In cases where the applicant does not fully meet the medical requirements and in complicated and unusual cases, the evaluation may have to be deferred and the case submitted to the medical assessor for final evaluation. In such cases due regard must be given to the privileges granted by the licence applied for or held by the applicant for the Medical Assessment, and the conditions under which the licence holder is going to exercise those privileges in carrying out assigned duties.

Note 4.- See the administrative clause in 1.2.4.10 dealing with accredited medical conclusion.

Note 5.- Basic safety management principles, when applied to the medical assessment process, can help ensure that aeromedical resources are utilized effectively.

6.1 Medical Assessments — General

6.1.1 Classes of Medical Assessment

Three classes of Medical Assessment shall be established as follows:

a. Class 1 Medical Assessment;

applies to applicants for, and holders of:

i. commercial pilot licences-aeroplane, airship, helicopter, and powered-lift;
ii. multi-crew pilot licences — aeroplane
iii. airline transport pilot licences — aeroplane, helicopter, and powered-lift

b. Class 2 Medical Assessment;

applies to applicants for, and holders of:

i. flight navigator licences
ii. flight engineer licences
iii. private pilot licences — aeroplane, airship, helicopter, and powered-lift
iv. glider pilot licences
v. free balloon pilot licences

c. Class 3 Medical Assessment;

applies to applicants for, and holders of:

i. air traffic controller licences
ii. remote pilot licences.

6.1.2 The applicant for a Medical Assessment shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history. The applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits, and any false statement shall be dealt with in accordance with 1.2.4.7.1.

6.1.3 The medical examiner shall report to Medical Assessor of any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardize flight safety (1.2.4.10).

6.1.4 The level of medical fitness to be met for the renewal of a Medical Assessment shall be the same as that for the initial assessment except where otherwise specifically stated.

Note. — The intervals between routine medical examinations for the purpose of renewing Medical Assessments are specified in 1.2.5.2.

6.2 Requirements for Medical Assessments

6.2.1 General

An applicant for a Medical Assessment issued in accordance with 1.2.4.1 shall undergo a medical examination based on the following requirements:

a. physical and mental;
b. visual and colour perception; and
c. hearing.

6.2.2 Physical and mental requirements

An applicant for any class of Medical Assessment shall be free from:

a. any abnormality, congenital or acquired; or
b. any active, latent, acute or chronic disability; or
c. any wound, injury or sequelae from operation; or
d. any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken; such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

Note. — Use of herbal medication and alternative treatment modalities requires particular attention to possible side-effects.

6.2.3 Visual acuity test requirements

6.2.3.1 The visual acuity shall be measured Distant vision at 6 meters, intermediate Vision N 14 at 100 cm, Near Vision N5 at 30-50 cm.

6.2.3.2 The following should be adopted for tests of visual acuity:

a. Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m2).

b. Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

6.2.4 Colour perception requirements

6.2.4.1 The colour perception shall be measured by using a series pseudoisochromatic plates.

6.2.4.2 The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

6.2.4.3 The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).

6.2.4.4 An applicant obtaining a satisfactory result as prescribed by Chairman shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation-coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.

6.2.4.4.1 Sunglasses worn during the exercise of the privileges of the license or rating held should be non-polarizing and of a neutral grey tint.

6.2.5 Hearing test requirements

6.2.5.1 The measurement of hearing shall be performed by using pure-tone audiometer.

6.2.5.2 Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges.

6.2.5.3 Applicants for Class 1 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years.

6.2.5.3.1 Alternatively, other methods providing equivalent results may be used.

6.2.5.4 Applicants for Class 3 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.

6.2.5.4.1 Alternatively, other methods providing equivalent results may be used.

6.2.5.5 Applicants for Class 2 Medical Assessment should be tested by pure-tone audiometry at first issue of the Assessment and, after the age of 50 years, not less than once every two years.

6.2.5.6 At medical examinations, other than those mentioned in 6.2.5.3, 6.2.5.4 and 6.2.5.5, where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.

Note 1. — See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.

6.3 Class 1 Medical Assessment

6.3.1 Assessment issue and renewal

6.3.1.1 An applicant for a commercial pilot licence —aeroplane, airship, helicopter or powered-lift, a multi-crew pilot licence — aeroplane, or an airline transport pilot licence — aeroplane, helicopter or powered-lift shall undergo an initial medical examination for the issue of a Class 1 Medical Assessment.

6.3.1.2 Except where otherwise stated in this section, holders of commercial pilot licences — aeroplane, airship, helicopter or powered-lift, multi-crew pilot licences — aeroplane, or airline transport pilot licences — aeroplane, helicopter or powered-lift shall have their Class 1 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.

6.3.1.3 When Chairman is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 1 Medical Assessment shall be issued to the applicant.

6.3.2 Physical and mental requirements

6.3.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

6.3.2.2 The applicant shall have no established medical history or clinical diagnosis of:

a. an organic mental disorder;

b. a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;

c. schizophrenia or a schizotypal or delusional disorder;

d. a mood (affective) disorder;

e. a neurotic, stress-related or somatoform disorder;

f. a behavioural syndrome associated with physiological disturbances or physical factors;

g. a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

h. mental retardation;

i. a disorder of psychological development;

j. a behavioural or emotional disorder, with onset in childhood or adolescence; or

k. a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

6.3.2.2.1 an applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

a. a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;

b. epilepsy; or

c. any disturbance of consciousness without satisfactory medical explanation of cause.

6.3.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.3.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.3.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.

6.3.2.6.1 Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less frequently than annually.

6.3.2.6.2 Electrocardiography should be included in re-examinations of applicants between the ages of 30 and 50 no less frequently than every two years.

Note 1. — The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

6.3.2.7 The systolic and diastolic blood pressures shall be within normal limits.

6.3.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.3.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.

6.3.2.9 There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.

6.3.2.9.1 Reserved**.** Chest radiography should form part of the initial examination.

6.3.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.3.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

6.3.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.3.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

6.3.2.12.1 Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

6.3.2.13 Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

6.3.2.13.1 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

6.3.2.14 Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

6.3.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

6.3.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

6.3.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

6.3.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.3.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Note. — Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.

6.3.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

6.3.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

6.3.2.19 Applicants with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.3.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

6.3.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.3.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

6.3.2.21.1 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.3.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

6.3.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

6.3.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.25 There shall be:

a. no disturbance of vestibular function;

b. no significant dysfunction of the Eustachian tubes; and

c. no unhealed perforation of the tympanic membranes.

6.3.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.

6.3.2.26 There shall be:

a. no nasal obstruction; and

b. no malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.2.27 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

6.3.3 Visual requirements

The medical examination shall be based on the following requirements.

6.3.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

6.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

a. such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and

b. in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note 1.— 6.3.3.2 b is the subject of Standards in ANO 6-I.

Note 2. — An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of medical examiner. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

6.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

a. the lenses are monofocal and non-tinted;

b. the lenses are well tolerated; and

c. a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note. — Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

6.3.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note. — If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

6.3.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.

6.3.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

6.3.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.3.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm & the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.3.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1. — An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

Note 2. — Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractions of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

6.3.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

6.3.3.5 The applicant shall be required to have normal fields of vision.

6.3.3.6 The applicant shall be required to have normal binocular function.

6.3.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

6.3.4 Hearing requirements

6.3.4.1 The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

6.3.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

Note 1. — It is important that the background noise be representative of the noise in the cockpit of the type of aircraft for which the applicant's licence and ratings are valid.

Note 2. — In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

6.3.4.1.2 Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

6.4 Class 2 Medical Assessment

6.4.1 Assessment issue and renewal

6.4.1.1 An applicant for a private pilot licence — aeroplane, airship, helicopter or powered-lift, a glider pilot licence, a free balloon pilot licence, a flight engineer licence or a flight navigator licence shall undergo an initial medical examination for the issue of a Class 2 Medical Assessment.

6.4.1.2 Except where otherwise stated in this section, holders of private pilot licences — aeroplane, airship, helicopter or powered-lift, glider pilot licences, free balloon pilot licences, flight engineer licences or flight navigator licences shall have their Class 2 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.

6.4.1.3 When Chairman is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 2 Medical Assessment shall be issued to the applicant.

6.4.2 Physical and mental requirements

The medical examination shall be based on the following requirements.

6.4.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

6.4.2.2 The applicant shall have no established medical history or clinical diagnosis of:

a. an organic mental disorder;

b. a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;

c. schizophrenia or a schizotypal or delusional disorder;

d. a mood (affective) disorder;

e. a neurotic, stress-related or somatoform disorder;

f. a behavioural syndrome associated with physiological disturbances or physical factors;

g. a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

h. mental retardation;

i. a disorder of psychological development;

j. a behavioural or emotional disorder, with onset in childhood or adolescence; or

k. a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

6.4.2.2.1 An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

a. a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;

b. epilepsy;

c. any disturbance of consciousness without satisfactory medical explanation of cause.

6.4.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.4.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.4.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment after the age of 40.

6.4.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less than every two years.

6.4.2.6.2 Electrocardiography should form part of the heart examination for the first issue of a Medical Assessment.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

6.4.2.7 The systolic and diastolic blood pressures shall be within normal limits.

6.4.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.4.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.

6.4.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.

6.4.2.9.1 Chest radiography should form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.

6.4.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.4.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

6.4.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.4.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

6.4.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

6.4.2.13 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

6.4.2.13.1 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

6.4.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

6.4.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

6.4.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

6.4.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

6.4.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.4.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

Note. — Sickle cell trait and other haemoglobinopathic traits are usually compatible with fit assessment.

6.4.2.18 Applicants with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

6.4.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

6.4.2.19 Applicants with sequelae of disease of, or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated

and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.4.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

6.4.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1. — Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

6.4.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

6.4.2.21.1 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.4.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

6.4.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

6.4.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note. — Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

6.4.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.2.25 There shall be:

a. no disturbance of the vestibular function;

b. no significant dysfunction of the Eustachian tubes; and

c. no unhealed perforation of the tympanic membranes.

6.4.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.

6.4.2.26 There shall be:

a. no nasal obstruction; and

b. no malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.2.27 Applicants with stuttering and other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

6.4.3 Visual requirements

The medical examination shall be based on the following requirements.

6.4.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

6.4.3.2 Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

a. such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and

b. in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note. — An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion medical examiner. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

6.4.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

a. the lenses are monofocal and non-tinted;

b. the lenses are well tolerated; and

c. a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note. — Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

6.4.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note. — If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

6.4.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

6.4.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

6.4.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.4.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.4.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1.— N5 refers to the size of typeface used.

Note 2. — An applicant who needs near correction to meet the requirement will require "look-over", bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.
Note 3. — Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractions of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

6.4.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

6.4.3.5 The applicant shall be required to have normal fields of vision.

6.4.3.6 The applicant shall be required to have normal binocular function.

6.4.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

6.4.4 Hearing requirements

Note. — See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.

6.4.4.1 Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.

6.4.4.2 When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.

6.4.4.3 An applicant who does not meet the requirements in 6.4.4.1 or 6.4.4.2 should undergo further testing in accordance with 6.3.4.1.1.

6.5 Class 3 Medical Assessment

6.5.1 Assessment issue and renewal

6.5.1.1 An applicant for an air traffic controller licence or remote pilot licence shall undergo an initial medical examination for the issue of a Class 3 Medical Assessment.

6.5.1.2 Except where otherwise stated in this section, holders of air traffic controller licences or remote pilot licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.

6.5.1.3 Subject to fulfilment of the requirements of this paragraph and the general procedures of paragraph 6.1 and 6.2, a Class 3 Medical Assessment may be issued to the applicant.

6.5.2 Physical and mental requirements

6.5.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.

6.5.2.2 The applicant shall have no established medical history or clinical diagnosis of:

a. an organic mental disorder;

b. a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;

c. schizophrenia or a schizotypal or delusional disorder;

d. a mood (affective) disorder;

e. a neurotic, stress-related or somatoform disorder;

f. a behavioural syndrome associated with physiological disturbances or physical factors;

g. a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

h. mental retardation;

i. a disorder of psychological development;

j. a behavioural or emotional disorder, with onset in childhood or adolescence; or

k. a mental disorder not otherwise specified;

such as might render the applicant unable to safely exercise the privileges of the licence applied for or held

6.5.2.2.1 An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:

a. a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;

b. epilepsy; or

c. any disturbance of consciousness without satisfactory medical explanation of cause.

6.5.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.

6.5.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less frequently than every two years.

Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

6.5.2.7 The systolic and diastolic blood pressures shall be within normal limits.

6.5.2.7.1 The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.

6.5.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.

6.5.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.

Note.— Chest radiography is usually not necessary but may be indicated in cases where asymptomatic pulmonary disease can be expected.

6.5.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.5.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.

6.5.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.5.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.

6.5.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.

6.5.2.13 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.

6.5.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

6.5.2.14.1 An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the

medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.

6.5.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.

6.5.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

6.5.2.16.1 Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

6.5.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

6.5.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.

6.5.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

6.5.2.19 Applicants with sequelae of disease of, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

6.5.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

6.5.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

6.5.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

6.5.2.21.1 During the gestational period, precautions should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.

6.5.2.21.2 For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.5.2.21, the fit assessment should be limited to the period until the end of the 34th week of gestation.

6.5.2.22 Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

6.5.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note. — Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

6.5.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.25 There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.2.26 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

6.5.3 Visual requirements

The medical examination shall be based on the following requirements.

6.5.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

6.5.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

a. such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and

b. in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note. — An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of medical examiner. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

6.5.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

a. the lenses are monofocal and non-tinted;

b. the lenses are well tolerated; and

c. a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note. — Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

6.5.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note. — If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

6.5.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.

Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal vision performance, and (2) to identify any significant pathology.

6.5.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

6.5.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.5.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.5.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1.— An applicant who needs near correction to meet the requirement will require "look-over", bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control. However, it should be realized that single-vision near correction significantly reduces distant visual acuity.

Note 2.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractions of reading distances for the air traffic control duties the applicant is likely to perform.

6.5.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

6.5.3.5 The applicant shall be required to have normal fields of vision.

6.5.3.6 The applicant shall be required to have normal binocular function.

6.5.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

6.5.4 Hearing requirements

6.5.4.1 The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1000 or 2000 Hz, or more than 50 dB at 3000 Hz.

6.5.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control working environment.

Note 1.— The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4800 Hz (speech frequency range) is adequately represented.

Note 2. — In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

6.5.4.1.2 Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.

APPENDIX- 1

REQUIREMENTS FOR PROFICIENCY IN THE ENGLISH LANGUAGE USED FOR RADIOTELEPHONY COMMUNICATIONS

(Chapter 1, 1.2.9, refers)

1. **General**

Note. — The English language proficiency requirements include the holistic descriptors at Section 2 and the Operational Level (Level 4) of the English Language Proficiency Rating Scale in Attachment A. The English language proficiency requirements are applicable to the use of both phraseologies and plain language.

To meet the English language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to Chairman, compliance with the holistic descriptors at Section 2 and with the Operational Level (Level 4) of the English Language Proficiency Rating Scale in Attachment A.

2. **Holistic descriptors**

Proficient speakers shall:

a. communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;

b. communicate on common, concrete and work-related topics with accuracy and clarity;

c. use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm or clarify information) in a general or work-related context;

d. handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and

e. use a dialect or accent which is intelligible to the aeronautical community.

APPENDIX- 2

APPROVED TRAINING ORGANIZATION

(Chapter 1, 1.2.8.2 refers)

Note. — ANO-19 includes safety management provisions for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services.

1. **Issue of approval**

1.1 The issuance of an approval for a training organization and the continued validity of the approval shall depend upon the training organization being in compliance with the requirements of this ANO.

1.2 The approval document shall contain at least the following:

a. organization's name and location;
b. date of issue and period of validity (where appropriate);
c. terms of approval.

2. **Training and procedures manual**

2.1 The training organization shall provide training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:

a. a general description of the scope of training authorized under the organization's terms of approval;

b. the content of the training programmes offered including the courseware and equipment to be used;

c. a description of the organization's quality assurance system in accordance with 4;

d. a description of the organization's facilities;

e. the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval in 6.1;

f. a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training in 6.2;

g. a description of the procedures used to establish and maintain the competence of instructional personnel as required by 6.3;

h. a description of the method used for the completion and retention of the training records required by 7;

i. a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and

j. when Chairman has authorized an approved training organization to conduct the testing required for the issuance of a licence or rating in accordance with 9, a description of the selection, role and duties of the authorized personnel, as well as the applicable requirements established by Chairman.

2.2 The training organization shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.

2.3 Copies of all amendments to the training and procedures manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.

3. **Training programmes**

3.1 Chairman may approve a training programme for a private pilot licence, commercial pilot licence, an instrument rating or an aircraft maintenance engineer licence that allows an alternative means of compliance with the experience requirements established by ANO 1, provided that the approved training organization demonstrates to the satisfaction of Chairman that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

3.2 When a training program for a multi-crew pilot license is approved by the Licensing Authority, the approved training organization shall demonstrate to the satisfaction of the Licensing Authority that the training provides a level of competency in multi-crew operations at least equal to that met by holders of a commercial pilot license, instrument rating and type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

4. **Quality assurance system**

The training organization shall establish a quality assurance system, acceptable to the Chairman for granting the approval, which ensures that training and instructional practices comply with all relevant requirements.

5. **Facilities**

5.1 The facilities and working environment shall be appropriate for the task to be performed and be acceptable to Chairman.

5.2 The training organization shall have, or have access to, the necessary information, equipment, training devices & material to conduct courses for which it is approved.

5.3 Synthetic training devices shall be qualified according to requirements established by the State and their use shall be approved by the Chairman to ensure that they are appropriate to the task.

6. **Personnel**

6.1 The training organization shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved organization.

6.2 The organization shall employ the necessary personnel to plan, perform and supervise the training to be conducted.

6.3 The requirements for Ground instructor approval on technical subjects for flight crew and flight operation officer are mentioned in Annexure-12 of this ANO. Requirements of being instructor, examiner, assessor and invigilator of CAAB ANO Part-147 approved maintenance training organization are mentioned in Annexure-28 of this ANO.

6.4 The training organization shall ensure that all instructional personnel receive initial and continuation training appropriate to their assigned tasks and responsibilities. The training programme established by the training organization shall include training in knowledge and skills related to human performance.

7. Records

7.1 The training organization shall retain detailed student records to show that all requirements of the training course have been met as agreed by Chairman.

7.2 The training organization shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.

7.3 The records required by 7.1 shall be kept for a minimum period of two years after completion of the training. The records required by 7.2 shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the training organization.

8. Oversight

CAAB shall maintain a yearly oversight programme of the approved training organization to ensure continuing compliance with the approval requirements.

9. Evaluation and checking

When Chairman has authorized an approved training organization to conduct the testing required for the issuance of a licence or rating, the testing shall be conducted by personnel authorized by Chairman or designated by the training organization in accordance with criteria approved by Chairman.

10. Question Bank

The requirements to validate the Question Bank prepared by Part-147 Approved Maintenance Training Organization shall be utilized for Part-66 examination as mentioned in Annexure-29 of this ANO.

APPENDIX- 3

REQUIREMENTS FOR THE ISSUE OF THE MULTI-CREW PILOT LICENCE - AEROPLANE

(Chapter 2, Section 2.5, refers)

1. **Training**

5.1 In order to meet the requirements of the multi-crew pilot license in the aeroplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment.

5.2 During the training, the applicant shall have acquired the knowledge, skills and attitudes underpinning the competencies required for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots, under VFR and IFR, day and night flying.

6. **Assessment level**

The applicant for the multi-crew pilot licence in the aeroplane category shall have achieved the final competency standard of the approved adapted competency model.

Note. — The training scheme for the multi-crew pilot license in the aeroplane category, including the various levels of competency are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

7. **Simulated flight**

Note. — The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625), Volume I — Aeroplanes, provides guidance on the qualification of FSTDs used in training programmes. Types I to VII described in Doc 9625 are used below.

7.1 The FSTDs used to gain the experience specified in Chapter 2, 2.5.3.3, shall have been approved by the Licensing Authority.

7.2 FSTDs suitable for each multi-crew pilot license training phase shall be categorized as follows:

Note 1.— The training scheme for the multi-crew pilot license describes four phases for the training (core flying skills, basic, intermediate and advanced) and is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 2.— The European Aviation Safety Agency (EASA) device levels and the United States Federal Aviation Administration (FAA) device levels specified below are considered based on the closest qualified device that provides the required level of fidelity to support the training phase. It is not the intent here to establish any equivalency between the various ICAO, FAA and EASA devices. Furthermore, in each phase a mix of devices that meet the minimum fidelity level may be used.

Note 3. — In each of the four phases, other devices which meet the fidelity requirements may also be used to meet the training requirement.

a. Core flying skills phase. E-training and part tasking devices approved by the Licensing Authority that have the following characteristics:

i. involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad;

ii. involve psychomotor activity with appropriate application of force and timing of responses; and

iii. otherwise meet, at a minimum, the following qualification:

- Type I or Type III of Doc 9625

Note 1.— Type II of Doc 9625 may be used for certain basic instrument flight training tasks

Note 2.— The EASA flight and navigation procedures trainer I (FNPT I) and the FAA flight training device FTD Level 4 meet the minimum qualifications of a Type I, II and III device.

b. Basic phase. An FSTD that represents a generic turbine-powered aeroplane and has the following characteristics:

i. is equipped with a daylight visual system; and

ii. otherwise meets, at a minimum, the following qualification:

- Type IV or Type V of Doc 9625

Note. — The EASA flight and navigation procedures trainer II-multi-crew cooperation (FNPT II-MCC) and the FAA flight training device FTD Level 5 meet the minimum qualifications of a Type IV device.

c. Intermediate phase. An FSTD that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots and has the following characteristics:

i. is equipped with an enhanced daylight visual system;

ii. is equipped with an autopilot; and

iii. otherwise meets, at a minimum, the following qualification:

- Type VI of Doc 9625

Note 1. — The EASA full flight simulator FFS Level B and the FAA full flight simulator FFS Level B meet the minimum qualifications of a Type VI device.
Note 2. — During the intermediate phase, some or all training tasks could be conducted in a device used in the advanced phase, if suitable for the training task. Guidance to assess the suitability of the device for a training task is contained in Doc 9625, Part I, Appendix C.

d. Advanced phase. An FSTD that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots and has the following characteristics:

i. is equipped with an enhanced daylight visual system;

ii. is equipped with an autopilot; and

iii. otherwise meets, at a minimum, the following qualification:

- Type VII of Doc 9625

Note 1. — The EASA full flight simulator FFS Level C or D and the FAA full flight simulator FFS Level C or D meet the minimum qualifications of a Type VII device.

Note 2. — During the advanced phase, some training tasks could be conducted in a device used in the intermediate phase, if this device represents the aeroplane used in the advanced phase and is suitable for the training task. Guidance to assess the suitability of the device for a training task is contained in Doc 9625, Part I, Appendix C.

APPENDIX- 4

COMMON FORM OF THE ELECTRONIC PERSONNEL LICENCING

(Chapter 5, Section 5.3, refers)

1. The common form shall be in the English language.

Electronic personnel licence		
General	I	Name of State (in bold type);
	II	Title of licence (in very bold type)
	III	Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;
Personal information	IVa	Photograph of holder;
	IVb	Name of holder in full (in Roman alphabet also if script of national language is other than Roman);
	IVc	Date of birth (dd-mm-yyyy);
	V	Address of holder if desired by the State;
	VI	Nationality of holder;
	VII	Script signature of holder;
Issuing authority	VIII	Authority and, where necessary, conditions under which the licence is issued;
	IX	Certification concerning validity and authorization for holder to exercise privileges appropriate to the licence;
	X	Digital signature of officer issuing the licence and the date and time of such issue;
	XIa	Seal or stamp of authority issuing the licence;
	XIb	Date and time of last synchronization with the server of the Licensing Authority;
	XIc	Machine readable code to retrieve authentication data;
Ratings	XII	Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;
Remarks	XIII	Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;
	XIV	Any other details desired by the State issuing the licence;
Medical assessment	XVa	Class (1, 2 or 3);
	XVb	Expiry date (dd-mm-yyyy);
	XVc	Special medical limitations, if any;
	XVd	Other information associated with the medical assessment as determined by the Medical Authority;
Additional supplementary information	XVIa	Other information associated with the licence as determined by the Licensing Authority;
	XVIb	Other information associated with the licence as determined by the Licensing Authority; and
	XVIc	Other information associated with the licence as determined by the Licensing Authority.

Note. — Medical assessment is only required when specified in this ANO.

ATTACHMENT "A"

THE ENGLISH LANGUAGE PROFICIENCY RATING SCALE

1.1 Expert, extended and operational levels

LEVEL	PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community.	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert **6**	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.

Extended **5**	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.

Operational **4**	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

1.2 Pre-operational, elementary and pre-elementary levels

LEVEL	PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community.	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Pre-operational **3**	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.

Elementary **2**	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-elementary **1**	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

Note. — The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Preoperational levels of English language proficiency, respectively, all of which describe a level of proficiency below the English language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the Operational Level (Level 4).

ATTACHMENT B

ENDORSEMENT FOR AUTOMATICALLY VALIDATED LICENCES

This attachment contains an example of the licence endorsement required for those licences automatically validated as per 1.2.2.3. It also provides an example for an attachment XXX to the licence that includes the necessary details required by 1.2.2.3 where XXX would be a number or a mark.

1. License endorsement example

1.1 The following endorsement should be on those licenses automatically validated under a formal agreement between States: “Rendered valid as per Attachment XXX”.

1.2 Attachment XXX to the license must be accessible (in any format, such as electronic or hard copy) when using the privileges and the automatic validation of the license.

1.3 Attachment XXX is published by the State issuing the license or by the Regional Safety Oversight Organization that manages the common set of licensing regulations on behalf of the States party to the formal agreement, and may be identical for all issued licenses.

1.4 When the Regional Safety Oversight Organization publishes Attachment XXX, it should list the member States of the Regional Safety Oversight Organization in Attachment XXX.

1.5 Licenses shall be issued in English Language.

2. Example of Attachment XXX

*	State or Regional Safety Oversight Organization	*
	Attachment XXX to automatically validated licences	
The licence is automatically validated by all the States listed in 2 under an agreement registered with ICAO. The ICAO Registration Number is: _ _ _ _ _ _.		
The ICAO Contracting States that automatically validate this license are: ..... …….		
(Signature or stamp)		
**		

* For use by the State of issuance of the license or the Regional Safety Oversight Organization.

** When Attachment XXX is issued by a Regional Safety Oversight Organization, this box should contain the following: "The Regional Safety Oversight Organization Member States are: [list of States members of the Regional Safety Oversight Organization]."

ANNEXURE-1

REQUIREMENTS FOR REPLACEMENT OF EXPIRY TYPE LICENCE TO NON-EXPIRY TYPE LICENCE FOR FLIGHT CREW

(Chapter 1, 1.2 (c), refers)

1. **Introduction:**

1.1 The licenses (PPL/CPL/ATPL) issued under the provisions of Chapter-1, section-1.2 (a) shall have non-expiry status following Chapter-1, section-1.2 (c) and such licences shall not be issued if the applicant has attained his/her 65th birthday or beyond;

2. **Requirements for replacement of expiry type licence to non-expiry type licence**

The requirements for replacement of existing expiry type licence to non-expiry type licence are as follows:

2.1 Application made before expiry of the licence: The expiry type licence shall be replaced with a non-expiry type licence, including the aircraft class and type ratings already endorsed on the existing licence, subject to valid medical certification and AELP.

2.1.1 The applicant shall submit the record of last Skill Test/PPC and the relevant pages of the flying log book or equivalent document.

2.2 Application made after expiry of the licence: The applicant shall follow the curriculum as specified in Table 2-1 and shall hold valid medical certification and AELP. The existing aircraft class and type ratings shall also be endorsed on the non-expiry type licence.

2.2.1 The applicant shall submit the record of last Skill Test/PPC and the relevant pages of the flying log book or equivalent document.

2.3 The reference application form for issuance of a non-expiry type licence in place of an expiry type licence is given in PEL/LIC-111(a).

Table 2-1

S/N	Licence Expired	Curriculum Required for Issuance of Non-Expiry Type Licence from Expiry Type Licence
a.	Up to 07 years.	1. Knowledge test on Air Law shall be conducted by the associated operator or CAAB.
b.	More than 07 years.	1. Knowledge Test on following subjects shall be conducted by the associated operator or CAAB: i. Air law; ii. Operational Procedures;

ANNEXURE-2

REQUIREMENTS FOR REPLACEMENT OF EXPIRY TYPE LICENCE TO NON-EXPIRY TYPE LICENCE FOR FLIGHT OPERATIONS OFFICER

(Chapter 1, 1.2 (c), refers)

1. **Introduction:**

1.2 The Flight Operations Officer Licenses (FOOL) issued under the provisions of Chapter-1, section-1.2 (a) shall have non-expiry status following Chapter-1, section-1.2 (c).

2. **Requirements for replacement of expiry type licence to non-expiry type licence**

The requirements for replacement of existing expiry type licence to non-expiry type licence are as follows:

2.1 The application is made before expiry of the licence: The expiry type licence shall be replaced with non-expiry type licence.

2.2 The application is made after expiry of the licence: The applicant shall follow the curriculum as per the Table 2-1 for replacement with a non-expiry type licence.

Table 2-1

S/N	Licence Expired	Curriculum Required for Issuance of Non-Expiry Type Licence from Expiry Type Licence
a.	Up to 02 years.	1. Knowledge test on Air Law conducted by the associated operator or CAAB.
b.	More than 02 years to 05 years.	1. Knowledge Test on following subjects conducted by the associated operator or CAAB: i. Air law; ii. Flight Performance, Planning & Loading;
c.	More than 05 years.	1. Knowledge Test on following subjects conducted by the associated operator or CAAB: i. Air law; ii. Operational Procedures; iii. Flight Performance, Planning & Loading;

3. The reference application form for issuance of non-expiry type licence against expiry type licence is given in the PEL/LIC-142.

ANNEXURE-3

REQUIREMENTS FOR ISSUANCE OF FLIGHT CREW LICENCE BASED ON MILITARY QUALIFICATIONS AND EXPERIENCE

(Chapter 1, 1.2 (d), refers)

1. **INTRODUCTION**

1.1 The requirements and procedures are established for issuance of pilot licence for aeroplane and helicopter based on military qualifications and experience applicable to Bangladeshi Military pilots;

1.2 The applicants for licences shall meet specified requirements of this ANO, in respect of age, academic qualification, experience, skill and medical fitness relevant to the licence sought;

1.3 Credit on the knowledge requirements against Chapter-2, A, 2.3.1.2, 2.4.1.2 and 2.6.1.2 may be granted except as mentioned in 2.31, 3.31, 4.3.1, 5.31, 6.3.1 and 7.3.1 respectively.

1.4 Flying hours certificate and other related legible documents in English language accrued from military organization, relevant to the licence sought, may be recognized, subject to the submission of such certificate and, or documents from respective Military organization. If there is inadequate information about any qualifications or experience, clarification shall be obtained from the applicant or verification sought from the concerned military authority.

2. **REQUIREMENTS FOR ISSUANCE OF PPL (Aeroplane)**

2.1 Age

The applicant shall be not less than 17 years of age.

2.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.3.1.2.1 of this ANO.

2.3 Knowledge

2.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aeroplane intended to be included in the licence, in the following subject:

a. Aviation Law;

b. Technical examination on aeroplane type/class by the operator.

2.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aeroplane within the appropriate category of aeroplane, the procedures and manoeuvres described in Chapter-2, A, 2.3.1.3 with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence.

2.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 2

2.6 Experience

In addition to the requirements of Chapter-2, A, 2.3.3, the applicants shall have a minimum of 50 hours flying experience in aeroplane.

2.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

3. REQUIREMENTS FOR ISSUANCE OF CPL (Aeroplane)

3.1 Age

The applicant shall be not less than 18 years of age.

3.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.4.1.2.1 of this ANO.

3.3 Knowledge

3.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aeroplane intended to be included in the licence, in the following subjects:

a. Aviation Law;
b. Flight Performance, Planning and Loading;
c. Operational Procedures;
d. Technical examination on aeroplane type/class by the operator.

3.3.2 Military pilots upgrading from CPL(A) to ATPL(A) will appear the knowledge test for subjects mentioned in Para 4.3.1.

3.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aeroplane within the appropriate category of aeroplane, the procedures and manoeuvres described in Chapter-2, A, 2.4.1.3 with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence.

3.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 1.

3.6 Experience

In addition to the requirements of Chapter-2, A, 2.4.3, the applicants shall have a minimum of 200 hours flying experience.

3.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

4. **REQUIREMENTS FOR ISSUANCE OF ATPL (Aeroplane)**

a. The issue of ATPL as P1, based on military qualifications, shall be applicable only for those pilots who have flown any military aircraft within previous 07 years from the date of application.

4.1 Age

The applicant shall be not less than 21 years of age.

4.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.6.1.2.1 of this ANO.

4.3 Knowledge

4.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of airline transport pilot licence and appropriate to the category of aeroplane intended to be included in the licence, in the following subjects:

a. Aviation Law;
b. Flight Performance, Planning and Loading;
c. Operational Procedures;
d. Technical examination on aeroplane type/class by the operator.

4.3.2 If the applicant has demonstrated a satisfactory level of knowledge under 4.3.1 shall be qualifying for issuance of commercial pilot licence (aeroplane) to 3.3.1.

4.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aeroplane within the appropriate category required to be operated with a co-pilot, the procedures and manoeuvres described in Chapter-2, A, 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of airline transport pilot licence.

4.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 1.

4.6 Experience

4.6.1 In addition to the requirements of Chapter-2, A, 2.6.3, the applicants shall have a minimum of 500 hours flying experience as PIC (P1).

4.6.2 Before flying independently as PIC (P1) in commercial air transport operation, the applicant shall fulfil the following requirements and shall not be a restriction for issuance of the licence:

4.6.2.1 Applicant having more than 750 hours PIC (P1) in multi-engine aeroplane, shall complete minimum 100 hours P1(U/S) flying; or,

4.6.2.2 Applicant having less than 750 hours PIC (P1) in multi-engine aeroplane, shall complete minimum 200 hours P1 (U/S) flying.

4.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

5. **REQUIREMENTS FOR ISSUANCE OF PPL (Helicopter)**

5.1 Age

The applicant shall be not less than 17 years of age.

5.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.3.1.2.1 of this ANO.

5.3 Knowledge

5.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of helicopter intended to be included in the licence, in the following subject:

a. Aviation Law.
b. Technical examination on helicopter type/class by the operator.

5.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a helicopter within the appropriate category of helicopter, the procedures and manoeuvres described in Chapter-2, A, 2.3.1.3 with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence.

5.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 2.

5.6 Experience

In addition to the requirements of Chapter-2, A, 2.3.4, the applicants shall have a minimum of 50 hours flying experience in helicopter.

5.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

6. **REQUIREMENTS FOR ISSUANCE OF CPL (Helicopter)**

6.1 Age

The applicant shall be not less than 18 years of age.

6.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.4.1.2.1 of this ANO.

6.3 Knowledge

6.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of helicopter intended to be included in the licence, in the following subjects:

a. Aviation Law;
b. Flight Performance, Planning and Loading;
c. Operational Procedures;
d. Technical examination on helicopter type/class by the operator.

6.3.2 Military pilots upgrading from CPL(H) to ATPL(H) will appear only the knowledge test for subjects mentioned in Para 7.3.1.

6.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a helicopter within the appropriate category of helicopter, the procedures and manoeuvres described in Chapter-2, A, 2.4.1.3 with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence.

6.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 1.

6.6 Experience

In addition to the requirements of Chapter-2, A, 2.4.4, the applicants shall have a minimum of 200 hours flying experience in helicopter.

6.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

7 **REQUIREMENTS FOR ISSUANCE OF ATPL (Helicopter)**

The issue of ATPL as P1, based on military qualification, shall be applicable only for those pilots who have flown any military aircraft within previous 07 years from the date of application.

7.1 Age

The applicant shall be not less than 21 years of age.

7.2 Academic Qualification

The applicant shall have met the requirement of sub-section 2.6.1.2.1 of this ANO.

7.3 Knowledge

7.3.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of airline transport pilot licence and appropriate to the category of helicopter intended to be included in the licence, in the following subjects:

a. Aviation Law;
b. Flight Performance, Planning and Loading;
c. Operational Procedures;
d. have passed technical examination on helicopter type/class by the operator.

7.3.2 If the applicant has demonstrated a satisfactory level of knowledge under 7.3.1 shall be qualifying for issuance of commercial pilot licence (helicopter) to 6.3.1.

7.4 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a helicopter within the appropriate category required to be operated with a co-pilot, the procedures and manoeuvres described in Chapter-2, A, 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of airline transport pilot licence.

7.5 Medical fitness

The applicant shall hold a current Medical Assessment Class 1.

7.6 Experience

7.6.1 In addition to the requirements of Chapter-2, A, 2.6.4, the applicants shall have a minimum of 500 hours flying experience as PIC (P1) in helicopter.

7.6.2 Before flying independently as PIC (P1) in commercial air transport operation, the applicant shall fulfil the following requirements and shall not be a restriction for issuance of the licence:

7.6.2.1 Applicant having more than 750 hours PIC (P1) in multi-engine helicopter, shall complete minimum 10 hours P1(U/S) flying; or

7.6.2.2 Applicant having less than 750 hours PIC (P1) in multi-engine helicopter shall complete minimum 15 hours P1(U/S) flying.

7.7 The applicant shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the English language proficiency requirements of Chapter-1, 1.2.9.1.

ANNEXURE-4

REQUIREMENTS FOR CONVERSION OF FOREIGN LICENCE FOR FLIGHT CREW

(Chapter 1, 1.2 (e), and Chapter 2, A, 2.3, 2.4 and 2.6, refers)

1. **INTRODUCTION**

1.1 A Licence (PPL/CPL/ATPL) issued by an ICAO contracting state, in accordance with ICAO Annex-1, may be converted to CAAB Licence. The conversion of a foreign licence shall be carried out on an **individual basis** by reviewing each foreign licence to determine whether a converted licence may be issued.

1.2 The holder of a foreign licence (PPL/CPL/ATPL) may apply for the conversion of the licence, together with its associated ratings, in accordance with the applicable CAAB regulations, for the purpose of operating Bangladesh-registered aircraft.

1.2.1 Conversion of a foreign licence is applicable for Bangladeshi nationals except stated in 1.2.2.

1.2.2 Conversion of foreign licence held by foreign national may be considered at the discretion of Chairman when appropriately qualified Bangladeshi pilots are not available.

2. **APPLICATION TO OBTAIN NOC FOR CONVERSION OF LICENCE OR RATING**

2.1 The applicant shall initially submit the legible documents in English language listed in Para 2.2 along with the filled-in application Form No. PEL/LIC-109 (a) for evaluation, authentication and issuance of a No Objection Certificate (NOC) to the applicant for completing the necessary training, test, and other requirements as applicable for conversion and issuance of CAAB license.

2.2 List of documents to be submitted to obtain NOC.

a. Filled in application form appropriate to the licence type;
b. Copy of National ID or Birth Registration (in case of Bangladesh national);
c. Copy of the passport (in case of foreign national)
d. Copy of the Foreign Licence;
e. Other Ratings (if applicable);
f. Copy of the last foreign Medical Assessment;
g. Copy of the relevant pages of the flying log book.
h. Academic certificate as applicable to ANO 1, section 2.3.1.2.1 or 2.4.1.2.1 or 2.6.1.2.1.

3. **LICENCE OR RATING AUTHENTICATION**

3.1 The authenticity of the foreign Licenses or Rating shall be confirmed by CAAB either by directly communicating with the SOLI or through their official website.

3.2 When a satisfactory authentication is obtained from the SOLI, it shall be deemed as confirmation of fulfilling the experience requirement for “course of approved training” under Sub-section 5.1.4.1, Table 4-1 of this Annexure and the flight time recorded in the flight logbook shall be eligible to be credited in full for the initial issue of a pilot licence, rating or the issue of a higher grade of pilot licence.

4. **ISSUANCE OF NOC FOR CONVERSION OF FOREIGN LICENCE**

4.1 After evaluation of the documents and receipt of authentication of the foreign licence, the applicant shall be issued a No Objection Certificate (Form No. 109 (b)), to fulfil the requirements of paragraph 5 below. The NOC shall be issued for a maximum period of 2 years and may be extended by 1 year at a time, subject to satisfactory progress against the requirements of paragraph 5. An authorization, if required, may also be issued to enable the applicant to undergo training and perform the Skill Test.

5. **REQUIREMENTS FOR ISSUANCE OF BANGLADESH LICENCE AND IR (INSTRUMENT RATING) AGAINST FOREIGN LICENCE**

5.1 A flight crew holding a pilot licence issued by another ICAO Contracting State shall, before being issued with any Bangladesh pilot licence or rating, meet the following requirements:

5.1.1 **AGE**

5.1.1.1 The minimum age of the applicant shall:

a. not be less than 21 years for conversion of ATPL;
b. not be less than 18 years for conversion of CPL with IR;
c. not be less than 17 years for conversion of PPL.

5.1.2 **KNOWLEDGE**

5.1.2.1 The applicant shall pass a knowledge test on the following subjects for issuance of ATPL/CPL/PPL and Instrument Rating (IR) as appropriate to the category of licence.

a. Air law;
b. Operational Procedure.
c. Type Technical examination on the appropriate class/type of aircraft.

5.1.2.2 For the conversion of a CPL with a type rating for an aircraft certificated for operation with a minimum crew of at least two pilots (ref: ANO 1, Chapter 2, A, 2.1.3.2(a)), the applicant shall pass all ATPL subjects (ref: ANO 1, Chapter 2, A, 2.1.5.2(c) and 2.6.1.2). The knowledge test requirements under this paragraph shall also be deemed to satisfy the requirements of 5.1.2.1(a) and (b) of this Annexure-4.

Note: Separate knowledge test is not required for conversion of Instrument Rating (IR).

5.1.3 **SKILL TEST**

5.1.3.1 The applicant shall appear in the Skill Test and IRT in accordance with Chapter-2, A, 2.3.1.3 for PPL, 2.4.1.3 for CPL, 2.6.1.3 for ATPL and 2.7.1.3 for Instrument Rating, as applicable.

5.1.4 **EXPERIENCE**

5.1.4.1 The applicant shall have minimum flying experience appropriate to the category of licence as shown in Table 4.1 (ref: Chapter-2, A, 2.3, 2.4 and 2.6).

Table 4.1

Reference ANO-1	Total Flying hours (hrs) in respective type i.e. aeroplane/helicopter.	Pilot in Command (PIC) / Solo hours (hrs)	Cross Country hours (hrs)	Instrument hours (hrs)	Night hours (hrs)
ATPL(A) Chapter-2, A, 2.6.3.1	Total: 1500 hrs. (Credit allowed: FSTD: 100 hrs. but not more than 25 hrs. in flight procedure trainer or a basic instrument flight trainer)	a. 500 hrs P1(U/S) or b. 250 hrs P1 or c. Not less than 70 hrs. PIC and rest to made up to 250 Hrs P1(U/S).	200 hrs. of which not less than 100 hrs. shall be as PIC or as P1(U/S).	75 hrs. (not more than 30 Hrs simulator)	100 hrs. as PIC or Co-pilot
ATPL(H) Chapter-2, A, 2.6.4.1	Total: 1000 hrs. (Credit allowed: FSTD: 100 hrs but not more than 25 hrs. in flight procedure trainer or a basic instrument flight trainer)	a. 250 hrs PIC or b. Not less than 70 hrs PIC and rest to made up to 250 hrs PIC (U/S)	200 hrs. of which not less than 100 hrs. shall be as PIC or as P1(U/S).	30 hrs (not more than 10 hrs simulator)	50 hrs as PIC or Co-pilot
CPL(A) Chapter-2, A, 2.4.3.1	a. 200 hrs. as a pilot of aeroplanes or b. 150 hrs. if completed during a course of approved training, as a pilot of aeroplanes. or c. Credit allowed for both (a) or (b): FSTD-maximum 20 hrs.	a. 100 hrs. as P1, or b. 70 hrs as PIC in the case of a course of approved training.	a. Hrs: 20 as P1 b. Distance: 300 NM with full stop landings at two different aerodromes as P1.	10 hrs. (Max 5 hrs. may be credited from simulator to make up 10 hrs.)	5 hrs. including 5 take offs & 5 landings as P1/Solo.
CPL(H) Chapter-2, A, 2.4.4.1	a. 150 hrs. or b. 100 hrs if completed during a course of approved training, as a pilot of helicopter. Credit allowed for both (a) or (b): FSTD - maximum 10 hrs.	35 hrs as P1.	10 hrs as P1 including landings at two different points as P1.	10 hrs. (Max 5 hrs. may be credited from simulator to make up 10 hrs.)	5 hrs. including 5 take offs & 5 landings as P1/Solo.
PPL (A) and PPL(H) Chapter-2, A, 2.3.3.1 & 2.3.4.1	a. 40 hrs as a pilot of aeroplanes OR b. 35 hrs if completed during a course of approved training, as a pilot of aeroplanes. Credit allowed for both (a) or (b): FSTD-maximum 05 hrs.	10 hrs. as Solo under supervision of authorized instructor	a. 05 hrs as Solo. b. at least one flight totalling 150 nm in case of aeroplane and 100 nm in case of helicopter with two landings at two aerodromes.	Not required	Not required

5.1.4.2 See Sub-section 3.2 of this Annexure on “Approved Training”.

5.1.5 **MEDICAL FITNESS**

5.1.5.1 The applicant shall have Bangladesh Medical Assessment as appropriate below;

a. Medical Assessment Class-1 for ATPL/CPL with IR;
b. Medical Assessment Class-1 or Class-2 for PPL.

5.1.6 **ENGLISH LANGUAGE PROFICIENCY**

5.1.6.1 The applicant shall demonstrate minimum proficiency Level-4 in AELP test.

6. **APPLICATION PACKAGE FOR ISSUANCE OF BANGLADESH LICENCE**

6.1 The applicant shall submit following filled-in Forms appropriate to the licence sought:

a. PPL:
   i. PEL/LIC-103 (a), PEL/LIC-103 (b) and PEL/LIC-103 (c);

b. CPL:
   i. Aeroplane: PEL/LIC-104 (a), PEL/LIC-104 (b) and PEL/LIC-104 (d);
   ii. Helicopter: PEL/LIC-104 (a), PEL/LIC-104 (c) and PEL/LIC-104 (e);

c. ATPL:
   i. Aeroplane: PEL/LIC-105 (a), PEL/LIC-105 (b) and PEL/LIC-105 (d);
   ii. Helicopter: PEL/LIC-105 (a), PEL/LIC-105 (c) and PEL/LIC-105 (e);

c. Type Rating:
   i. PEL/LIC-106 (b);

d. Instrument Rating:
   i. PEL/LIC-107 (a) (b) (c).

e. The application package shall be submitted along with the following Assessment/Test/ Training Result/Report completed under CAAB approved organizations:

   i. Medical Assessment;
   ii. AELP Test result;
   iii. Knowledge Test result (as per 5.1.2);
   iv. Aircraft Type Technical result;
   v. Flight Training report (if required);
   vi. Skill Test report;
   vii. IRT (if applicable):
   viii. For Foreign Nationals: Work Permit from the appropriate government authority.

7. **DOCUMENT EVALUATION & DEMONSTRATION**

7.1 The documents submitted with the application for issuance of Bangladesh licence by converting the foreign license will be evaluated and checked for demonstration through Flight Training and Skill Test report.

8. **ISSUANCE OF BANGLADESH LICENCE**

8.1 The foreign licence will be converted and issued with appropriate Bangladesh licence subject to fulfilling all the requirements.

ANNEXURE-5

REPLACEMENT OF LICENSE OR CERTIFICATE IF LOST OR DAMAGED

(Chapter 1, 1.2. f, refers)

1. **Introduction**

A license may be replaced issued under this ANO in case of lost or destroyed or illegible under the following terms and conditions.

2. **Requirement for replacement of licence and/or certificate**

2.1 An application shall be submitted on plain paper addressed to Chairman, Attention to Member Flight Standard and Regulations for replacement of licence and/or certificate along with the following documents;

a. Copy of the lost or damaged licence and/or certificate (if available);

b. Copy of National Identity Card (NID) or Birth Registration (in case of Bangladesh national);

c. Copy of the passport (in case of foreign national)

d. Evidence of current ratings, authorizations, examiner report forms, logbook pages or operator's record;

e. Copy of current medical assessment (if applicable);

f. Copy of AELP test result (if applicable);

g. Copy of a General Diary (GD) Entry made at the applicable Police Station;

h. Two stamp size recent colour photos.

i. Copy of current medical assessment (if applicable).

3. **Payment of fees**

3.1 Fee shall be paid as of the amount for initial issue of the licence and/or certificate.

ANNEXURE-6

REQUIREMENTS & METHOD OF RENDERING A FOREIGN LICENCE VALID FOR FLIGHT CREW

(Chapter 1, 1.2.2.1, refers)

1. **INTRODUCTION**

1.1 The Chairman may, as an alternative to the issuance of a Bangladesh licence, authorize the validation of a flight crew licence issued by another Contracting State for the operation of Bangladesh-registered aircraft. Such validation shall be granted on an individual basis and shall be applicable only to holders of a Commercial Pilot Licence (CPL) or an Airline Transport Pilot Licence (ATPL).

1.2 Applications for the validation of foreign flight crew licences shall be considered only from Bangladesh air operators where an adequate number of qualified Bangladeshi flight crew is not available.

2. **TYPES OF VALIDATION AND PRIVILEGES**

2.1 The validation issued shall be of three (03) types, Type-1, Type-2 and Type-3.

2.1.1 **Privileges of Validation Type-1**

The privileges of a Type-2 validation may be granted to pilots holding licences issued by a Contracting State for any of the following purposes who will be engaged in CAT Operations:

a. Route Flying;
b. Instructor (Route/Base/SIM);
c. Examiner (Route/Base/SIM);
d. Aircraft delivery/ferry flights;
e. Test flights, subject to fulfilling the specific requirements of air operator.

2.1.2 **Privileges of Validation Type-2**

The privileges of a Type-2 validation may be granted to pilots holding licences issued by a Contracting State for any of the following purposes:

a. Aircraft delivery/ferry flights;
b. Test flights;
c. Training and/or Checking in the aircraft under 5700 kg by Instructor/Examiner pilots;
d. Expatriate pilots of foreign airlines to undergo training and/or checking with Bangladesh air operators;
e. Training and/or Checking by the Instructor/Examiner pilots of aircraft manufacturer;
f. For the conduct of route flying, route/simulator training, or checking on a newly inducted aircraft type or variant by an air operator. The induction period shall be limited to 12 (twelve) months from the date of commencement of commercial operations for that aircraft type or variant.
g. Any national/state requirement, as deemed appropriate by Chairman.

2.1.3 **Privileges of Validation Type-3**

The privileges of a Type-3 validation may be granted to the Bangladeshi national holding a foreign license with the applicable privileges of Validation Type-1 and, or validation Type-2 (a/b/c). Work permit is not applicable for Validation Type-3.

3. **VALIDITY PERIOD:**

3.1 The validity for Type-1 validation may be granted for a maximum period of 3 (three) years. In the event that the underlying foreign licence expires before the expiry of the validation, the validity of the Type-1 validation shall not extend beyond the validity of the licence issued by the Contracting State.

3.2 The validity for Type-2 validation including issuance of validation during or before 'induction period', may be granted for a maximum period of 12 (twelve) months. In the event that the underlying foreign licence expires before the expiry of the validation, the validity of the Type-2 validation shall not extend beyond the validity of the licence issued by the Contracting State.

3.3 The validity for Type-3 validation may be granted for a maximum period of 5 (five) years. In the event that the underlying foreign licence expires before the expiry of the validation, the validity of the Type-3 validation shall not extend beyond the validity of the licence issued by the Contracting State.

3.4 The validity for NOC for Type 1, Type 2 (c and f) and Type 3 may be granted for a maximum period of 6 (six) months from the date of issuance

3.5 Renewal of Validation:

a. **For Validation Type-1:** Upon application by the operator, Chairman may renew the validity for a maximum period of 02 (two) years on each occasion;

b. **For Validation Type-2:** No extension is allowed except 2.1.2 (c, d, e & f). In the case of 2.1.2 (c, d, e & f), upon application by the operator, Chairman may renew the validity for a maximum period of 6 (six) months on each occasion;

c. **For Validation Type-3:** Upon application by the operator, Chairman may renew the validity for a maximum period of 03 (three) years on each occasion.

3.6 Validation shall no longer be valid if the required work permit expires or is cancelled.

3.7 The validation shall cease to be valid if the foreign flight crew member discontinues employment with the Bangladesh operator who sought the validation on his behalf.

3.8 Validation shall no longer be valid if the foreign licence or ratings are not current and valid.

4 **REQUIREMENTS FOR VALIDATION OF A LICENSE:**

4.1 **General requirements:**

a. A flight crew member holding a valid and current pilot licence, rating, and authorizations issued by another Contracting State in accordance with ICAO Annex 1 may apply for validation of such licence for the operation of the proposed aircraft type registered in Bangladesh;

b. The applicant shall have completed Skill Test/PPC in preceding 06 months from the date of application of NOC for the relevant licence and rating privileges;

c. Recent experience (before issuance of validation): The applicant shall have performed Skill Test/PPC in preceding 06 month on the type/variant of aircraft applied for including three take offs and landings in last 90 days in the aircraft or in the FSTD.

d. If there are any differences to ICAO Annex-1 being filed in the AIP by SOLI that limits the applicant to exercise the privileges of his/her licence and the related ratings;

e. Candidates shall only be accepted from contracting state having ICAO USOAP EI at least equal to or higher than the global average and the state do not have Significant Safety Concern (SSC) of ICAO either in PEL or OPS area.

f. The applicant shall present the foreign licence, ratings and evidence of the experience by submitting the required records (e.g. logbook, certificates). The licence and experience requirements are set out in para 5;

g. The foreign flight crew having authorization to conduct CAT II/III or RNP (AR) operations, whose licence and ratings are validated under the provision of this authority, may be subject to an assessment check in the simulator by a competent Examiner;

h. The applicant shall have minimum AELP Level-5 in English or licence endorsed as "English Proficient";

i. The applicant shall hold a current Medical Assessment Class-I issued by SOLI;

j. The age of the applicant for validation Type-1, shall not be more than 63 (sixty-three) years on the date of application;

k. The flight crew operating on the basis of validation of their foreign license, shall comply with all the applicable Bangladesh Govt regulations, ANO, Procedures and Directives issued from time to time, the operating and maintenance procedures, Flight & Duty Time Limitations, Weather Minima, Minimum Equipment List etc.

l. All certificates and documents to be submitted shall be legible and in English language.

4.2 **Specific Requirements:**

4.2.1 Applications made under paragraph 2.1.2, except those referred to in paragraphs 2.1.2(c), 2.1.2(d), and 2.1.2(f), may be exempted from the requirements of paragraph 4.2.2.

4.2.2 The applicant shall:

a. Undergo Class-1 Medical Assessment in Bangladesh;

b. Complete the operator's familiarization training;

c. Pass written knowledge test on Air law conducted by CAAB;

d. Appear for an Oral Test after issuance of NOC that he is fully conversant and competent with the Operating Procedures, MEL, aircraft cockpit layout, type of equipment installed, Flight & Duty Time Limitations. Chairman may prescribe additional assessment in flight/simulator or any other tests, which the pilot shall have to undergo;

e. Present the original documents (e.g., Licence, Ratings, Authorizations, Medical Assessment, log book etc.) for verification during the Oral Test;

f. Training & Checking (after issuance of validation, ANO 6 Requirement);

i. For validation Type-1 and Type-3: Complete a minimum of four (04) sectors of route training, followed by a route check to a satisfactory standard.

ii. For validation Type-2 under 2.1.2 (f): During the induction period, line pilots, instructors, and examiners may be exempted from route training and/or route checking, as applicable.

4.3 **Additional Requirements**

4.3.1 The applicant shall comply with all other requirements set by different competent authorities of Bangladesh i.e. work permit, etc.

5 **LICENCE & EXPERIENCE REQUIREMENTS:**

The following licence & experience is a minimum requirement but shall not be less than the requirement set by each air operator in their Operations Manual. The experience of flying hours may be relaxed in case of Type-3 validation for the purpose of continuing training on the aircraft which is endorsed on the foreign licence.

5.1 **Wide-body Jet aeroplane:**

5.1.1 PIC, the foreign flight crew shall have ATPL and:

a. Minimum flying experience : 7000 Hrs

b. Minimum PIC experience : 2000 Hrs

c. Minimum PIC on Type experience : 1000 Hrs
or
Minimum On Type experience (PIC:500 + SIC:2000) : 2500 Hrs

5.1.2 Co-pilot, the foreign flight crew shall have ATPL and:

a. Minimum flying experience : 3000 Hrs

b. Minimum P2 experience : 1500 Hrs

c. Minimum P2 on Type experience : 500 Hrs

5.2 **Narrow-body Jet aeroplane:**

5.2.1 PIC, the foreign flight crew shall have ATPL and:

a. Minimum flying experience : 4000 Hrs

b. Minimum PIC experience : 2000 Hrs

c. Minimum PIC on Type experience : 1000 Hrs
or
Minimum On Type experience (PIC:500 + SIC:2000) : 2500 Hrs

5.2.2 Co-pilot, the flight crew shall have ATPL or CPL with ATPL ground subjects passed, and:

a. Minimum flying experience : 1500 Hrs
b. Minimum P2 experience : 1000 Hrs
c. Minimum P2 on Type experience : 500 Hrs

5.3 **Operation of Turbo-prop aeroplane having AUW exceeding 5700 Kgs:**

5.3.1 PIC, the foreign flight crew shall have ATPL and:

a. Minimum flying experience : 3000 Hrs
b. Minimum PIC flying experience : 1500 Hrs
c. Minimum PIC on Type experience : 1000 Hrs
or
Minimum On Type experience (PIC:500 + SIC:1000) : 1500 Hrs

5.3.2 Co-pilot, the flight crew shall have ATPL or CPL with ATPL ground subjects passed, and:

a. Minimum flying experience : 1500 Hrs
b. Minimum P2 experience : 1000 Hrs
c. Minimum P2 on Type experience : 500 Hrs

5.4 **To train local pilots in aircraft under 5700 kg** (ref: 2.1.2 (C)

5.4.1 The Pilot shall hold a valid CPL/ATPL with current Flight Instructor Rating (FIR) on the type/class of aircraft for which the privilege is sought and:

a. Minimum total flying experience : 2500 Hrs
b. Minimum PIC on Type/class experience : 1000 Hrs

5.5 **Test Pilots, Examiners, and Instructors of Aircraft Manufacturer**

5.5.1 Test pilots, examiners and Instructors of the aircraft manufacturer shall be exempted from the flying experience requirements mentioned under para 5.1 to 5.4 and training & Checking under para 4.2 (f) (i) (ii).

6 **DOCUMENTS TO BE SUBMITTED BY THE OPERATOR:**

6.1 **Application for issuance of No Objection Certificate (NOC) for Validation:**

The Air Operator shall submit the following documents on behalf of the applicant for all types of validation:

a. Filled in application form PEL/LIC-112 (a);
b. Copy of valid License issued by the ICAO contracting state (SOLI);
c. Copy of the ratings & authorization issued by SOLI;
d. AELP Level issued by SOLI;
e. Copy of Medical Assessment Class-1 issued by SOLI;
f. Copy of recent Skill Test/PPC on the type of aircraft for which validation is sought;

g. Evidence of competency & recent experience (for Type 2 validation);

h. Experience certificate by the operator in compliance to Para 5;

i. Copy of Logbook (relevant pages) or equivalent document acceptable to Chairman;

j. Bio-data/resume of the applicant;

k. Copy of Passport;

l. Two copies of passport size recent colour photo with a white background;

m. Fees for validation (As per CAAB regulation);

n. Any other documents deemed necessary by Chairman.

6.1.1 The application for NOC shall be considered as formal application for the applicants of Type 2 validation except those referred to in paragraphs 2.1.2(c) and 2.1.2(f).

6.2 **Formal Application (After issuance of NOC):**

6.2.1 The air operator, on behalf of the applicant shall:

a. Submit filled in application form PEL/LIC-112 (d) within the validity of NOC;

b. Make registration for written knowledge test on Air Law;

c. Submit Result of Air Law knowledge test (pass grade only);

d. Submit the operator's familiarization training completion report;

e. Make appointment for Oral Test and verification of original documents;

f. Submit Work Permit;

g. Submit Bangladesh Medical Assessment, Class-1;

h. Submit renewed licence, ratings, authorization and Medical Assessment issued by SOLI (as applicable);

i. Submit evidence that the applicant is maintaining competency and meet recent experience requirements to keep his supporting licence valid, as applicable.

6.2.2 The application for NOC shall be considered as formal application for the applicants of Type 2 validation except 2.1.2 (c and f).

6.3 **Competency Demonstration (ANO 6 Requirement)**

a. The applicant, after issuance of validation certificate under Type 1 and Type 3, shall undergo Route Training of minimum 04 (four) sectors followed by Route Check to a satisfactory standard;

b. Submit Route Check report (pass grade) to CAAB;

c. Submit filled in form PEL/LIC-112 (g) to CAAB for Competency Demonstration Record keeping before releasing the pilot to route flying;

d. Competency demonstration is not required for validation Type 2 under para 2.1.2, a, b, c, d and e;

e. Competency demonstration for applicants under 2.1.2 (f) of validation Type-2 may be exempted from route training and/or route checking, as applicable

7 ISSUANCE PHASES OF VALIDATION CERTIFICATE

7.1 Assessment of the application & documents by CAAB:

7.1.1 **Assessment for Issuance of NOC (**PEL/LIC-112 (b))**:**

a. SOLI is ICAO contracting state of ICAO;

b. ICAO USOAP EI of the ICAO contracting state is at least equal to or higher than global average and the state shall not have Significant Safety Concern (SSC) either in PEL or OPS area.

c. Any differences to ICAO Annex-1 being filed in the AIP of SOLI that limits the privileges of the licence or related ratings of the applicant;

d. The Licence, Rating and Authorization of the applicant issued by SOLI are in compliance with ICAO Annex-1 and meets the standard of Bangladesh in respect to Age, Experience, Skills, Knowledge, Medical and English Language Proficiency;

e. Minimum AELP Level 5 or 'English Proficient' issued by SOLI and valid;

f. The applicant holds valid foreign Medical Assessment Class-1 issued by SOLI;

g. No endorsement shall be made on, or attached to, the licence pursuant to Article 39(b) of the Chicago Convention, where such endorsement would be restrictive in nature under the applicable standards the Civil Aviation Authority of Bangladesh.

h. The applicant meets the applicable experience requirements in compliance to para 5;

i. Fee for validation is deposited;

j. The authenticity of the licence, rating and authorization of the applicant issue by SOLI in respect to Age, Experience, Skills, Knowledge, Medical and English Language Proficiency are correct. The specimen of the licence authentication form is given in PEL/LIC-110 (a);

k. Issue letter of NOC (PEL/LIC-112 (c)) for Type 1, Type 2 under 2.1.2 (c), (f) and Type 3, if assessment of documents under 6.1 and 7.1.1 are acceptable;

l. Issue certificate of validation (PEL/LIC-112 (f)) for Type 2 except 2.1.2 (c and f), if assessment of documents under 6.1 and 7.1.1 are acceptable.

7.1.2 **Document Evaluation and Knowledge Demonstration (**after formal application (PEL/LIC-112 (e) & (i)):

a. Verification of original documents;

b. The licence, ratings, authorization and Medical Assessment Class-1 issued by SOLI are valid and current;

c. The applicant is maintaining competency and meet recent experience requirements to keep his supporting Licence, Rating and Authorization valid;

d. Air Law knowledge test result (pass grade only);

e. Oral Test result, if required (pass grade only);

f. Bangladesh Medical Assessment Class-1;

g. Operator's Familiarization Training record;

h. Work Permit is valid;

i. Appointment Letter issued by the Air Operator.

7.1.3 **Issuance of Validation Certificate**

7.1.3.1 Issue Validation Certificate (PEL/LIC-112 (f), if the documents are found satisfactory.

7.1.3.2 **Competency Training, Checking and monitoring (**when applicable**):**

a. Record of minimum 04 (four) sectors of Route Training report;

b. Satisfactory Competency Check report;

c. Competency Check monitoring report (if required);

d. Submit filled in form PEL/LIC-112 (h).

8 **Renewal of Validation (Application by the Operator)**

8.1 The Air Operator on behalf of the applicant may apply for renewal of validation and required to submit the following documents:

a. Filled in application form (PEL/LIC-112 (h));

b. Copy of License, Ratings & Authorization issued by SOLI;

c. Copy of Skill Test/PPC report on the type of aircraft for which extension is sought;

d. Evidence that the applicant is maintaining crew competency and meet recent experience requirements to keep his supporting licence valid;

e. Minimum AELP Level 5 or 'English Proficient' issued by SOLI and valid;

f. Copy of Medical Assessment Class-1 issued by SOLI;

g. Copy of Bangladesh Medical Assessment Class-I;

h. Copy of Work Permit (if applicable);

i. Two copies of passport size recent colour photo with a white background;

j. Fees for validation (as per CAAB regulation);

k. Any other documents deemed necessary by CAAB.

8.2 Assessment of the application & documents by CAAB for renewal of validation:

a. Bangladesh Medical Assessment Class-I;

b. The Licence, Ratings, Authorization and Medical Assessment issued by SOLI are valid and current;

c. The applicant is maintaining competency and meet recent experience requirements to keep his supporting licence, rating, and authorization valid;

d. The authenticity of the licence, rating and authorization of the applicant issue by SOLI in respect to Age, Experience, Skills, Knowledge, Medical and English Language Proficiency are correct. The specimen of the licence authentication form is given in PEL/LIC-110 (a);

e. Fee for validation is deposited;

f. Work Permit are valid (if applicable);

g. Appointment Letter issued by the Air Operator;

8.3 Issue "Renewal of Validation", if the assessment under 8.2 are acceptable and satisfactory (PEL/LIC-112 (h).

8.3.1 The flight crew is required to keep in possession of the supporting licence along with the validation certificate issued by Chairman.

8.3.2 The holder of the foreign licence, in addition to the requirements of Bangladesh, shall fulfil the standards set by SOLI to maintain competency and recent experience to keep his original licence valid & current.

ANNEXURE-7

VALIDATION OF FOREIGN SYNTHETIC INSTRUCTOR AND EXAMINER

(Chapter 1, 1.2.2.1, refers)

***Note**: Synthetic instructors and/or examiners listed under approved ATOs or approved FSTDs in **Annexure 11** shall not be subject to the provisions of this **Annexure 7**.*

1. **INTRODUCTION**

1.1 As an alternative to issuing a Bangladeshi licence or authorization, the Chairman may validate a foreign licence or authorization held by a synthetic instructor or examiner and issued by a Contracting State, an AOC/COA holder under the authority of a Contracting State, or an aircraft/FSTD manufacturer, for the purpose of conducting the training and checking of Bangladeshi pilots in FSTDs. Such validation shall be granted on an individual basis and shall be valid only for the training and checking of flight crew in FSTDs for the operation of Bangladesh-registered aircraft.

1.2 Air Operators may employ synthetic instructors and/or examiners holding foreign licences or authorizations who are not associated or listed with any ATO or FSTD to operate FSTDs for the training and checking of their flight crew.

2. **REQUIREMENTS FOR VALIDATION**

2.1 An air operator shall apply for the validation of a foreign synthetic instructor and/or examiner, on an individual basis, to operate FSTDs for the training and checking of its flight crew;

2.2 The licence/authorization of the synthetic instructor or examiner shall be issued by a Contracting State, an AOC/COA holder under the authority of a Contracting State, or an aircraft/FSTD manufacturer, and shall be valid and current for the operation of the FSTDs;

2.3 The air operator shall submit all documents and copies of the foreign licence or authorization of the foreign synthetic instructor and/or examiner to CAAB;

2.4 All certificates and documents to be submitted shall be legible and written in English language.

2. **APPLICATION PHASE**

The Air Operator shall submit the following documents on behalf of the candidate:

3.1 Filled in application form (PEL/LIC-113 (a));

3.2 Appointment letter or service contract;

3.3 Copy of valid licence/authorization issued by a Contracting States, an AOC/COA holder under the authority of a Contracting State or aircraft/FSTD manufacturer and shall be valid and current for the operation of the FSTDs.

Note: *"AOC/COA holder under the authority of a Contracting State" means "a foreign AOC/COA holder approved by the CAA of that State, issues an authorization to a synthetic instructor or examiner within the scope of their training program".*

3.4 Proof of an identification (copy of Passport or company ID);

3.5 Fees for validation (as per CAAB regulation);

3. **DOCUMENT EVALUATION PHASE** (by CAAB):

4.1 The licence/authorization of synthetic instructor or examiner, shall be issued by a Contracting State, an AOC/COA holder under the authority of a Contracting State, or an aircraft/FSTD manufacturer;

4.2 The foreign licence/authorization shall be valid and current;

4.3 The authenticity of the applicant's foreign license or authorization shall be verified from the issuing authority, or may be by an inspector during the assessment check. The specimen of the licence authentication form is given in PEL/LIC-110 (a).

5 **DEMONSTRATION PHASE**

5.1 Synthetic Examiners authorized to conduct skill tests for the issuance of licenses and related ratings **may** be subjected to an assessment check. The specimen of the assessment check form is given in PEL/LIC-113 (b).

6 **CERTIFICATION PHASE**

6.1 'Validation' may be issued if the 'application', 'document evaluation' and 'demonstration (if required for the Synthetic Examiners)' phases are satisfactory.

7 **PRIVILEGES OF THE SYNTHETIC INSTRUCTOR**

7.1 Synthetic instructor shall have the following privileges to conduct:

7.1.1 Training for the issuance of CPL, ATPL, aircraft ratings and Instrument Rating in FSTD;

7.1.2 Line Oriented Flight Training (LOFT);

7.1.3 Zero Flight Time Training (ZFTT);

7.1.4 Pilot Proficiency Check (ref: Chapter 1, Sub-section 1.2.5.1.2.1) except skill test;

7.1.5 IOS (instructor operating station) training for FSTD Instructors;

7.1.6 Other training and checks, as prescribed in ANO 1 and ANO 6.

8 **PRIVILEGES OF THE EXAMINER**

8.1 Synthetic Examiner shall have the following privileges to conduct:

8.1.1 Privileges as mentioned in 7.1;

8.1.2 Skill Test for issuance of CPL, ATPL, IR and aircraft Type Rating;

8.1.3 IOS (instructor operating station) panel check for FSTD Examiner (s).

9 **VALIDITY PERIOD**

***Note**. Synthetic instructors and examiners shall maintain competency and recent experience to ensure their original license or authorization remains valid and current.*

9.1 The validation may be granted for a period of maximum 05 (five) years;

9.1.1 The Air Operator shall submit the renewed licence or authorization of the instructor or examiner if the validity of the licence or authorization issued by the issuing authority expires within these 5 (five) years.

9.2 Upon application by the operator using Form PEL/LIC-113(c), and before expiry of the validation, the Chairman may renew its validity for a period maximum of 05 (five) years;

9.3 The validation shall not be effective if the foreign licence or authorization is not current and valid.

9.4 The certificate of validation shall be carried along with the foreign licence or authorization.

ANNEXURE-8

COMPETENCY & RECENT EXPERIENCE REQUIREMENTS FOR FLIGHT CREW

(Chapter 1, 1.2.5.1 and 1.2.5.1.2, refers)

1. **Introduction:**

1.1 Chairman, having issued a licence, no certificate holder may use any flight crew, nor may any flight crew exercise the privileges granted by that licence, or by related ratings, unless the holder maintains competency and meets the requirements for recent experience;

2. **Flight Crew when engaged in CAT Operations and/or requires aircraft Type Rating**

2.1 Competency and recent experience requirements to exercise the privileges of the license and related ratings

2.1.1 Flight Crew members shall fulfil the requirements of competency and recent experience as prescribed in Table 2-1 to exercise their privileges of licence and related ratings. Maintenance of competency and recent experience shall be recorded in the "Pilot Proficiency Check" Card, CAAB Form PEL/LIC-111 (b) and along with the licence.

Table 2-1

S/N	Competency and recent experience requirements to exercise the privileges of licence & related ratings	Time Interval
a.	Pilot Proficiency Check on each aircraft category and type.	Twice within any period of one year in an approved FSTDs or in the aircraft.
b.	3 take offs & landings in aircraft or FSTD	in preceding 90 days for each category and type.
c.	Instrument Rating	as applicable

2.1.2 PPC shall be performed twice within any period of one year. Any two such checks (PPC) which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

2.1.3 Flight Simulation Training Devices (FSTDs) approved by Chairman may be used for those parts of the checks and training for which they are specifically approved to demonstrate the continuing competency and recent experience of the flight crew members.

2.1.4 **Flight crew shall carry following documents during flight duty period**

a. Pilot Licence;
b. Medical Assessment Class-1;
c. Pilot Proficiency Check (PPC) Card.

2.2 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying up to 90 days**

2.2.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot to operate at the flight controls of a type or variant of a type of aeroplane during take-off and landing unless that person has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aircraft or in a flight simulator approved for the purpose.

2.3 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying beyond 90 days but up to 180 days**

2.3.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot who has not operated flight within the preceding 90 days but has operated within 180 days, unless that person has completed the following requirements to establish competency and recent experience on the type of aircraft to be flown:

2.3.1.1 Technical experience: Aircraft Type refresher training of minimum 12 hours or 50% of aircraft type rating course hours, whichever is lesser, followed by an examination.

2.3.1.2 Route Training & Check: Route training as required followed by a route check.

2.4 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying beyond 180 days but up to 365 days**

2.4.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot who has not operated flight within the preceding 180 days but has operated within 365 days, unless that person has completed the following requirements to establish competency and recent experience on the type of aircraft to be flown:

2.4.1.1 Technical experience: Aircraft Type refresher training of minimum 18 hours or 50% of aircraft type rating course hours, whichever is lesser, followed by an examination.

2.4.1.2 Simulator / Aircraft Training:

a. An air operator shall use FSTDs as per 2.4.1.2.1 for those parts of the checks and training for which they are specifically approved by Chairman to demonstrate the continuing competency and recent experience of the flight crew members.

b. An air operator shall use aircraft for training as per 2.4.1.2.2 to demonstrate the continuing competency & recent experience of the flight crew member when FSTDs are not available.

2.4.1.2.1 Simulator Training : 2 FFS session of training followed by Skill Test/PPC.
2.4.1.2.2 Aircraft Training : 0:45 hour flying followed by Skill Test/PPC (min 0:30 hour).
2.4.1.3 Route Training & Check: 02 (two) sectors of route training followed by a route check.

2.5 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying beyond 365 days but up to 02 years**

2.5.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot who has not operated flight within the preceding 365 days but has operated within 02 years, unless that person has completed the following requirements to establish competency and recent experience on the type of aircraft to be flown:

2.5.1.1 Technical experience: 50% of aircraft type rating ground course followed by an examination.

2.5.1.2 Simulator / Aircraft Training:

a. An air operator shall use FSTDs as per 2.5.1.2.1 for those parts of the checks and training for which they are specifically approved by Chairman to demonstrate the continuing competency and recent experience of the flight crew members.

b. An air operator shall use aircraft for training as per 2.5.1.2.2 to demonstrate the continuing competency & recent experience of the flight crew member when FSTDs are not available.

2.5.1.2.1 Simulator experience: 3 FFS session of training followed by Skill Test/PPC.

2.5.1.2.2 Aircraft Training: 1 hour Flying followed by Skill Test/PPC (Min 0:30 hour).

2.5.1.2.3 Route Training & Check: 04 (four) sectors of route training followed by route check.

2.6 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying beyond 02 years but up to 05 years**

2.6.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot who has not operated flight within the preceding 02 years but has operated within 05 years, unless that person has completed the following requirements to establish competency and recent experience on the type of aircraft to be flown:

2.6.1.1 Technical experience: 50% of aircraft type rating ground course followed by an examination.

2.6.1.2 Simulator / Aircraft Training:

a. An air operator shall use FSTDs as per 2.6.1.2.1 for those parts of the checks and training for which they are specifically approved by Chairman to demonstrate the continuing competency and recent experience of the flight crew members.

b. An air operator shall use aircraft for training as per 2.6.1.2.2 to demonstrate the continuing competency and recent experience of the flight crew members when Flight simulator Training Devices (FSTDs) is not available.

2.6.1.2.1 Simulator experience: 4 FFS session of training followed by Skill Test.

2.6.1.2.1 Aircraft Training: 2 hours Flying followed by Skill Test (Min 0:30 hour).

2.6.1.3 Route Training/Check: 06 (six) sectors of route training followed by route check.

2.7 **Competency and recent experience requirements to exercise the privileges of the license and related ratings in case of absence from flying beyond 05 years**

2.7.1 No air operator may use a person, nor may any person serve as a PIC or a co-pilot who has not operated flight within the preceding 05 years, unless that person has completed the full aircraft Type Rating training program on the type of aircraft to be flown.

3. **Competency and recent experience requirements to exercise the privileges of the license and related ratings when engaged in single-pilot operations in ATO**

3.1 Flight crew members shall fulfil the requirements as established in the Table 3-1 in case of absence from flying and shall be recorded in the Operators' record.

Table 3-1

S/N	Absence from flying	Curriculum in case of absence from flying
a.	From 91 days to 180 days	Minimum 3 take off and 3 landings in the aircraft or in an approved FSTD under supervision of an instructor.
b.	From 181 days to 360 days	Minimum 1:00 hour of training including 3 take offs and 3 landings in the aircraft or in an approved FSTD under supervision of an instructor.
c.	From 361 days to 7 years	1. CPL standard Air Law Refresher course or ATPL standard Air Law Refresher course in case of credit availed under 2.1.11.1 and followed by an examination by ATO/Operator; 2. Aircraft Type Technical examination on the appropriate class; 3. Flight Training: 1 hour in aircraft or 04 hours in approved FSTD under supervision of an instructor; 4. Skill Test: Minimum 0:45 Hrs in aircraft or in approved FSTD.
d.	More than 7 years	1. CPL standard Knowledge Test or ATPL standard knowledge test in case of credit availed under 2.1.11.1 on the following subjects to be conducted by ATO/Operator: i. Air law; ii. Flight Performance, Planning & loading; 2. Aircraft Type Technical examination on the appropriate class. 3. Flight Training: 3 hours (1 hrs GF + 1 hrs NAV + 1 hrs IF) in aircraft or 6 hours in approved FSTD under supervision of an instructor; 4. Skill Test: Minimum 0:45 Hrs in aircraft or in approved FSTD.

3.2 **Flight crew members shall carry the following documents**

a. Pilot Licence;

b. Medical assessment;

ANNEXURE-9

CHANGE OF NAME ON LICENCE OR CERTIFICATE

(Chapter 5, 5.4, refers)

1. **Introduction**

1.1 The holder of a licence or certificate issued under this ANO may apply for a change of name.

2. An application for a change of name on a licence or certificate shall be submitted on plain paper addressed to the Chairman and must be accompanied by the following documents of the applicant:

   a. The licence and certificate; and

   b. A copy of the NID or a court order verifying the name change.

3. The original documents referred to in paragraph (2) of this Annexure shall be returned to the applicant immediately after inspection.

ANNEXURE-10

REQUIREMENTS FOR APPROVAL OF TRAINING ORGANIZATION (ATO) AND/OR FSTD TO CONDUCT FLIGHT TRAINING LOCATED IN BANGLADESH

(Chapter 1, 1.2.8.2 and Chapter 2, A, 2.1.6, refers)

Refer to ANO (ATO) Part-1

ANNEXURE-11

REQUIREMENTS FOR APPROVAL/ACCEPTANCE OF A FOREIGN TRAINING ORGANIZATION (ATO) AND/OR FSTD TO CONDUCT TRAINING OF PILOTS

(Chapter 1, 1.2.8.2 and Chapter 2, A, 2.1.6, refers)

***Note**: Application for certification, based on alternative approval process, for foreign ATOs and FSTDs is given in Part-II of this Annexure.*

PART-1

1. **INTRODUCTION:**

1.1 This Annexure is applicable for granting approval/acceptance of a foreign ATO and/or FSTD being approved by and operating under the supervision of a contracting state in accordance with the requirements of Annex 1 to perform approved training of pilots. It includes, theoretical knowledge instruction and flight instruction, part or all of which may be conducted in FSTD.

2 **INSPECTION REQUIREMENTS OF ATO AND/OR FSTD**

2.1 Air operators of Bangladesh seeking approval/acceptance for a foreign ATO and/or FSTD, either together or separately, shall apply to the Chairman. The application forms for ATO and FSTD approval/acceptance are PEL/LIC-118 (a) and PEL/LIC-118 (b), respectively.

2.2 Inspection requirements on acceptance of the application;

2.2.1 **ATO not associated with FSTD**: The ATO approval/acceptance process requires an inspection to be conducted by an Inspector. The inspection shall include, but is not limited to, the requirements in paragraphs 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9 and 2.10 of this Annexure.

2.2.2 **ATO associated with FSTD:** The ATO and FSTD approval/acceptance process requires an inspection to be conducted by an Inspector. This inspection shall include, but is not limited to, the requirements in paragraphs 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9 and 2.10 of this Annexure.

2.2.3 **FSTD not associated with ATO:** The FSTD approval/acceptance process requires an inspection to be conducted by an Inspector. This inspection shall include, but is not limited to, the requirements in paragraphs 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9 and 2.10 of this Annexure.

2.2.4 **Inspectors' Qualification**: To inspect an ATO and/or FSTD for approval/acceptance process under Para 2.2.1, 2.2.2 and 2.2.3, the Inspector shall be competent on the applicable aircraft or similar type(s) and possess at least equivalent qualifications pertaining to the flight training and checking to be conducted within these facilities.

2.2.5 **Inspection Protocol**: The inspection of the ATO may be conducted by means of a desk audit.

2.3 **ACCOUNTABLE EXECUTIVE**

2.3.1 An ATO and/or FSTD shall have a designated accountable executive.

2.4 **SUBMISSION OF DOCEMENTS AND CERIFICATE**

2.4.1 The operator shall submit the copy of:

2.4.1.1 A signed agreement or equivalent document executed between the air operator and the ATO;

2.4.1.2 A certificate confirming the approval of the ATO or ATO associated with FSTD, along with the privileges to conduct training courses, issued by the Contracting State; and/or;

2.4.1.3 A qualification and specification certificate confirming the approval of the FSTD, issued by the Contracting State, if training is conducted in an FSTD not associated with ATO.

2.5 **MANAGEMENT AND TRAINING PERSONNEL**

2.5.1 The organizational structure shall allow for the supervision of all related personnel, who must possess the experience and qualifications necessary to ensure the required standards are met;

2.5.2 The ATO and/or FSTD shall designate a responsible person who is accountable for ensuring training standards and regulatory compliance;

2.5.3 The provisions of paragraph 2.5.2 do not relieve the air operator of its responsibility to ensure training standards and compliance.

2.6 **ESTABLISHMENT AND FACILITIES**

2.6.1 The ATO and/or FSTD shall be staffed, equipped, and operated in a suitable environment, and shall meet at least the following standards:

2.6.1.1 **Structures**: All accommodations must be sited within permanent structures and not shared with the general public.

2.6.1.2 **Classrooms and Briefing Rooms**: All classrooms and briefing rooms shall be suitably equipped and furnished - including provisions for climate control (heating and cooling), lighting, and ventilation - and shall not be combined with any space used by administrative staff.

2.6.1.3 **Capacity**: Classrooms and briefing rooms shall be of an adequate size relative to the maximum student capacity.

2.6.1.4 **Instructional Equipment**: Training equipment shall be available for use in classrooms and briefing rooms, with the precise range of equipment depending upon the approved courses.

2.6.1.5 **Course Materials**: Operational publications and course materials shall be readily available in the appropriate locations.

2.6.1.6 **FSTD Facilities**: A separate machine room or rooms shall be provided where FSTDs are installed.

2.6.1.7 **Safety and Evacuation**: Emergency exits and evacuation routes, particularly in FSTD bays, shall be clearly marked and kept free from obstruction whenever training is taking place.

2.7 **TRAINING AND PROCEDURES MANUAL (TPM)**

2.7.1 The air operator shall provide the ATO and/or FSTD with updated copies of the training manuals, SOPs, normal, abnormal and emergency checklists relevant to the training being conducted;

2.7.2 The TPM shall include a breakdown of the training program and a syllabus summary.

2.7.3 The TPM shall state the standards and training objectives for each phase of training that the trainees are required to achieve, including course entry requirements, where applicable;

2.7.4 The Training Manual shall include the following, as a minimum:

2.7.4.1 Training Plan and objectives;
2.7.4.2 Theoretical Knowledge Instruction;
2.7.4.3 Briefings;
2.7.4.4 Air Exercises;
2.7.4.5 Synthetic Flight Training;
2.7.4.6 Skill Test and PPC.

2.8 **EVALUATION AND CHECKING**

2.8.1 The checklist for approval/acceptance of ATO and/or FSTD are given in CAAB Form: PEL/LIC-118 (c) & CAAB Form: PEL/LIC-118 (d) respectively.

2.9 **QUALITY ASSURANCE SYSTEM**

2.9.1 The quality assurance system is designed to ensure that ATO and FSTD operations and training are conducted efficiently, effectively, and in accordance with this ANO. The training organization shall maintain a quality assurance system that ensures training and instructional practices comply with all relevant requirements, and shall be responsible for conducting audit assessments of the ATO and/or FSTD.

2.10 **RECORDS**

2.10.1 The ATO and/or FSTD facility shall establish adequate procedures to maintain records of all training conducted, which shall be retained for a period of at least three years.

2.10.2 Where applicable, the ATO and/or FSTD shall maintain individual training folders containing successive training and performance reports to ensure continuous tracking of each pilot's professional performance.

3 **APPROVAL/ACCEPTANCE OF A FSTD**

3.1 FSTD, when substituting aircraft training and check as per ANO 1, Chapter 2A, Para 2.1.6, the operator may apply for approval/acceptance of the FSTD. The use of a FSTD for acquiring experience or performing any manoeuvres required during the demonstration of skill/check for the issuance of a licence or rating shall be approved/accepted. During the inspection, the Inspector shall ensure that the FSTD is appropriate for the tasks to be performed on the specific aircraft type(s), as well as for the related training and checking.

4 APPROVAL/ACCEPTANCE OF ATO OR ATO ASSOCIATED WITH FSTD

4.1 The issuance and continued validity of an ATO or ATO associated FSTD approval/ acceptance shall depend upon the training organization's compliance with the requirements of this ANO. Upon a satisfactory inspection by a qualified Inspector, approval/acceptance may be granted to the organization to conduct the training/checking specified in Para 7 of this Annexure.

5 THE APPROVAL/ACCEPTANCE CERTIFICATE OF AN ATO AND/OR FSTD SHALL CONTAIN AT LEAST THE FOLLOWING:

a. organization’s name and location;

b. date of issue and period of validity (where appropriate);

c. FSTD specifications;

d. Scope of the approval/acceptance and privileges.

6 VALIDITY OF THE ATO AND/OR FSTD

6.1 Upon a successful inspection, the approval/acceptance for initial issue or subsequent renewal shall be valid for a period of maximum four years, unless it is revoked or suspended.

6.1.1 If CAAB is unable to conduct the inspection of the ATO and/or FSTD within 45 days from the date of application, CAAB may issue a temporary approval/acceptance pending inspection for a period of maximum six months.

6.1.2 If CAAB is unable to conduct the inspection of the ATO and/or FSTD within the six-month period as under paragraph 6.1.1 of this Annexure, CAAB may issue an approval/acceptance for a period of maximum four years.

6.2 If CAAB is unable to conduct inspection for the renewal of the ATO and/or FSTD within 45 days from the date of application, CAAB may issue an approval/acceptance as prescribed under paragraphs 6.1.1 and 6.1.2 of this Annexure.

6.3 The air operator shall submit the renewed certificate of approval for the ATO and/or FSTD if the validity issued by the Contracting State or the issuing authority expires during this four-year period. The approval/acceptance issued by the Chairman shall automatically become invalid if the air operator fails to submit the renewed certificate from the Contracting State or issuing authority.

7 SCOPE OF APPROVAL/ACCEPTANCE, PRIVILEGES AND DOCUMENTATION FOR FOREIGN ATOs AND/OR FSTDs

7.1 ATO, not associated with FSTD

7.1.1 The ATO is authorized to conduct approved training courses and theoretical knowledge tests for aircraft type ratings;

7.1.2 Instructors and Examiners of the ATO may conduct theoretical knowledge training pertaining to ANO (OPS) Part-SPA and ANO 6;

7.1.3 The ATO may use the training & assessment forms provided in the air operator's Operations Manual (OM) Part D, developed by the ATO, or supplied by the aircraft manufacturer.

7.2 **ATO associated with FSTD**

7.2.1 The ATO is authorized to conduct approved training courses and theoretical knowledge tests for aircraft type ratings;

7.2.2 Instructors and Examiners of the ATO may conduct theoretical knowledge training and skill training pertaining to ANO (OPS) Part-SPA and ANO 6;

7.2.3 "Synthetic Instructor" and "Synthetic Examiners" of the ATO may conduct synthetic training in FSTD for issuance of CPL, ATPL, IR, Aircraft Type Rating and SFI;

7.2.4 "Synthetic Instructor" and "Synthetic Examiners" of the ATO may conduct ZFTT;

7.2.5 "Synthetic Examiners" of the ATO may conduct skill test for issuance of CPL, ATPL, IR, Aircraft Type Rating and SFI;

7.2.6 The ATO may use the training & assessment forms provided in the air operator's Operations Manual (OM) Part D, developed by the ATO, or supplied by the aircraft manufacturer.

7.3 **FSTD, not associated with ATO**

7.3.1 Instructors and Examiners of the ATO may conduct theoretical knowledge training and skill training pertaining to ANO (OPS) Part-SPA and ANO 6;

7.3.2 "Synthetic Instructor" and "Synthetic Examiners" of the ATO may conduct synthetic training in FSTD for issuance of CPL, ATPL, IR, Aircraft Type rating and SFI;

7.3.3 "Synthetic Instructor" and "Synthetic Examiners" of the ATO may conduct ZFTT;

7.3.4 "Synthetic Examiners" of the ATO may conduct skill test for issuance of CPL, ATPL, IR, Aircraft Type Rating and SFI;

7.3.5 The ATO may use the training & assessment forms provided in the air operator's Operations Manual (OM) Part D, developed by the ATO, or supplied by the aircraft manufacturer.

3 **RENEWAL OF THE ATO AND/OR FSTD**

3.1 The approval/acceptance may be renewed upon a satisfactory inspection by a qualified Inspector as under paragraph 2.2 of this Annexure, confirming that the ATO and/or FSTD have maintained the standards required for the initial issuance of the approval/acceptance.

4 **INSPECTION AND OVERSIGHT**

4.1 The authority shall maintain a biennial oversight program for the ATO and/or FSTD to ensure continuous compliance with the approval/acceptance requirements.

5 **REVOCATION, SUSPENSION OR VARIATION OF APPROVAL**

5.1 An approval issued by the authority may be revoked, suspended, or varied at any time if the requirements cease to be met in part or in whole, or if the standards on which the approval was granted are not maintained. The organization shall be notified of any non-conformances and, if necessary, a restricted approval may be issued to permit remedial action to be taken within a specified timeframe. Should the organization fail to take remedial action within the specified timeframe, the approval shall be revoked or suspended.

PART-II

ALTERNATIVE APPROVAL PROCESS OF ATOs & FSTDs LOCATED OUTSIDE THE TERRITORY OF BANGLADESH

*Note: For the purpose of this Annexure-11, the civil aviation authority of Bangladesh (CAAB) is the authority issuing the approval of a foreign ATO. The **baseline CAA** is defined under the definition.*

1. INTRODUCTION

1.1 The objective of this approach, based on alternative approval/acceptance process, for ATOs and FSTDs located outside the territory of Bangladesh is to streamline the foreign ATO approval process and eliminate duplication of the approval of the baseline CAA approval.

2. AGREEMENT OR MoU BETWEEN CAAB AND ICAO CONTRACTING STATE

2.1 CAAB shall set up jointly agreed to procedures that may be achieved through an agreement or a Memorandum of Understanding (MoU) with ICAO contracting states (Baseline CAAs) for the regulatory oversight of training organizations which are located within the jurisdiction of those states.

2.2 This Agreement or MOU shall detail the arrangements that will be put in place to enable such activity of alternative approval process of ATOs & FSTDs located outside the territory of Bangladesh.

2.3 This Agreement or MOU is not intended to create legal relations and neither party shall assume a legal obligation. The Agreement or MOU may be varied at any time by the mutual consent of both parties.

3. CONDITIONS APPLIED TO THE MEMORANDUM

3.1 The Memorandum is subject to the following conditions:

a. Training and testing carried out under the above arrangements may be credited towards the requirements for the issue of a licence or rating by CAAB.

4. FINANCIAL CONSIDERATIONS

4.1 The ICAO contracting states will, if applicable, apply the appropriate charges for the approval and/or regulatory oversight of training organizations and registered facilities in accordance with their published Scheme of Charges applicable at the time. These charges will be levied on and be payable by the organization or individual applying for approval. Additional costs associated with travel and subsistence will be charged on a full cost-recovery basis to the organization or individual seeking approval or requesting facilities such as examination sessions located outside the territory of Bangladesh.

4.2 Organizations or individual applicant for theoretical knowledge examinations and skill testing, approval of ATO and FSTD, by CAAB will be required to meet the costs of such inspection, examinations and tests as detailed in the published Scheme of Charges.

4.3 No financial consideration shall be involved between CAAB and the other ICAO contracting states under the arrangements of these Agreements or a Memorandum of Understandings (MoU).

5. EFFECTIVE DATE AND VALIDITY OF THE AGREEMENT OR MOU

5.1 This Agreements or a Memorandum of Understandings (MoU) shall have effect from the date of signature and may be terminated by either party at any time without notice, but each shall use reasonable endeavours to provide appropriate notice to the other so as to enable the States to undertake any necessary additional tasks.

6. OTHER REQUIREMENTS TO BE MET

6.1 CAAB and training organizations will conduct the foreign ATO approval activities in accordance with the requirements and procedures adhering to alternative approval process described in Enclosures A, B, C and D of Part-II to this Annexure-11.

ENCLOSURE 'A' TO ANNEXURE-11

ALTERNATIVE APPROVAL PROCESS OF A FOREIGN ATO & FSTD

1. **FOREIGN ATO APPROVAL**

1.1 The process for a foreign ATO approval is based on a phased gate approach with a defined set of criteria. The process provides assurance that the foreign ATO approval is fully compliant with national regulations while leveraging to the maximum extent possible an existing approval (baseline CAA approval). The requirements of the alternative approval process and phased gate approach are illustrated in Figures A-1 and A-2, respectively.

2. **PROCESS PHASES AND GATES**

2.1 The process phases mirror the normal phases required for a full approval and provide a streamlined set of requirements limited to those areas of the CAAB requirements which differ from the baseline CAA approval.

2.2 There are five phases, which an applicant shall follow in this process to obtain a foreign-based ATO approval:

a. In the *pre-application phase*, the training organization applies for the alternative approval process and Chairman determines if its regulations will support this process.

b. The *application phase* includes a gap analysis regarding the approval of a training organization between the baseline CAA regulation and the CAAB regulation, conducted by the training organization, that identifies any significant differences, which must be addressed to ensure compliance with the CAAB regulations.

c. The *application evaluation phase* determines if the eligibility requirements are met; this phase is a complete review of the application.

d. The *demonstration and validation phase* requires CAAB to complete the validation (or inspection) of the different components of the approval, and extends to the training program and flight simulation training device (FSTD) equipment.

e. The *certification phase* is the final step and results in the issuance of the required certification and required approvals to include the training and procedures manual, the FSTD qualification and the approval for the use of the FSTD.

2.3 The phased gate approach requires specific (gate) criteria that must be met before proceeding to the next phase of the approval process.

3. **PHASE 1: PRE-APPLICATION**

3.1 This phase starts when an ATO applies to Chairman to provide training for an individual or operator under a foreign ATO approval.

3.2 The training organization must first establish if the foreign ATO approval can be achieved through the alternative approval process by leveraging an existing ATO approval, preferably

that of the State where the training organization is located. However, an ATO approval by another State shall be equally acceptable. In either case, that State's CAA becomes the baseline CAA. The training organization should be capable of complying with all the procedures and guidelines associated with the alternative approval process and also satisfy the ATO requirements of the CAAB.

3.3 Once it has been determined that the training organization can use the alternative approval process, CAAB will coordinate with the baseline CAA to explore collaboration through agreements as per Part II of this Annexure 11.

3.4 Upon request from the training organization, CAAB contacts the baseline CAA to establish if the baseline CAA will collaborate and support the ATO approval. When collaboration is established between the baseline CAA and CAAB, the training organization shall provide a regulatory gap analysis between the CAAB and baseline CAA's ATO requirements.

3.5 The areas to be reviewed shall include all of the areas required for ATO approval to include organization, training programs and training delivery, TPM, personnel, facilities, records, quality system and safety management system (SMS) (if required).

3.6 **Gate 1: Criteria**

3.6.1 The CAAB contacts the baseline CAA to determine the level of support, if any, which may be extended by the baseline CAA, and this may be through a memorandum of understanding or other suitable arrangements.

Note. — An important element with the use of the alternative approval process is the option for the CAAB and baseline CAA to reach an agreement to collaborate on the overall oversight of the training organization operations. The additional tasks imposed on the baseline CAA are minimal and, for the most part, the additional tasks should be limited to administrative actions.

3.6.2 The CAAB notifies the foreign ATO of the acceptance or denial to proceed with the alternative approval process.

4. **PHASE 2: APPLICATION**

4.1 The ATO (applicant) shall submit Form: PEL/LIC-118 (a) and Form: PEL/LIC-118 (b), as applicable, to establish the specific procedures to be followed to meet the regulatory requirement of CAAB described in Annexure 11 of this ANO for ATO approval.

4.2 The applicant shall, to the extent possible, demonstrate through a compliance matrix how all of the foreign ATO requirements are met.

4.3 **Gate 2: Criteria**

4.3.1 The applicant completes the gap analysis and establishes if there are gaps between the CAAB regulations and the baseline CAA regulations regarding the requirements for ATO approval.

4.3.2 The gap analysis is completed to the extent that would allow the applicant to perform ANO 1 and relevant ANO 6 training activities, as appropriate.

4.3.3 The applicant submits a report which includes a full analysis of how compliance with the CAAB's ATO requirements are met through the recognition of the baseline approval with an additional supplement, as applicable. The report shall be complete, i.e. the baseline CAA approval documentation plus a supplement as applicable.

4.3.4 The CAAB and the baseline CAA finalize the memorandum of understanding or other suitable arrangement, as applicable, based on the output from the gap analysis.

5. PHASE 3: APPLICATION EVALUATION

5.1 The evaluation is accomplished by CAAB through a desktop assessment of the application and acceptance of the baseline CAA approval. It allows a significant portion of the application evaluation is already met.

5.2 The training organizations shall comply to Phase 2 ensuring methodical and comprehensive process to complete the application, which should include submission of the following:

a. a compliance matrix showing how the training organization complies with the regulatory requirements of the CAAB and the regulatory requirements of the baseline CAA (based on the gap analysis already carried out);

b. a document containing any supplemental conditions and/or a rationale explaining how the training organization meets the national requirements regarding the approval of a training organization which differ from the requirements of the baseline CAA;

c. the training and procedures manual, or equivalent;

d. the quality management system manual, or equivalent;

e. the SMS manual, or equivalent, if applicable;

f. the training program course syllabus relating to the program required under the scope of the approval being applied for;

g. the list of instructors and evaluators, together with supporting documentation; and

h. the FSTD qualification certificates.

5.3 Gate 3: Key elements

5.3.1 CAAB receives the completed application and initiates the evaluation in accordance with the guidance provided in this Annexure-11.

5.3.2 If the evaluation is satisfactory, CAAB should consider establishing a set of terms (memorandum of understanding or equivalent) with the baseline CAA with regard to providing a collaborative role in support of the ATO approval.

5.3.3 Consideration or guidance regarding training record, graduation certificate and other applicable forms.

6. **PHASE 4: DEMONSTRATION AND VALIDATION WITH, IF APPLICABLE, INSPECTION**

6.1 The demonstration and validation phase are a combination of a desktop validation and, **if applicable**, an on-site inspection. This phase delineates the scope to determine the extent of required on-site inspection, if at all required.

6.2 **Gate 4: Key elements**

6.2.1 Desktop evaluation and validation of the ATO application may be completed through a multi-media demonstration or presentation of how requirements are met by the training organization.

6.2.2 Supplemental requirements are compliant to training program elements (with focus on the specific CAAB requirements), as applicable:

a. instructor qualifications meet requirements;
b. managerial personnel;
c. record keeping;
d. exemptions and deviations, if any;
e. designation of evaluators/examiner.

7. **PHASE 5: CERTIFICATION**

7.1 When the alternative process is applied, the baseline CAA should focus on the key elements that comprise its oversight of the ATO, e.g. organization, training programme(s), courseware, instructors and evaluators, FSTD equipment, record keeping, quality assurance (QA) and, if applicable, SMS.

7.2 The CAA should establish appropriate procedures to ensure continued validity of the ATO approval certificate obtained through the alternative approval process. These procedures may include establishing:

a. obligations for the foreign ATO to report surveillance-relevant information, such as reporting enforcement activities taken by the baseline CAA which may affect the approval certificate; and

b. a process for taking appropriate measures in relation to baseline CAA enforcement activities, such as limitation, suspension or revocation of the baseline CAA approval certificate, and for taking appropriate follow-up action.

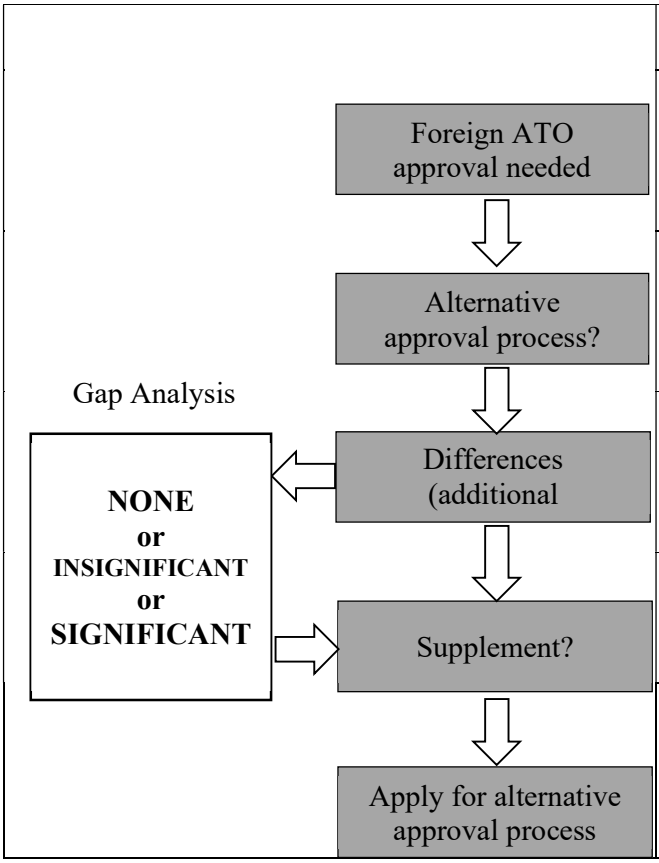
7.3 The CAA should also establish the process for the continuing approval of the training program, instructors, evaluators and FSTDs. The CAA should consider a process that allows for the approval to be maintained as long as the baseline CAA approval is current.

7.4 **Gate 5: Key elements**

7.4.1 CAAB completes its internal process for the approval of the ATO through the alternative approval process.

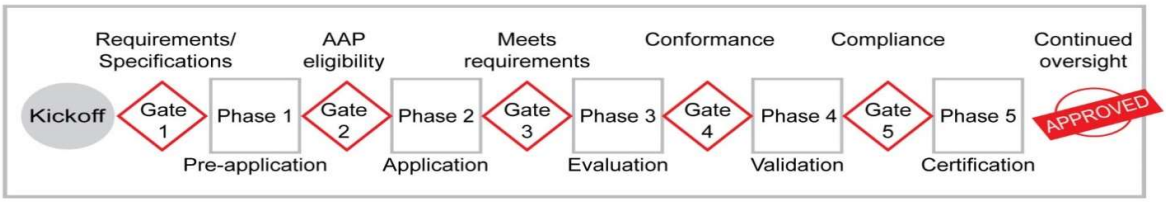
7.4.2 CAAB issues applicable ATO approval document(s) which identifies the scope of approval.

7.4.3 CAAB notifies the baseline CAA of the successful completion of the approval process.



Question/Statement	Key Action
Foreign individual/operator needs training and foreign CAA requires ATO approval	Establish if baseline CAA's ATO may meet an alternative approval process via Annexure -11, ANO 1.
Will foreign CAA consider an ATO approval under the ICAO alternative approval process?	Establish if baseline and foreign CAAs will collaborate to support an alternative approval process
The ATO determines if there are gaps between the baseline and foreign regulatory requirements for ATO approval	Follow Annexure -11, ANO 1 guidelines to establish differences and address such differences
Are gaps significant to warrant supplemental conditions?	Develop proposal to address gaps through supplemental conditions
Is ATO approval by the alternative approval process viable?	Apply for alternative approval process based on Annexure -11, ANO 1.

Figure A-1. Concept overview of the alternative approval process



- Phase 1: Requirements/Specifications
  - Baseline CAA approval and regulatory gap analysis
- Phase 2: Alternative approval process (AAP) eligibility
  - CAA review of acceptability and concurrence of baseline CAA approval
- Phase 3: CAA evaluation of applicant's submission
  - Training organization provides compliance matrix based on CAA baseline CAA requirements
  - Training organization provides supplemental conditions and rationale for any differences in requirements
- Phase 4: Validation
  - CAA conducts off-site validation of the submission and accepts baseline CAA validation where appropriate: limited on-site inspection for areas identified in the gap analysis requiring an inspection
- Phase 5: Certification
  - CAA issues ATO approval based on the alternative approval process

Figure A-2. ATO alternative approval process phase gates

ENCLOSURE 'B' TO ANNEXURE-11

RECOGNITION/APPROVAL OF THE TRAINING PROGRAMMES

1. CAAB may recognize the baseline CAA training curriculum and courseware with reasonable supplemental or additional requirements of CAAB. Gaps identified between the CAAB's requirements and the baseline CAA's approved training curriculum shall be appropriately addressed.

ENCLOSURE 'C' TO ANNEXURE-11

PROCESS FOR RECOGNIZING INSTRUCTORS AND EVALUATORS

1. Instructor and evaluator qualifications granted under the baseline CAA's regulatory requirements may be recognized with reasonable supplemental or additional requirements and administrative procedures of the CAAB. The instructor and evaluator authorization issued by Chairman shall be limited to training and evaluation at the ATO.

ENCLOSURE 'D' TO ANNEXURE-11

PROCESS FOR RECOGNIZING
THE FLIGHT SIMULATION TRAINING DEVICE QUALIFICATION

1. **FSTD QUALIFICATION**

1.1 CAAB shall recognize and accept a device qualification that is already granted approval by the baseline CAA, or by another ICAO contracting State.

2. **USE OF AN FSTD IN AN APPROVED TRAINING PROGRAMME**

2.1 In order to receive training credit for the use of an FSTD, the device must be part of the training organizations or operator's approved curriculum and be qualified.

2.2 The FSTD must also be evaluated for each manoeuvre, procedure or crew member function to be trained, and approved for the operator's use.

2.3 When an operator applies for the use of a training centre's FSTDs, CAAB continues to be responsible for determining that the operator's application complies with the appropriate regulations, policies, and procedures.

ANNEXURE-12

APPROVAL OF GROUND INSTRUCTOR

(Appendix-2, 6.3, refers)

1. **Introduction**

1.1 This annexure prescribes the requirements and procedures for the approval of ground instructors at ATOs and training organizations, departments, or units associated with an AOC holder, to conduct theoretical knowledge training on technical subjects for flight crew, in accordance with the training requirements of ANO-1 and ANO-6.

2. **Applicability**

2.5 Ground instructors shall require specific approval from the ATO or from training organizations, departments, or units associated with an AOC holder to conduct approved ground training for flight crew for the issuance of a licence (PPL/CPL/ATPL), rating, or authorization, as well as for any other subjects as required by the Chairman.

3. **Eligibility requirements for ground instructor approval to conduct training on technical subjects other than Instrument Rating (IR), Aircraft Class/Type Rating**

3.1 To be eligible for ground instructor approval to conduct training on technical subjects, a candidate shall:

3.1.1 Have passed a written knowledge test in the fundamentals of instructional techniques (IT), or hold/held FIR, CFTI, RTI, BTI, SFI, SFE, DCP, TRI, TRE, or QFI/QHI qualifications from the military, or have completed an approved Training of Trainers (ToT) course at a government-recognized institute or under the CAA of a contracting State.

3.1.2 have demonstrated a level of knowledge and passed a written knowledge test in the technical ground subject appropriate to CPL/ATPL.

3.1.3 Have satisfactorily conducted one-hour classes on the respective CPL/ATPL technical ground subjects, as follows:

3.1.3.1 **Level-I**:

Observe 02 ground classes conducted by an approved instructor.

3.1.3.2 **Level-II**:

Conduct 02 ground classes under supervision of an approved instructor.

3.1.3.3 **Level-III**:

Conduct 02 ground classes independently and monitored by an approved instructor.

3.1.3.4 Recommendation by the instructor monitoring the performance of Level III class:

3.1.3.4.1 The instructor monitoring the performance of Level III class shall make recommendation on satisfactory performance of the candidate.

3.1.4 The applicant shall satisfactorily deliver a demonstration class of one hour duration. The demonstration class will be assessed by an approved instructor.

3.1.5 Following a satisfactory demonstration class, the ATO (holder of C of A) or Air Operator (holder of AOC) shall issue ground instructor approval to the applicant, authorizing them to conduct approved ground training.

4. **Eligibility requirements for ground instructor approval on instrument rating subject**

4.1 To be eligible for ground instructor approval to conduct training on ground subjects for issuance of Instrument Rating (IR), a candidate shall:

4.1.1 fulfil the requirement of para 3.1.1 above;

4.1.2 Be proficient in instrument flight procedures in an aircraft or FSTD, demonstrate a level of knowledge appropriate to Instrument Rating, and be recommended by an ATO/Air Operator or a CAAB-approved instructor following an assessment of competency;

4.1.3 have satisfactorily conducted classes of one hour duration each on instrument flight procedure as follows:

4.1.3.1 **Level-I**:

Observe 02 ground classes conducted by a ‘B’ or above category flight instructor.

4.1.3.2 **Level-II**:

Conduct 02 ground classes under supervision of a ‘B’ or above category flight instructor.

4.1.3.3 **Level-III**:

Conduct 02 ground classes independently and monitored by a ‘B’ or above category flight instructor.

4.1.3.4 Recommendation by the instructor monitoring the performance of Level III class:

The flight instructor, ‘B’ or above category flight instructor, monitoring the performance of Level III class shall make recommendation on satisfactory performance of the candidate.

4.1.4 The applicant shall satisfactorily deliver a demonstration class of one hour duration. The demonstration class will be assessed by a ‘B’ or above category flight instructor.

4.1.5 After satisfactory demonstration class, ATO shall issue the ground instructor approval to the applicant authorizing to conduct approved ground training on instrument rating subject.

5. **Eligibility requirements for ground instructor approval for Aircraft Class/Type Rating**

5.1 To be eligible for ground instructor approval to conduct training on ground subjects for Aircraft Class/Type Rating, a candidate shall:

5.1.1 fulfil the requirement of para 3.1.1 above;

5.1.2 have passed a theoretical knowledge test on aircraft Class/Type Rating or aircraft class/type rating is endorsed on the licence;

5.1.3 Have completed observation of six (06) simulator training sessions on the specific aircraft class/type, or have the aircraft class/type rating endorsed on the licence. Where an FSTD is not available, the applicant shall have completed observation flights of at least six (06) sectors in the specific aircraft class/type.

5.1.4 have satisfactorily completed classes of one hour duration each on the Theoretical knowledge for Aircraft Class/Type Rating as follows:

5.1.4.1 **Level-I**:

Observe 02 ground classes conducted by an approved instructor.

5.1.4.2 **Level-II**:

Conduct 02 ground classes under supervision of an approved instructor.

5.1.4.3 **Level-III**:

Conduct 02 ground classes independently and monitored by an approved instructor.

5.1.4.4 Recommendation by the instructor monitoring the performance of Level III class

5.1.4.4.1 The instructor monitoring the Level III class shall recommend the candidate based on satisfactory performance.

5.1.5 The applicant shall satisfactorily deliver a one-hour demonstration class, which shall be assessed by an approved instructor.

5.1.6 Following a satisfactory demonstration class, the ATO or Air Operator shall issue ground instructor approval to the applicant, authorizing them to conduct approved ground training on Aircraft Class/Type Rating subjects. (see para 5.1.7)

5.1.7 Pilots holding FIR, BTI, RTI, SFI, DPE, or DCP authorizations shall, by default, be qualified to conduct ground courses for Aircraft Class/Type Ratings specific to their respective rating or authorization.

6. **Privileges of Ground Instructor**

6.1 The holder of a ground instructor approval shall have the following privileges to:

6.1.1 conduct approved ground training of flight crew and flight operations officer for issuance of licence, rating and authorization;

6.1.2 recommend for a knowledge test on the required subject for the issuance of licence, rating and authorization; and

6.1.3 Ground Instructors who were approved before 08.04.2024, prior to the promulgation of Gazette ANO 1 (Personnel Licensing), shall be entitled to maintain and continue renewing their "Instructor Approval" without limitation.

7. **Validity of ground instructor approval**

7.1 The validity of a ground instructor approval shall be for a period of maximum for 5 years.

8. **Renewal of ground instructor approval**

8.2 The ground instructor approval, before it expires, may be renewed fulfilling the following requirements. The applicant:

8.2.1 shall have completed approved refresher training course on fundamentals of instructional technique within last 5 years period.

8.2.2 shall have conducted minimum two hours of ground training as a ground instructor during the preceding 12 calendar months.

8.2.3 shall be current on type as crew member or shall have completed at least 04 (four) observation flights within preceding five-year period.

8.3 ATO/Air Operator is authorized to renew the ground instructor approval.

9. **Re-establishment of Ground Instructor Approval**

9.1 The ground instructor approval, after expiry, may be re-established fulfilling the following requirements. The applicant:

9.1.1 shall have completed an approved refresher training course on fundamentals of instructional technique within last 5 years period;

9.1.2 shall have satisfactorily completed two classes on the respective subject(s) of one hour each under the supervision of an approved instructor;

9.1.3 shall fulfil the requirement as per 8.1.3 for Aircraft Class/Type Rating (if applicable);

9.1.4 ATO/Air Operator is authorized to renew the ground instructor approval.

10. **Grand Father Right**

10.1 A person may be granted Grand Father Right to conduct class/instruction/test on any ground subjects as mentioned in 1.1 by fulfilling the following conditions:

10.1.1 When no other approved instructor is available in Bangladesh to conduct the training on specific subject.

10.1.2 The applicant is an approved instructor in other areas.

10.1.3 The applicant has at least 7 years working experience on the subject matter.

10.1.4 The applicant is qualified in the fundamentals of Instructional Technique Course.

10.1.5 The privilege of "Grand Father Right" is granted for a specified time period by Chairman.

11. **Qualification and Experience criteria for Ground Instructor approval is given in Enclosure-1 to Annexure-12**.

12. **The specimen forms in regard to ground instructor approvals are given in table 12-1.**

Table 12-1

Title of the forms	CAAB Form Number	Purpose	Approved by ATO/Air Operator
Application for issuance of ground instructor approval (other than subjects on IR and aircraft type rating & seep)	PEL/LIC-164 (a)	Issuance	ATO/Air Operator
Application for issuance of ground instructor approval (instrument rating subject)	PEL/LIC-164 (b)		ATO/Air Operator
Application for issuance of ground instructor approval (aircraft type technical)	PEL/LIC-164 (c)		ATO/Air Operator
Renewal of ground instructor approval	PEL/LIC-164 (d)	Renewal	ATO/Air Operator
Re-establishment of ground instructor approval	PEL/LIC-164 (e)	Re-establishment	ATO/Air Operator
Ground instructor evaluation form	PEL/LIC-164 (f)	Ground instructor evaluation	-
Ground instructor approval certificate	PEL/LIC-164 (g)	Ground instructor approval certificate	ATO/Air Operator
Grand Father Right	-	Ground instructor approval certificate	CAAB
Courses/Subjects conducted by designated instructor of international regulatory body/ aircraft manufacturer	-	Ground instructor approval certificate	CAAB

Enclosure-1 to Annexure 12

QUALIFICATION AND EXPERIENCE CRITERIA FOR GROUND INSTRUCTOR APPROVAL

S/N	Subjects	Criteria
01	Air Law	a. 5 (five) year experience as ATCO or Pilot, and b. Passed written a knowledge test appropriate to CPL/ATPL.
02	Meteorology	a. 5 (five) year experience as meteorological officer or pilot, and b. Passed written a knowledge test appropriate to CPL/ATPL or equivalent standard or higher.
03	Human Performance and Limitations	a. Has clear knowledge on the subject, and b. Passed written knowledge test appropriate to CPL/ATPL.
04	Navigation	a. 5 (five) year experience as a navigator or pilot, and b. Passed written knowledge test appropriate to CPL/ATPL.
05	Flight Performance and Planning	a. 5 (five) year experience as FOO or pilot, and b. Passed written knowledge test appropriate to CPL/ATPL.
06	Operational Procedures	a. 5 (five) year experience as FOO or pilot, and b. Passed written knowledge test appropriate to CPL/ATPL.
07	Principles of Flights	a. Has clear knowledge on the subject, and b. Passed written knowledge test appropriate to CPL/ATPL or equivalent standard or higher.
08	Radiotelephony	a. 5 (five) year experience as ATCO or Pilot, and b. Passed written knowledge test appropriate to CPL/ATPL.
09	Aircraft General Knowledge	a. Has clear knowledge on the subject, and b. Passed written knowledge test appropriate to CPL/ATPL.
10	Instrument Rating	a. As per para 4 of Annexure 12 to ANO 1.
11	Type Technical	a. As per para 5 of Annexure 12 to ANO 1.
12	Instructional Technique Course	a. 5 (five) year experience on Instructional duties in any areas; and b. Qualifies as required in 3.1.1 of this Annexure 12 to ANO 1.
14	Courses/Subjects conducted by designated instructor of international regulatory body or aircraft manufacturer	Any course, training program, or examination/test conducted by designated instructors of an international regulatory body (e.g., ICAO, EASA, FAA, IATA, etc.) or an aircraft manufacturer shall be accepted by the Chairman.

ANNEXURE-13

RESERVED

ANNEXURE-14

REQUIREMENTS FOR 'ZERO FLIGHT TIME TRAINING' (ZFTT) IN LIEU OF 'BASE TRAINING' IN THE AEROPLANE

(Chapter 2, A, 2.1.5.2.1, refers)

1. **INTRODUCTION**

1.1 Operators, intending to conduct 'Zero Flight Time Training' (ZFTT) for aeroplane type rating in lieu of 'Base Training' in real aeroplane may do so in approved FSTD.

1.2 ZFTT is a part of the aeroplane type rating training which takes place after Skill Test.

1.3 Base training/ZFTT is about manual flying and conducted with no autopilot, no auto throttle for gaining proficiency in take-off and landing on a particular type of aeroplane in VMC.

1.4 Operators, intending to conduct ZFTT, shall perform in approved FSTD, Level 'C' or 'D' and the flight crew shall demonstrate their flight ability to the required level of proficiency to operate the real aeroplane.

1.5 Operators, intending to conduct 'Base Training' for their flight crew in real aeroplane may continue to doing so. Base training shall be conducted without passengers and cargo.

2. **APPLICABILITY**

2.1 The ZFTT in lieu of 'Base Training' shall be applicable for Aeroplane Type Rating of flight crew;

2.2 ZFTT shall be conducted in approved Full Flight Simulator (FFS), Level 'C' or 'D';

2.3 Syllabus for ZFTT shall be incorporated in 'Aeroplane Type Rating' curriculum, if applicable;

2.4 ZFTT shall be accomplished as per Para 3.1.1, 3.1.2, 3.1.3 (as applicable) and 3.2 & 3.3.

3. **ZERO FLIGHT TIME TRAINING (ZFTT) REQUIREMENTS**

3.1 The flight crew shall be trained to proficiency for day and night during ZFTT.

3.2 The flight crew under training, shall act as 'Pilot Flying' (PF) in the designated seat while the other seat shall be occupied by a competent pilot; and,

3.3 The ZFTT shall be conducted in the FSTD after the Skill Test.

3.4 The route training shall commence within 21 days from the date of completion of ZFTT.

ANNEXURE-15

REQUIREMENT FOR TYPE RATING TRAINING AND EXPERIENCE (AEROPLANE)

(Chapter 2, A, 2.1.5.2.2, refers)

1. **INTRODUCTION**

1.1 This annexture is applicable for aeroplane type rating training & experience of pilots in aeroplane required to be operated with a minimum crew of at least two pilots.

2. **Requirements**

2.1 Operators shall prepare aeroplane type rating ground training, aircraft and/or simulator training syllabi for each type of aeroplane for type rating of pilots and obtain approval of the training program from Chairman;

2.2 **Aircraft gross weight of less than 100000 kg:**

Minimum training & experience requirement for aeroplane type rating are as follows:

For Captain	For Co-Pilot
a. ATPL (aeroplane); b. 750 hrs as Co-pilot on type or in other type of aeroplane of equivalent weight category; **OR** 500 hrs as pilot on aeroplane of a higher weight category; c. Completed Type Rating ground course; d. Completed Command Course (if not completed before); e. Aircraft Training: Satisfactory completion of flight training followed by Skill Test; **OR** Simulator Training: Satisfactory completion of simulator training followed by Skill Test in an approved FSTD; f. Completed Base Training in aeroplane or ZFTT in an approved FSTD;	a. ATPL (aeroplane); **OR** CPL (aeroplane) with Instrument Rating and passed ATPL Ground subjects (ref: Chapter-2, A, 2.1.5.2 (c), 2.6.1.2); b. Completed Type Rating ground course; c. Aircraft Training: Satisfactory completion of flight training followed by Skill Test; **OR** Simulator Training: Satisfactory completion of simulator training followed by Skill Test in an approved FSTD; d. Completed Base Training in aeroplane or ZFTT in an approved FSTD.

2.3 **Aircraft gross weight of equal or more than 100000 kg:**

2.3.1 Minimum training & experience requirement for aeroplane type rating are as follows:

For Captain	For Co-Pilot
a. ATPL (aeroplane); b. 5000 hours of flying in aeroplane; c. 1000 hours as co-pilot on type or aeroplane of equivalent weight category; **Or,** 1000 hours as captain on aeroplane weight category of 50000 kg or more; d. Completed Type Rating ground course; e. Completed Command Course (if not completed before); f. Satisfactory completion of simulator training followed by Skill Test in an approved FSTD; g. Completed ZFTT in the approved FSTD.	a. ATPL (aeroplane) **Or,** CPL (aeroplane) with Instrument Rating and passed ATPL Ground subjects (ref: Chapter-2, A, 2.1.5.2 (c), 2.6.1.2); b. 1000 hrs of flying experience in multi engine aeroplane; **Or,** 2000 hrs of flying of which minimum 300 hours of multi engine aeroplane experience; c. Completed Type Rating ground course; d. Satisfactory completion of simulator training followed by Skill Test in an approved FSTD. e. Completed ZFTT in the approved FSTD.

ANNEXURE-16

REQUIREMENTS FOR ISSUANCE OF BTI AND SFI FOR AEROPLANE

(Chapter 2, A, 2.1.8.1 (c) and 2.1.8.2, refers)

1. **INTRODUCTION**

1.1 A specific authorization to pilots may be granted by Chairman to conduct flight instruction required for the issue of a pilot licence or related ratings engaged in Commercial Air Transport Operations (aeroplane).

1.2 The following 2 type of Instructors are established:

a. 'Base Training Instructor' to conduct training on specific type of aeroplane when FSTD is not available;

b. 'Synthetic Flight Instructor (SFI)' to conduct training on specific type of FSTD.

1.3 Skill Tests related to licensing and ratings shall be conducted by an Examiner authorised by Chairman.

1.4 Operators are required to incorporate the training program for the instructors in Operations Manual specific to aeroplane type taking the provisions of this Annexure, as a minimum.

2. **'BASE TRAINING INSTRUCTOR (BTI)'**

2.1 **Qualifications and Experience Required for Base Training Instructor Authorization**

The applicant shall:

2.1.1 have passed a written knowledge test on the fundamentals of instructional techniques (IT) or hold/held FIR/CFTI/RTI/SFI/DCP/TRI/TRE or QFI/QHI from military or completed an approved ToT (Training of Trainers) course under Government recognized Institute/CAA of a contracting state;

2.1.2 for aeroplane all up weight 7000 kg or less: hold ATPL(A) or CPL(A) and be current on the applicable type of aeroplane as 'Captain' for which the instructor authorization is sought;

2.1.3 for aeroplane all up weight above 7000 kg: hold a valid ATPL(A) and current on the applicable type of aeroplane as 'Captain' for which the instructor authorization is sought;

2.1.4 hold Medical Assessment, Class-1;

2.1.5 have no record of any aircraft accident or serious incident, directly or indirectly attributable to him/her, in last 5 years;

2.1.6 have no record of any violation or aircraft incident, directly or indirectly attributable to him/her, in last 3 years;

2.1.7 experience for turbo prop aeroplane - all up weight 7000 kg or less: have a minimum flying experience of total of 2000 hours of which 200 hours as 'Captain' on the applicable type of aeroplane. The experience as 'Captain' on the applicable type of aeroplane may be reduced to 100 hours for pilots previously qualified and experienced as an instructor on equivalent or heavier aeroplane type(s);

2.1.8 experience for turbo-prop aeroplane - all up weight above 7000 kg: have a minimum flying experience of total of 2000 hours of which 500 hours as 'Captain' on the applicable type of aeroplane. The experience as 'Captain' on the applicable type of aeroplane may be reduced to 300 hours for pilots previously qualified and experienced as an instructor on equivalent or heavier aeroplane type(s);

2.1.9 experience for jet aeroplane: have a minimum flying experience of total of 4000 hours of which 1500 hours as 'Captain' on the applicable type of aeroplane. The experience as 'Captain' on the applicable type of aeroplane may be reduced to 1000 hours for pilots previously qualified and experienced as a Base Training Instructor on equivalent or heavier aeroplane type(s);

2.1.10 be proficient in both seats;

2.1.11 have conducted a demonstration class/lecture of 1 hour assessed by a BTI/DCP (not applicable for applicants who hold or held RTI/SFI authorization on the same aircraft type);

2.1.12 demonstrate to a competent BTI/DCP, a thorough knowledge of the Operator's Operations Manual, Operations Specifications, Standard Operating Procedures (SOPs), Aeroplane Flight & Operating manuals, relevant legislation, record keeping and documentation required for safe operations of the applicable type of aeroplane;

2.1.13 have completed the Base Training which includes the following minimum requirements to be conducted from Left Hand Seat (LHS) and Right-Hand Seat (RHS) are as follows:

2.1.13.1 Training Program (**Aeroplane - when FSTD is not available**)

Training Program for Base Training Instructor applicant shall be conducted successfully by a competent BTI/DCP in the applicable type of aeroplane. Two flights of minimum 1:30 hours each from LHS and RHS as follows (total 03:00 hrs).

a. FLIGHT# 1 (LHS): Minimum 2 Touch & Go / Stop & Go (1 by day & 1 by night) including simulated Normal/Non-normal & Emergency procedure (1:30 Hrs);

b. FLIGHT# 2 (RHS): Minimum 2 Touch & Go / Stop & Go (1 by day & 1 by night) including simulated Normal/Non-normal & Emergency procedure (1:30 Hrs).

2.2 **Privileges of 'Base Training Instructor'**

'Base Training Instructor' shall have the following privilege to conduct:

2.2.1 Flight and ground training in the specific type of aeroplane;

2.2.2 PPC, except skill test, (ref: Chapter 1, Sub-section 1.2.5.1.2.1);

2.2.3 Flight checks for BTI applicants but not related to issue of licence, IR and FIR.

2.3 **Validity Period for Base Training Instructor Authorisation**

2.3.1 The 'Base Training Instructor' authorization shall be valid for 5 years subject to fulfilment of the currency requirements prescribed in Para 2.4.

2.4 **Currency Requirement for 'Base Training Instructor'**

2.4.1 Shall hold ATPL(A) or CPL(A), Medical Assessment, Class-1 and be current on the applicable type of aeroplane as Base Training Instructor;

2.4.2 Shall conduct a minimum 2 (two) Base Training in every 12 months; Or

2.4.3 If the condition in 2.4.2 is not complied with, the candidate shall undergo a satisfactory Base Training with a BTI/DCP from both seats of minimum 1:00 hrs (0:30 hrs from each seat); Or,

2.4.4 If the condition in 2.4.3 is not complied with within 12 months of expiry, then the candidate shall undergo a satisfactory Base Training with a BTI/DCP from both seats of minimum 1:30 hrs (0:45 hrs from each seat); Or,

2.4.5 If the condition in 2.4.4 is not complied with, then the candidate shall undergo initial Base Training Instructor program for the issuance of 'Base Training Instructor' authorization.

2.4.6 Shall complete IT refresher course every 5 years. The operator shall prepare the syllabus for IT refresher training and include in the Training Manual.

3. SYNTHETIC FLIGHT INSTRUCTOR (SFI)

3.1 Qualifications and Experience Required for Synthetic Flight Instructor Authorization

The applicant shall:

3.1.1 have passed a written knowledge test on the fundamentals of instructional techniques (IT) or hold/held FIR/CFTI/RTI/SFI/DCP/TRI/TRE or QFI/QHI from military or completed an approved ToT (Training of Trainers) course under Government recognized Institute/CAA of a contracting state;

3.1.2 for aeroplane All Up Weight 7000 kg or less: hold or have held an ATPL(A) or CPL(A);

3.1.3 for aeroplane All Up Weight above 7000 kg: hold or have held (expired) an ATPL(A);

3.1.4 have no record of any aircraft accident or serious incident, directly or indirectly attributable to him/her, in last 5 years;

3.1.5 have no record of any violation, aircraft incident, directly or indirectly attributable to him/her, in last 3 years;

3.1.6 have passed the Technical Examination on the applicable type of aeroplane;

3.1.7 hold or have held RTI/BTI authorization with 100 hours of instructional experience on the applicable type of aeroplane;

3.1.8 have conducted a demonstration class / lecture of 1 hour assessed by an SFI/DCP (not applicable for applicants who hold or held RTI/BTI authorization on the same aircraft type);

3.1.9 demonstrate to an SFI/DCP, a thorough knowledge of the Instructor Operating Station (IOS)" panel, Operator's Operations Manual, Operations Specifications, SOPs, Aircraft Flight and Operating Manuals required for safe operations of the applicable type of aeroplane;

3.1.10 complete the training on Instructor Operating Station (IOS) panel to operate FSTD which shall include the following minimum requirements:

a) **Number of Sessions**: Min 6 (Six) Full Flight Simulator (FFS) sessions of 4 hours each;

b) **the candidate shall**:

i. FFS Session # 1**:** observe the conduct of simulator session by SFI/DCP;
ii. FFS Session # 2: observe the conduct of simulator session by SFIDCP;
iii. FFS Session # 3: conduct the simulator session under the supervision of SFI/DCP;
iv. FFS Session # 4: conduct the simulator session under the supervision of SFI/DCP;
v. FFS Session # 5: conduct the simulator session independently. The SFI shall monitor the performance of the candidate;
vi. FFS Session # 6: shall be assessed by SFI/DCP for satisfactory performance.

3.2 **Privileges of Synthetic Flight Instructor (SFI)**

A SFI shall have the following privileges to conduct:

3.2.1 Simulator Training to the pilots required for the issuance of a pilot licence or related ratings including Instrument Rating;

3.2.2 Line Oriented Flight Training (LOFT);

3.2.3 Zero Flight Time Training (ZFTT);

3.2.4 PPC, except skill test, (ref: Chapter 1, Sub-section 1.2.5.1.2.1)

3.2.5 IOS (instructor operating station) training and checks for SFI applicants;

3.2.6 Aircraft Type Technical ground training;

3.2.7 Other training and checks, as prescribed in ANO-6.

3.3 **Validity Period for Synthetic Flight Instructor (SFI) Authorisation**

3.3.1 The Synthetic Flight Instructor (SFI) authorization shall be valid for 5 years subject to fulfilment of the currency requirements as prescribed in Para 3.4.

3.4 **Currency Requirement for Synthetic Flight Instructor:**

3.4.1 Shall conduct a minimum of 6 FFS sessions of 04 hours each in every 12 months; Or

3.4.2 Shall undergo a check with an SFI/DCP on "Instructor Operating Station (IOS)" panel operation of minimum 2 hours; Or,

3.4.3 If the condition in 3.4.1 is not complied with and the currency expires beyond 12 months but not exceeding 24 months then the candidate shall undergo training on IOS panel operation of minimum 4 hours followed by a check with an SFI/DCP; Or

3.4.4 If the condition in 3.4.2 is not complied with and the currency expires beyond 24 months but not exceeding 60 months then the candidate shall undergo training on IOS panel operation of minimum 8 hours followed by a check with an SFI/DCP; Or

3.4.5 If the currency expires beyond 60 months, then the candidate shall undergo initial SFI training program for the issue of SFI authorization.

3.4.6 Shall complete IT refresher course every 5 years and pass the ground examination conducted by the operator. The report shall be sent to CAAB for information. The syllabus for IT refresher training shall be prepared by the operator and include in the Operations Manual.

4. **Issuance of Base Training Instructor and Synthetic Flight Instructor Authorization**

a. The operator, on completion of the training, shall submit the training records and documents to CAAB for issuance of the authorization.

b. CAAB will issue Base Training Instructor & Synthetic Flight Instructor authorization.

ANNEXURE-17

REQUIREMENTS FOR ISSSUANCE OF BTI AND SFI FOR HELICOPTER

(Chapter 2, A, 2.1.8.1 (c) and 2.1.8.2, refers)

1. **INTRODUCTION**

1.1 A specific authorization to pilots may be granted by Chairman to conduct flight instruction required for the issue of a pilot licence or related ratings engaged in Commercial Air Transport Operations (Helicopter).

1.2 The following 2 type of Instructors are established.

a. 'Base Training Instructor' to conduct training on specific type of aeroplane when FSTD is not available;

b. Synthetic Flight Instructor (SFI) to conduct training on specific type of FSTD.

1.3 Skill Tests related to licensing and rating shall be conducted by an Examiners authorised by Chairman.

1.4 Operators are required to incorporate the training program in Operations Manual specific to the helicopter type of operations taking the provisions of this Annexure, as a minimum.

2. **Qualifications and Experience Required for 'Base Training Instructor' Authorization**

The applicant shall:

2.1 have passed a written knowledge test on the fundamentals of instructional techniques (IT) or hold/held FIR/CFTI/RTI/SFI/DCP/TRI/TRE or QFI/QHI from military or completed an approved ToT (Training of Trainers) course under Government recognized Institute/CAA of a contracting state;

2.2 hold a ATPL (H) /CPL (H) and current on the applicable type of helicopter as 'Captain' for which the instructor authorization is sought;

2.3 hold Medical Assessment, Class-1;

2.4 have no record of any aircraft accident or serious incident, directly or indirectly attributable to him/her in last 05 years;

2.5 have no record of any violation or aircraft incident, directly or indirectly attributable to him/her, in last 03 years;

2.6 have a minimum flying experience of total of 1500 hrs of which 50 hours as 'Captain' on type. The on-type experience as 'Captain' may be reduced to 25 hours for pilots previously qualified and experienced as an instructor on equivalent or heavier helicopter type(s);

2.7 be proficient in both seats;

2.8 demonstrate to a BTI/DCP a thorough knowledge of the Air Operator's operations manual, Operations specifications, Standard Operating Procedures (SOPs), aircraft flight & operating manuals, relevant legislation, record keeping and document action required for safe operations on the applicable type of helicopter;

2.9 demonstration class/lecture of 0:45 hrs (0:30 hrs class and 0:15 hrs question & answer) is to be conducted by the applicant which shall be monitored and assessed by a BTI/DCP (not applicable for applicants who hold or held SFI authorization on the same helicopter type);

2.10 A resume of the candidate's background, qualifications and experience is required and shall include previous flight check experience;

2.11 have completed the Operator's instructor training curriculum approved by Chairman. This training shall be of minimum 4 flights (total 3:00 hrs) with a BTI/DCP in the helicopter for which the instructor authorization is sought followed by a check by a BTI/DCP.

3. **Privileges of 'Base Training Instructor':**

A 'Base Training Instructor' shall have the following privilege to conduct:

3.1 Flight and ground training on the specific type of helicopter;

3.2 PPC, except skill test, (ref: Chapter 1, Sub-section 1.2.5.1.2.1);

3.3 Flight check for BTI applicants but not related to issue of licence, IR and FIR.

4. **Validity Period for 'Base Training Instructor' Authorisation:**

4.1 The 'Base Training Instructor' authorization shall be valid for 5 years (unless BTI changes the operator) subject to fulfilment of the currency requirements prescribed in 5.

5. **Currency Requirement for 'Base Training Instructor':**

5.1 Shall hold ATPL(H) /CPL(H), Medical Assessment, Class-1 and be current on the applicable type of the helicopter;

5.2 Shall conduct a minimum 2 training/check flights in every 12 months; Or shall undergo a check with a BTI/DCP; or

5.3 If the condition in 5.2 is not complied with and currency expires beyond 24 months, then the candidate shall fly one flight followed by a check with a BTI/DCP; or

5.4 If the condition in 5.3 is not complied with and the currency expires beyond 24 months but not exceeding 60 months, then the candidate shall fly two flights followed by a check with a BTI/DCP; or

5.5 If the currency expires beyond 60 months, then the candidate shall undergo initial 'Base Training Instructor' training program for the issue of 'Base Training Instructor' authorization.

5.6 Shall complete IT refresher course every 5 years and pass the ground examination conducted by the operator. The operator shall prepare the syllabus for IT refresher training and include in the Training Manual.

6. **Synthetic Flight Instructor (SFI):**

6.1 **Qualifications and Experience Required for Synthetic Flight Instructor Authorization**

The applicant shall:

6.1.1 have passed a written knowledge test on the fundamentals of instructional techniques (IT) or hold/held FIR/CFTI/RTI/SFI/DCP/TRI/TRE or QFI/QHI from military or completed an approved ToT (Training of Trainers) course under Government recognized Institute/CAA of a contracting state;

6.1.2 hold or have held (expired) an ATPL(H) / CPL(H);

6.1.3 have no record of any aircraft accident or serious incident, directly or indirectly attributable to him/her, in last 05 years;

6.1.4 have no record of any violation or aircraft incident, directly or indirectly attributable to him/her, in last 03 years;

6.1.5 have passed the Technical Examination on type;

6.1.6 demonstrate to a competent examiner, a thorough knowledge of the "Instructor Operating Station (IOS)" panel, Air Operator's operations manual, operation specifications, Standard Operating Procedures (SOPs), aircraft flight & operating manuals, relevant legislation, record keeping and documentation required for safe operations of the applicable type of helicopter;

6.1.7 demonstration class/lecture of 0:45 hrs (0:30 hrs class and 0:15 hrs question & answer) is to be conducted by the applicant which shall be monitored and evaluated by an SFI/DCP (not applicable for applicants who hold or held BTI authorization on the same helicopter type);

6.1.8 complete the training on Instructor Operating Station (IOS) panel to operate Flight Simulation Training Device which shall include the following minimum requirements:

a. Number of Sessions: Min 6 (Six) Full Flight Simulator (FFS) sessions of 4 hours each;

b. Performance in Each Session and the candidate will:

i. FFS Session # 1: observe the conduct of simulator session by SFI/DCP;

ii. FFS Session # 2: observe the conduct of simulator session by SFI/DCP;

iii. FFS Session # 3: conduct the simulator session under the supervision of SFI/DCP;

iv. FFS Session # 4: conduct the simulator session under the supervision of SFI/DCP;

v. FFS Session # 5: conduct the simulator session independently. The SFI/DCP shall monitor the performance of the candidate;

vi. FFS Session # 6: shall be assessed by SFI/DCP for satisfactory performance.

6.2 **Privileges of Synthetic Flight Instructor (SFI)**

A SFI shall have the following privileges to conduct:

6.2.1 Simulator Training to the pilots required for the issuance of a pilot licence or related ratings including Instrument Rating;

6.2.2 IOS (instructor operating station) training and checks for SFI applicants;

6.2.3 Aircraft Type Technical ground training;

6.2.4 PPC, except skill test, (ref: Chapter 1, Sub-section 1.2.5.1.2.1).

6.2.5 Other training and checks, as prescribed in ANO-6.

6.3 **Validity Period for Synthetic Flight Instructor (SFI) Authorisation**

6.3.1 The Synthetic Flight Instructor (SFI) authorization shall be valid for 5 years subject to fulfilment of the currency requirements as prescribed in Para 6.4

6.4 **Currency Requirement for Synthetic Flight Instructor:**

6.4.1 Shall conduct a minimum of 2 sessions of 04 hours each in every 12 months; Or

6.4.2 Shall undergo a check with a competent Instructor on "Instructor Operating Station (IOS)" panel operation of minimum 4 hour; Or

6.4.3 If the condition in 6.4.1 is not complied with and the currency expires beyond 12 months but not exceeding 24 months then the candidate shall undergo training on IOS panel operation of minimum 4 hour followed by a check with an SFI/DCP; Or

6.4.4 If the condition in 6.4.2 is not complied with and the currency expires beyond 24 months but not exceeding 60 months then the candidate shall undergo training on IOS panel operation of minimum 6 hours followed by a check with an SFI/DCP; Or

6.4.5 If the currency expires beyond 60 months, then the candidate shall undergo initial SFI training program for the issue of SFI authorization.

6.4.6 Shall complete IT refresher course every 5 years and pass the ground examination conducted by the operator. The operator shall prepare the syllabus for IT refresher training and include in the Training Manual

7. Issuance of Base Training Instructor and Synthetic Flight Instructor Authorization:

a. The operator, on completion of the training, shall submit the training records and documents to CAAB for issuance of the authorization.

b. CAAB will issue "Base Training Instructor and Synthetic Flight Instructor" authorization.

ANNEXURE-18

CREDITING HELICOPTER FLIGHT TIME TO AEROPLANE FLIGHT TIME FOR ISSUANCE OF CPL AND ATPL IN AEROPLANE CATEGORY

(Chapter 2, A, 2.1.9.5, refers)

1. **Introduction**

1.1 The crediting of helicopter flight time to aeroplane flight time is applicable for military pilots of Bangladesh for issuance of Commercial Pilot licence and Airline Transport Pilot Licence in aeroplane category under the provision of Chapter 1, 1.2 (d);

1.2 The ratio of such crediting of helicopter flight time to aeroplane flight time shall be limited to a ratio 2:1 but not exceeding the limits of flight hours established below.

2. **Limits of flight hours for crediting helicopter flight time to aeroplane flight time**

2.1.1 Helicopter flight time to aeroplane flight time for issuance of CPL (aeroplane)

Maximum 50 hrs of helicopter time may be credited towards aeroplane time to make 200 hrs in aeroplane for the compliance with the requirement mentioned in Chapter 1, 1.2 (d);

2.1.2 Helicopter flight time to aeroplane flight time for issuance of ATPL (aeroplane)

Maximum 1000 hrs of helicopter time may be credited towards aeroplane time to make 1500 hrs in aeroplane for the compliance with the requirement mentioned in Chapter 1, 1.2 (d);

ANNEXURE-19

CONDITIONS FOR CREDITING FLIGHT TIME AS PILOT-IN-COMMAND UNDER SUPERVISION FROM A PILOT STATION OF AN AIRCRAFT

(Chapter 2, A, 2.1.9, 2.6.3.1.1.1 (a) and 2.6.4.1.1.1 (a) refers:)

1. **INTRODUCTION**

1.1 The holder of a commercial pilot licence may gain experience from a pilot station of an aircraft certificated to be operated with a co-pilot, the necessary additional flight time, as pilot-in-command under supervision, P1 (U/S), to fulfil the requirement of 250 hours as pilot-in-command for issue of airline transport pilot licence.

2. Pilot-in-command under supervision means, co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to Chairman.

3. To gain flight time experience as pilot-in-command under supervision from a pilot station of an aircraft certificated to be operated with a co-pilot, the following conditions are to be complied with:

3.1 The applicant seeking airline transport pilot licence (ATPL) shall:

a. be holder of a Commercial Pilot Licence (CPL);
b. have not less than 70 hours as pilot-in-command in the applicable category of aircraft;
c. have valid type rating on the aircraft certificated to be operated with a co-pilot;
d. fly from right hand seat, in case of aeroplane category certificated to be operated with a co-pilot;
e. fly from left hand seat, in case of helicopter category certificated to be operated with a co-pilot;
f. fly in a multi-crew environment;
g. have passed all ATPL ground subjects (as applicable);
h. have minimum 500 hours airline experience.

4. Flight time experience gained as pilot-in-command under supervision from a pilot station of an aircraft, shall be limited to fulfil the requirement of 250 hours as pilot-in-command.

5. To gain flight time experience as pilot-in-command under supervision from a pilot station of an aircraft, the applicant shall fly with a captain who meets the qualification of Instructor Pilot/Supervisory Captain or Senior Pilot having 500 hours command on that type of aircraft.

6. Flight time experience gained as pilot-in-command under supervision shall be recorded in the paper flight logbook/ electronic or computerized flight logbook and certified by the captain under who's supervision the flight was conducted.

ANNEXURE-20

ISSUANCE OF INSTRUMENT RATING, MAINTENANCE OF RECENT EXPERIENCE AND METHOD TO RE-ESTABLISH INSTRUMENT RATING

(Chapter 2, A, 2.7.5, refers)

1. **Introduction:**

1.1 The following requirements and procedures are established for issuance of Instrument Rating. This annexure also describes the recent experience requirement to exercise the privileges of Instrument Rating and the method to re-establish the Instrument Rating in case of loss of recent experience.

2. **Issue of Instrument Rating (Aeroplane & Helicopter)**

2.1 Requisites for the Issue of Instrument Rating: Requisites for the issuance of instrument rating for aeroplanes and helicopter are given below:

a. **License**: PPL or CPL or ATPL (Helicopter);

b. **Medical Fitness**: Class-I;

c. **Knowledge**: Passed the written knowledge test, conducted by CAAB, based on 30 hours ground instruction as per Chapter 2, A, 2.7.1.1.

d. **Flying Experience and flight instruction:**

i. Not less than 50 hours of cross-country flight time as PIC of aircraft categories, of which not less than 10 hours shall be in the aircraft category being sought;

ii. Not less than 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator has been used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor;

iii. Not less than 10 hours of instrument flight time required in 2. 2.1. d. ii, while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized instructor; and

iv. If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

e. **Instrument Rating Test (IRT)**: Passed the Skill test within the scope of Chapter 2, A, 2.7.1.2.1 of this ANO

2.2 **Cross-country pilot-in-command experience for Instrument Rating (IR) with "Safety Pilot" under use of simulated instrument flight**

2.2.1 An applicant for an Instrument Rating (IR) shall have logged not less than 50 hours of cross-country flight time as pilot-in-command, as required under Chapter 2A, Para 2.7.3.2 (a) and Para 2.1 (d) (i) of this Annexure, of which such time may be accumulated, in whole or in part, under simulated instrument flight conditions in accordance with paragraphs 2.2.2 to 2.2.5 below.

2.2.2 A pilot manipulating the controls under simulated instrument flight conditions may log cross-country pilot-in-command time for such a flight, provided that:

2.2.2.1 the pilot holds at least a Private Pilot Licence (PPL) with the category and class rating appropriate to the aircraft flown;

2.2.2.2 the pilot is the sole manipulator of the controls and is rated for the aircraft in accordance with the applicable licencing requirements;

2.2.2.3 the flight is conducted under a view-limiting device, in visual meteorological conditions (VMC): and

2.2.2.4 the flight otherwise meets the definition of a cross-country flight prescribed under cross-country flight definition clause.

2.2.3 A flight conducted under this paragraph shall be accompanied by a safety pilot meeting the qualifications prescribed under Paragraph 5.3.1 of this Annexure, who shall act as a required flight crew member for the duration of the period during which the flying pilot is operating under the view-limiting device.

2.2.4 The safety pilot required under paragraph 2.2.3 shall log flight time for that flight in accordance with safety pilot logging clause Chapter 2A, Para 2.1.9.10.4 of this ANO, and shall not log cross-country time in respect of that flight, as the safety pilot is a required flight crew member only for the portion of flight conducted under the view-limiting device and not for the flight as a whole.

2.2.5 Nothing in this clause shall be construed to permit the crediting of simulator or flight training device time towards the cross-country pilot-in-command experience required under paragraph 2.1 of this Annexture; such time shall be accumulated only in an aircraft in actual flight.

2.3 Application for Issuance: The Application for issuance of Instrument Rating to be submitted by applicants as per the CAAB Form: PEL/LIC-107 (a).

2.4 The Instrument Rating is included in the airline transport pilot license- aeroplane. The provisions of Chapter 2. A. 2.1.7 do not preclude the issue of ATPL-aeroplane having the instrument rating as an integral part thereof.

3. **Instrument Rating Recent Experience Requirement:**

3.1 No air operator shall use any person, nor shall any person serve, as a flight crew under IFR unless that person meets the following instrument experience requirements:

a. ***Use of an airplane or helicopter for maintaining instrument experience.*** Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and repeated in-flight in an airplane or helicopter, as

appropriate, in actual weather conditions, or under simulated instrument conditions using a view-limiting device:

i. Six instrument approaches;
ii. Holding procedures and tasks; and
iii. Intercepting and tracking courses through the use of navigational electronic systems.

b. ***Use of an FSTD for maintaining instrument experience.*** A person may accomplish the requirements in 3.1.a in an approved FSTD under chapter 2. A. 2.1.6 or a combination of aircraft and FSTD, provided:

i. The FSTD is approved for the category, class & type of aircraft for the instrument rating privileges to be maintained;

ii. The person performs the tasks and repeats it in simulated instrument conditions;

iii. A flight instructor or a check pilot qualified under Chapter 2, A. 2.1.8.2 observes the tasks & repetitions and signs the person's logbook or training record to verify the time and content of the session.

4. **Re-establishment of Instrument Rating**:

4.1 A person who has failed to meet the instrument experience requirements 3.1.a for more than six calendar months, must re-establish his/her instrument rating under the supervision of a flight instructor or an examiner. To re-establish instrument rating, a person must complete at least the following areas of operation required for the instrument rating practical test in an aircraft or approved FSTD that represents the category, class & type of aircraft for the instrument experience requirements to be re-established:

a. Air traffic control clearances and procedures;
b. Flight by reference to instruments;
c. Navigation systems;
d. Instrument approach procedures;
e. Emergency operations; and
f. Post flight procedures.

4.2 The form for re-establishment of instrument rating to be submitted by the pilot/operator as per the CAAB Form: PEL/LIC-107 (d).

5. **Flight instruction; Simulated instrument flight**

5.1 No person may operate an aircraft that is being used for flight instruction unless that aircraft has fully functioning dual controls. However, instrument flight instruction may be given in an airplane that is equipped with a single, functioning throwover control wheel that controls the elevator and ailerons, in place of fixed, dual controls, when—

5.1.1 The instructor has determined that the flight can be conducted safely; and

5.1.2 The person manipulating the controls has at least a private pilot certificate with appropriate category and class ratings.

5.2 An airplane equipped with a single, functioning throwover control wheel that controls the elevator and ailerons, in place of fixed, dual controls may be used for flight instruction to obtain an instrument rating test required by 2.1 (e) or recent flight experience required by 3.1.(a) of this Annexture when—

5.2.1 The airplane is equipped with operable rudder pedals at both pilot stations;

5.2.2 The pilot manipulating the controls is qualified to serve and serves as pilot in command during the entire flight;

5.2.3 The instructor is current and qualified to serve as pilot in command of the airplane, meets the requirements of Annexure 21, Para 4, FIR Category A in the make and model of airplane;

5.2.4 The pilot in command and the instructor have determined the flight can be conducted safely.

5.3 No person may operate an aircraft in simulated instrument flight unless —

5.3.1 The other control seat is occupied by a safety pilot who possesses at least:

a. A private pilot licence (PPL) with category and class ratings appropriate to the aircraft being flown.

5.3.2 The safety pilot has adequate vision forward and to each side of the aircraft, or a competent observer in the aircraft adequately supplements the vision of the safety pilot; and,

5.3.3 Except in the case of lighter-than-air aircraft, that aircraft is equipped with fully functioning dual controls. However, simulated instrument flight may be conducted in a single-engine airplane, equipped with a single, functioning, throwover control wheel, in place of fixed, dual controls of the elevator and ailerons, when—

a. The safety pilot has determined that the flight can be conducted safely; and

b. The person manipulating the controls has at least a private pilot licence (PPL) with appropriate category and class ratings.

5.4 The '**Safety Pilot**' is a **required crew member** for the flight.

ANNEXURE-21

REQUIREMENTS AND PROCEDURE FOR ISSUANCE, RENEWAL AND RE-ISSUE OF FLIGHT INSTRUCTOR RATING (FIR)

(Chapter 2, A, 2.8.3, refers)

1. **Introduction:**

1.1 The requirements and procedures are established for issuance of Flight Instructor Rating. This annexure also describes the requirements for renewal and re-issuance of Flight Instructor Rating.

1.2 **Applicability:**

The Chapter 2, A, 2.8, is applicable for FIR of the following classes of aircraft:

a. Aeroplane, single-engine
b. Aeroplane, multi-engine
c. Helicopter, single-engine
d. Helicopter, multi-engine

2. **Flight Instructors Rating (All Aircraft Category)**

2.1 **Requirements for Issuance:**

a. General:

i. Licenses and Ratings: CPL with valid IR or ATPL;

ii. The applicant shall have undergone 40 hours of ground training on Instructional Technique as per Chapter 2, A, 2.8.1.1 and passed the Theoretical Knowledge Tests conducted by CAAB or hold/held CFTI/RTI/SFI/DCP/TRI/TRE or QFI/QHI from military or completed an approved ToT (Training of Trainers) course under Government recognized Institute/CAA of a contracting state

b. Flying Experience:

i. The applicant shall have met the experience requirements of Chapter 2, A, 2.8.1.3;

ii. The applicant shall have competency & recent experience requirement as per Annexure-8;

c. Flight Instruction: Following Chapter 2, A, 2.8.1.4, the applicant shall have received 30 hours of flight instructions, as per approved syllabus of the operator;

d. Night Privilege: The applicant shall have completed not less than 5 hours by night which shall include minimum of 5 take offs and landings at night carried out within preceding 6 months provided the 3 take offs and landings carried out within the last 90 days of the date of application;

e. Skill Test: The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

2.2 **Application for Initial Issue:**

The Application Form for Initial issue of Flight Instructor Rating for all categories to be used are CAAB Form: PEL/LIC-108 (a) and CAAB Form: PEL/LIC-108 (b).

2.3 **'Flight Instructor Rating' based on military qualifications and experience:**

Military pilots obtained 'Qualified Flight Instructor (QFI) Rating' or 'Qualified Helicopter Instructor (QHI) Rating' from military organization may be eligible to be credited for endorsement of 'Flight Instructor Rating' in their licence.

2.4 **Validity:**

The Flight Instructor Rating (FIR) shall remain validity for 3 (three) calendar years from the date of issue.

3. **Flight Instructor Categories with experiences**:

FIR Category	Minimum Hours/ Qualification (Grand Total Hours)	Minimum Instructional Hours on all types
A	FI Rating with 500	200
B	FI Rating with 350	150
C	FI Rating	Nil

4. **Privileges of Flight Instructors:**

A flight Instructor, after achieving his/her FI rating, shall have the following privileges as per their FI Categories as mentioned below:

FIR Category	Privileges	Condition/Remarks
A	i. All privileges of FI category 'B'. ii. Conduct of solo check. iii. Conduct flight training for Flight Instructor Rating.	Satisfactory Evaluation flight by Inspector/Examiner
B	i. All privileges of FI category 'C'. ii. Conduct flight training on Instrument & Night Flights.	Satisfactory Evaluation flight by Inspector/Examiner
C	i. Conduct flight training to post solo students for GF & VFR NAV. ii. Conduct Aircraft Class/Type Rating Training Course	On recommendation from Head of Training / CFI

5. **Renewal Requirement for Flight Instructor Rating**:

5.1 A person who holds a flight instructor rating that has not expired may renew the rating by:

a. Submitting a completed and signed application, CAAB Form PEL/LIC-108 (c), which includes assessment of passing a skill test for the current flight instructor rating; or

b. Submitting a completed and signed application, CAAB Form PEL/LIC-108 (c), which includes a record of conducting minimum 12 instructional flights within last 03 calendar years of which minimum 03 in last 06 months.

6. **Re-instatement of Flight Instructor Rating:**

The holder of an expired flight instructor rating who has not complied with the flight instructor renewal requirements of 5, may reinstate that flight instructor ratings by filling a completed and signed application, CAAB Form PEL/LIC-108 (d) and satisfactorily completing the following re-instatement requirements:

6.1 The applicant shall have competency & recent experience requirement as per Annexure-8.

6.2 To exercise the privileges of flight instructor rating at night rating, the applicant shall have completed minimum of 03 take offs and 03 landings at night carried out within preceding 90 days of application;

6.3 A certificate showing that, within the preceding 90 days, the person has successfully completed an approved flight instructor refresher course consisting of ground and flight training;

6.4 The applicant shall have passed ‘flight instructor rating’ skill test.

ANNEXURE-22

Reserved

ANNEXURE-23

CONDUCT OF COMPETENCY IN RADIO TRANSMISSION (R/T) AND ENDORSEMENT IN THE FLIGHT CREW LICENCE

(ANO-6, refers)

1. INTRODUCTION

1.1 Competency in Radio Transmission (R/T) shall be implemented and endorsed in the Flight Crew Licence in Item XIII as follows:

a. "The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English".

2. REQUIREMENTS FOR DEMONSTRATION OF R/T COMPETENCY

2.1 Operators and ATOs (Flying School) shall conduct competence check for Radio Transmission (R/T) of 'on board aircraft equipment in English' in respect of the Flight Crew during the skill Test for issuance of licence or related ratings.

ANNEXURE-24

COMPOSITION OF CIVIL AVIATION MEDICAL BOARD (CAMB)

(Chapter 1, 1.2.4.10.(d), refers)

1. **Introduction**

1.1 A Civil Aviation Medical Board may be convened to evaluate and give decision on medical status of the applicant or license holder on finding deviation, deficit, abnormality, disease state during medical examination or difficult medical matters, when required.

2. **Authority to convene a Medical Board**

2.1 Civil Aviation Medical Board shall be convened by the Chairman when recommended by the MFSR or the Medical Assessor for any applicant or for any other medical reason.

3. **Jurisdiction of the Medical Board**

3.1 The decision of the Medical Board, when approved by the Chairman, shall be final.

4. **Composition of the Medical Board**

4.1 The Civil Aviation Medical Board shall be composed of the following:

a. President : Medical Assessor or Designated Medical Examiner or Aviation Medical Examiner nominated by the Chairman;

b. Member 1 : Designated Medical Examiner or Aviation Medical Examiner nominated by the Chairman;

c. Member 2 : One subject matter specialist with aviation experience nominated by the Chairman;

d. Member 3 (Optional): President of the Medical Board may co-opt any medical expert/specialist, if required.

5. **Completion of the proceedings of the Medical Board**

5.1 The Medical Board shall forward the report to the Chairman for approval.

5.2 The proceeding of the Medical Boarder will be effective upon approval by the Chairman.

ANNEXURE-25

COMPETENCY AND RECENT EXPERIENCE REQUIREMENTS FOR FLIGHT OPERATIONS OFFICER

(Chapter 1, 1.2.5.1, refers)

1. **INTRODUCTION:**

1.1 CAAB, having issued a licence, no certificate holder may use any flight operations officer nor may any flight operations officer exercise the privileges granted by that licence, or by related ratings, unless the holder maintains competency and meets the requirements for recent experience.

2. **Competency and Recent Experience Requirements**:

2.1 Air Operators shall fulfil the requirements of competency and recent experience as prescribed in Table 2-1 for flight operations officer to exercise their privileges of licence. Operator records, in which maintenance of competency and recent experience shall be recorded in the "Flight Operations Officer Competency Card (FOOCC)" and shall be carried along with the licence. The specimen of "Flight Operations Officer Competency Card (FOOCC)" is given in PEL/LIC-141 (d).

Table 2-1

S/N	Competency and recent experience requirements to exercise the privileges of licence	Time Interval
a.	Demonstration Flight	12 months
b.	Refresher Course	12 months
c.	Performing duties as Flight Operations Officer not less than 7 days	in preceding 90 days

2.2 A flight operations officer completing a demonstration flight or refresher course under 2.1.1, Table 2.1 (a & b) within preceding 60 days from the date of expiry, shall be entitled for full validity from the date of expiry including the last day of the month.

3. Curriculum Required in case of absence from duties

Flight operations officer shall follow the curriculum in case of absence from duties as mentioned in the Table 3-1 to maintain licence valid and shall be recorded in Operators' record.

Table 3-1

Sl. No.	Time period of absence from duties	Curriculum in case of absence from duties
a.	Less than 2 years	i. Refresher course on Air Law followed by an examination conducted by the operator; ii. Completed a two days refresher course; iii. Completed a Demonstration Flight; iv. Perform duties as Flight Operations Officer for not less than 5 days in preceding 90 days independently or under the supervision of a qualified FOO; v. Skill Test conducted by the operator.
b.	From 2 years to 5 years	i. Refresher course on Air Law & Flight Performance, Planning followed by an examination conducted by the operator; ii. Completed a two days refresher course; iii. Completed a Demonstration Flight; iv. Perform duties as Flight Operations Officer for not less than 7 days in preceding 90 days under the supervision of a qualified FOO; v. Skill Test conducted by the operator.
c.	For more than 5 years.	i. Refresher course on Air Law, Flight Performance, Planning & loading and Operational Procedures followed by an examination conducted by the operator; ii. Completed a two days refresher course; iii. Completed a Demonstration Flight; iv. Perform duties as Flight Operations Officer for not less than 7 days in preceding 90 days under the supervision of a qualified FOO; v. Skill Test conducted by the operator.

ANNEXURE-26

REQUIREMENTS FOR CONVERSION OF FOREIGN LICENSE FOR FLIGHT OPERATIONS OFFICER

(Chapter 1, 1.2 (e), Chapter 4, 4.6, refers)

1. INTRODUCTION

1.1 A Flight operations officer licence issued by an ICAO contracting state (Foreign Licence), in accordance with ICAO Annex-1, may be converted to CAAB Licence for Bangladeshi nationals. Conversion of a foreign licence shall be done on an individual basis by checking each foreign licence to determine if a converted licence can be issued.

1.2 Holder of foreign Flight operations officer licence may apply for conversion of his licence as per requirements below;

2. INITIAL APPLICATION PACKAGE TO OBTAIN NOC FOR CONVERSION OF FOREIGN LICENCE

2.1 The applicant shall initially submit the documents listed in 2.2 along with the filled-in application Form No. PEL/LIC-143 (a) for evaluation, authentication and issuance of a No Objection Certificate (NOC) to the applicant for completing the necessary training, test, and other requirements as applicable for conversion and issuance of CAAB license.

2.2 List of documents to be submitted to obtain NOC.

a. Filled in application form appropriate to the licence type;
b. Copy of National ID;
c. Copy of the Foreign Licence;

3. LICENCE AUTHENTICATION:

The foreign licence shall be authenticated from the State of Licence Issue by CAAB (Form No. PEL/LIC-143 (b).

4. ISSUANCE OF NOC FOR CONVERSION OF FOREIGN LICENCE

4.1 After evaluation of the documents and receiving authentication of the license, the applicant will be issued with a No Objection Certificate (Form No. PEL/LIC-143 (c)) to fulfil the requirements of para 5 below. An authorization, if required, may be issued to undergo training and perform Skill Test.

5. REQUIREMENTS FOR ISSUANCE OF BANGLADESH LICENCE AGAINST FOREIGN LICENCE:

5.1 A flight operations officer, holding a licence issued by another ICAO Contracting State shall, before being issued with any Bangladesh licence meet the following requirements:

5.1.1 **AGE**

5.1.1.1 The minimum age of the applicant shall be not less than 21 years;

5.1.2 **KNOWLEDGE AND ACADEMIC QUALIFICATION**

The applicant shall have passed Higher Secondary Certificate (HSC) examination or equivalent in science with Mathematics and Physics and demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in the following subjects:

a. Air law;
b. Flight Performance, Planning & loading;
c. Operational Procedures;

5.1.3 **SKILL TEST**

5.1.3.1 The applicant shall appear in the Skill Test in accordance with Chapter-4, 4.6.1.4.

5.1.4 **EXPERIENCE**

5.1.4.1 The applicant shall have minimum experience as per Chapter-4, 4.6.1.3.

6. **APPLICATION PACKAGE FOR ISSUANCE OF BANGLADESH LICENCE**

6.1 The applicant shall submit form no. PEL/LIC-141 (a), 141(b) and 141(c) for issuance of the licence:

6.2 The application package shall be submitted along with the following Assessment/Test/ Training Result/Report completed in Bangladesh:

i. Knowledge Test result (as per 5.1.2);
ii. Skill Test report (as per 5.1.3);
iii. Experience (5.1.4).

7. **DOCUMENT EVALUATION & DEMONSTRATION**

7.1 The documents submitted with the application for issuance of Bangladesh licence will be evaluated and checked for demonstration through Knowledge and Skill Test report.

8. **ISSUANCE OF BANGLADESH LICENCE**

8.1 The foreign licence will be converted and issued with appropriate CAAB licence subject to fulfilling all the requirements.

ANNEXURE-27

REQUIREMENTS & METHOD OF RENDERING A FOREIGN AME LICENCE VALID INTO BANGLADESH AME LICENCE

(Chapter 1, Section 1.2.2.1, refers)

1 **GENERAL**

1.1 Chairman may issue a Certificate of Validation to the personnel holding AME license issued by other contracting State of ICAO and who have been employed by an Aircraft Maintenance Organization/ Operator of Bangladesh and are required to exercise the privileges for certification of maintenance tasks to be performed on aircraft registered in Bangladesh. Hereinafter, "AME license issued by other contracting State of ICAO shall be known as 'Foreign AME license'.

1.2 This Annexure shall also serve as the 'procedure standard' to render a foreign AME licence valid till CPD and GM is developed**.**

2 **REQUIREMENTS FOR INITIAL ISSUANCE OF CERTIFICATE OF VALIDATION IN RESPECT OF FOREIGN AME LICENCE OF A FOREIGN NATIONAL.**

The holder of the Foreign AME license shall have or, comply with the following requirements.

2.1 **No Objection Certificate:**

A NOC (No Objection Certificate) issued by Civil Aviation Authority of Bangladesh.

2.2 **Contract Letter:**

Contract letter issued by the AMO Operator in Bangladesh in favor of the holder of Foreign AME license.

2.3 **Global Average of Effective Implementation:**

Candidates shall only be accepted from ICAO contracting state having ICAO USOAP EI at least equal to or higher than the global average and the state do not have Significant Safety Concern (SSC) of ICAO in PEL.

2.4 **Work permit:**

Work permit issued by BIDA.

2.5 **Visa:**

Employment Visa issued by the competent authority of the Bangladesh Government.

2.6 **Validity of a Certificate of Validation:**

The validity of a certificate of validation of a foreign AME licence shall be whichever is lesser of the followings:

a. maximum 3 (three) year period;
b. up to the validity period of the foreign AME licence, and
c. up to the validity period of the work permit issued by Board of Investment and Development Authority (BIDA) of Bangladesh.

2.7 **Fees:**

To pay appropriate fees for NOC and Certificate of Validation as per CAAB published ANO/ directives.

2.8 **Age:**

At least 21 years old.

2.9 **Current and Valid license:**

The current and valid license issued by another ICAO contracting State shall be in accordance with ICAO Annex 1.

2.10 **Training certificates:**

Training Certificates on:
a. Appropriate Aircraft type Course or, System or, Component Course.
b. Fuel Tank Safety and/or, EWIS course (if applicable).
c. Human Performance and Limitations.
d. Safety Management System.

2.11 **Knowledge Test:**

The Holder of Foreign AME Licence shall complete a written knowledge test on CAAB Part 66 Module 10- Aviation Legislation and an Oral knowledge test on Module 9A/B (as appropriate)- Human Factors, as well as, Concerned AMO and CAMO procedures.

2.12 **Skill test:**

The Holder of Foreign AME Licence shall complete a skill test.

2.13 **Experience:**

Minimum 5(five) years of working experience as Type rated Engineer.

2.14 **Medical Fitness:**

The applicant shall have to comply with the standard mentioned in Appendix B: Medical Standard in this directive.

3 **REQUIREMENTS FOR RENEWAL OF CERTIFICATE OF VALIDATION IN RESPECT OF FOREIGN AME LICENCE OF A FOREIGN NATIONAL.**

The holder of the Foreign AME license shall have or, comply with the following requirements.

3.1 **Contract Letter:**

Contract letter issued by the AMO/ Operator in Bangladesh in favour of the holder of Foreign AME license.

3.2 **Work permit:**

Work permit issued by BIDA.

3.3 **Visa:**

Employment Visa issued by the competent authority of the Bangladesh Government.

3.4 **Fees:**

To pay appropriate fees for Certificate of Validation as per CAAB published ANO/ directives.

3.5 **Current and Valid license of the ICAO contracting state:**

The current and valid license issued by another ICAO contracting State shall be in accordance with ICAO Annex 1.

3.6 **Continuation Training:**

Continuation Training Certificates on:

a. Appropriate Aircraft type Course or, System or, Component Course.
b. Fuel Tank Safety and/or, EWIS course (if applicable).
c. CAAB Part 66 Module 10 - Aviation legislation and Company procedures.
d. Human Performance and Limitations.
e. Safety Management System.

3.7 **Knowledge Test:**

The Holder of Foreign AME License shall pass an oral knowledge test on CAAB Part 66 Module 10- Aviation Legislation and an oral knowledge test on Module 9A/B (as appropriate)- Human Factors, as well as, Concerned AMO and CAMO procedures.

3.8 **Experience:**

At least six months of maintenance working experience as a type-rated engineer in last two years. The experience may be demonstrated vide AME log books or, equivalent documents.

3.9 **Medical Fitness:**

The applicant shall have to comply with the Medical Standard mentioned in Appendix B of this ANO.

4 REQUIREMENTS FOR INITIAL ISSUANCE OF CERTIFICATE OF VALIDATION IN RESPECT OF FOREIGN AME LICENCE OF A BANGLADESHI CITIZEN

The holder of the Foreign AME license who is a Bangladeshi citizen shall have or, comply with the following requirements.

4.1 **No Objection Certificate:**

A NOC (No Objection Certificate) issued by Civil Aviation Authority of Bangladesh.

4.2 **Work permit:**

Not required. Proof of Citizenship is required to submit to CAAB.

4.3 **Visa:**

Not required. Proof of Citizenship is required to submit to CAAB.

4.4 **Fees:**

To pay appropriate fees for Certificate of Validation as per CAAB published ANO/ directives.

4.5 **Age:**

At least 21 years old.

4.6 **Current and Valid license:**

The current and valid license issued by another ICAO contracting State shall be in accordance with ICAO Annex 1.

4.7 **Training certificates:**

Training Certificates on:

a. Appropriate Aircraft type Course or, System or, Component Course (if applicable).
b. Fuel Tank Safety and/or, EWIS course (if applicable).
c. Human Performance and Limitations.
d. Safety Management System.

4.8 **Knowledge Test:**

The Holder of Foreign AME License shall pass a written knowledge test on CAAB Part 66 Module 10- Aviation Legislation and an oral knowledge test on Module 9A/B (as appropriate)- Human Factors, as well as, Concerned AMO and CAMO procedures.

4.9 **Skill test:**

The Holder of Foreign AME Licence shall complete a skill test.

4.10 **Medical Fitness:**

The applicant shall have to comply with the standard mentioned in Appendix B: Medical Standard in this directive.

5 REQUIREMENTS FOR RENEWAL OF CERTIFICATE OF VALIDATION IN RESPECT OF FOREIGN AME LICENCE WHOSE HOLDER IS A BANGLADESHI CITIZEN

The holder of the Foreign AME licence who is a Bangladeshi citizen shall have or, comply the following requirements.

5.1 **Fees:**

To pay appropriate fees for Certificate of Validation as per CAAB published ANO/ directives.

5.2 **Current and Valid license:**

Current and valid license issued by another ICAO contracting State shall be in accordance with ICAO Annex 1.

5.3 **Continuation Training:**

Continuation Training Certificates on:

a. Appropriate Aircraft type Course or, System or, Component Course (if applicable)
b. Fuel Tank Safety and/or, EWIS course (if applicable).
c. Aviation legislation and Company procedures.
d. Human Performance and Limitations.
e. Safety Management System.

5.4 **Knowledge Test:**

The Holder of Foreign AME Licence shall pass an oral knowledge test on CAAB Part 66 Module 10- Aviation Legislation and an oral knowledge test on Module 9A/B (as appropriate)- Human Factors, as well as, Concerned AMO and CAMO procedures.

5.5 **Experience:**

At least six months of maintenance working experience in last two years. The experience may be demonstrated vide AME log books or, equivalent documents.

5.6 **Medical Fitness:**

The applicant shall have to comply with the standard mentioned in Appendix B: Medical Standard.

6 PRIVILEGES EXERCISING TERMS AND CONDITIONS

6.1 Original Licence issued by another ICAO contracting State shall have to be valid.

6.2 Privileges of the validation shall be in accordance with privileges of the Licence issued by the other ICAO contracting state and such other conditions that may be imposed by the Chairman, CAAB.

6.3 Certification of Validation issued by CAAB shall not authorize AMEs to perform maintenance unless approved AMO issues Company Authorization in accordance with the company manual and in compliance with the applicable requirements of CAAB ANO(AW) Part 145 and/or, CAAB ANO(AW) Part M.

6.4 The AME shall have six months of maintenance experience in the last two years

6.5 The AME shall have completed continuation training within two years from the last accomplishment date on the following subjects:

a) Appropriate Aircraft type Course or, System or, Component Course (if applicable).
b) Fuel Tank Safety and/or, EWIS course (if applicable).
c) Aviation legislation and Company procedures.
d) Human Performance and Limitations.
e) Safety Management System.

6.6 The work permit shall have to be valid (not applicable for Bangladeshi citizen).

6.7 Employment Visa shall have to be valid (not applicable for Bangladeshi citizen).

7 VALIDITY PERIOD OF THE CERTIFICATE OF VALIDATION

The validity of a certificate of validation may be granted for a period of maximum 1 (one) year from the date of issuance but shall not be beyond the validity of the licence issued by the ICAO contracting state.

8 CANCELLATION/ SUSPENSION OF CERTIFICATE OF VALIDATION

The validation of the foreign AME license shall be subject to the provisions of Section 11 of the Civil Aviation Act 2017 and can be suspended or cancelled under the said Section, and also if found the documents false submitted to CAAB for getting the certificate of validation.

9 **APPLICATION**

9.1 An application for a certificate of validation or change to such certificate shall be mail on a CAAB Form 19V in a manner established by Chairman and submitted thereto.

9.2 Each application shall be supported by documentation to demonstrate compliance with the applicable requirements.

Appendix A: FORM 19 V: APPLICATION FOR CERTIFICATE OF VALIDATION

Civil Aviation Authority of Bangladesh
Head Quarters, Dhaka, Kurmitola- 1229
www.caab.gov.bd

PEL, EXAM & TRAINING DIRECTORATE

FORM 19 V: APPLICATION FOR CERTIFICATE OF VALIDATION
Please complete the form in BLOCK CAPITALS using black or dark blue ink.

☐ Initial Issue ☐ Renewal

1. EMPLOYER'S DETAILS:	
Name:	
Address:	
Maintenance Organization Approval reference:	
Tel:	Date employment commenced:

2. PERSONAL DETAILS:	
Name:	
Nationality:	Date of Birth:
Place of Birth:	Passport number:
Permanent Address:	
Present Address:	
Telephone Number:	Mobile phone number:
Email:	

3. FOREIGN AME LICENCE DETAILS:		
License no.	*License Category:	
Issuing Authority:		
Date of issue:	Expiry Date of Basic License:	
Rating/ Authorization	Aircraft:	Expiry:

** Airframe, Engine, Instruments, Electrical, Radio & Radar, B1, B2, C, Weight Category.*

4. EXAMINATION APPLICATION tick as appropriate):

☐ I am applying to take written examinations in Module 10- Aviation Legislation for initial issue of Certificate of Validation

☐ I am applying to take Oral examinations in Module 9A/B- Human Factor and Company Procedures for initial issue of Certificate of Validation.

☐ I am applying to take Oral examination for renewal of Certificate of Validation.

5. EXPERIENCE DETAILS:				
Total Experience:				
Experience on the type of aircraft to be maintained in Bangladesh:	**Aircraft**	**Organization.**	**Years**	**Description of Work**

CAAB FORM 19V, Issue-1, Rev-0 Page 1 of 2 Date:

Civil Aviation Authority of Bangladesh
Head Quarters, Dhaka, Kurmitola- 1229
www.caab.gov.bd

PEL, EXAM & TRAINING DIRECTORATE

Last One Year Experience in Bangladesh (N/A for Initial Issue)	**Aircraft**	**Organization**.	**Years**	**Description of Work**

6. ENGLISH LANGUAGE PROFICIENCY(tick as appropriate): (N/A for renewal)

I am Fluent in ☐ Reading. ☐ Writing ☐ Speaking ☐ Understanding

7. PRIVILEGES REQUESTED (Equivalent to CAAB ANO(AW) Part 66): (N/A for renewal)

Category	**Limitation	Type of Aircraft	**Limitation

***For Limitation see part 66 Guidance document*

8. COPY OF CERTIFICATES/ DOCUMENTS TO BE ATTACHED:

☐ NOC
☐ Work permit
☐ Licence/ Authorization
☐ Passport
☐ Work permit;
☐ Employment Visa;
☐ AME Logbooks
☐ Medical fitness certificate
☐ Two Copies of Stamp Size Photos
☐ Fee for certificate of Validation and Examination
☐ Type Course
☐ Continuation Training certificates on Aircraft, SMS, HPL, Aviation Legislation

9. **PAYMENT DETAILS (**Examination Fee and Validation Fee**):**

Fee of Taka: ..... In words: .....

Bank details:.....

Receipt No: ..... Date: .....

10. DECLARATIONS BY AME:

I declare that the information on this form is correct.

☐ I declare that I have not taken written examination on Module 10 within the last 90 days. (N/A for renewal)

Name (block capitals) .....

Signature ..... Place…..... Date ….....

11. CAAB OFFICIAL USE:

Application: ☐ accepted ☐ not accepted.

☐ Intimation to examination cell

☐ Notify to candidate in writing (e-mail/letter)

☐ Remarks:

Signature & Date :.....

Name:.....

Appendix B: Medical Standard

An applicant for a licence validation shall undergo a Medical Assessment with approved medical examiners and satisfy the Medical Standards specified in this requirement. The applicant for a Medical Assessment shall undergo a Medical Assessment based on the following requirements:

a. Physical and mental.
b. Visual and colour perception; and,
c. Hearing.

a. **Physical and mental requirements:** An applicant for any class of Medical Assessment shall be required to be free from-

i. any abnormality, congenital or acquired; or,
ii. any active, latent, acute or chronic disability; or,
iii. any wound, injury or sequelae from operation; or,
iv. any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or, preventive medication taken; such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties; use of herbal medication and alternative treatment modalities requires particular attention to possible side- effects.

b. **Visual acuity test and Colour perception requirements:**

i. The methods in use for the measurement of visual acuity are likely to lead to differing evaluation. To achieve uniformity, therefore, Bangladesh shall ensure that equivalence in the methods of evaluation be obtained.

ii. The following should be adopted for tests of visual acuity:

A. Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m^2).

B. Visual acuity should be measure by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

iii. Methods of examination shall be such as to guarantee reliable testing of colour perception.

iv. The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

v. The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).

vi. An applicant obtaining a satisfactory result as prescribed by the Licensing Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation-coloured lights.

vii. Sunglasses worn during the exercise of the privileges of the licence or rating held should be non-polarizing and of a neutral grey tint.

c. **Hearing test requirements**:

i. Methods of examination shall be such as to guarantee reliable testing of hearing;
ii. Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges;

Appendix C: Specifications for Foreign AME license

Personnel licenses issued by an ICAO Contracting State in accordance with the relevant provisions of ICAO Annex 1 shall conform to the following specification.

a) **Details:**

The following details shall appear on the license

I. Name of State (in bold type);
II. Title of license (in very bold type);
III. Serial number of the license, in Arabic numerals, given by the authority issuing the license;
IV. Name of holder in full (in Roman alphabet also if script of national language is other than Roman);
IV.a) Date of birth
V. Address of holder if desired by the State;
VI. Nationality of holder;
VII. Signature of holder;
VIII. Authority and, where necessary, conditions under which the license is issued;
IX. Certification concerning validity and authorization for holder to exercise privileges appropriate to license;
X. Signature of officer issuing the license and the date of such issue;
XI. Seal or stamp of authority issuing the license;
XII. Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;
XIII. Remarks, i.e. special endorsements relating to limitations and endorsements for privileges,
XIV. Any other details desired by the State issuing the license.

b) **Material**

First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in the above section shown clearly thereon.

c) **Language**

When licenses are issued in a language other than English, the license shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with ICAO Annex 1 shall include an English translation of :

(i) the name of the State issuing the authorization,
(ii) the limit of validity of the authorization,
(iii) any restriction or limitation that may be established.

d) **Arrangement of items**

Item headings on the license shall be uniformly numbered in roman numerals as indicated in **a) Details**, so that on any license the number will, under any arrangement, refer to the same item heading.

Appendix D: FORM 26 V: CERTIFICATE OF VALIDATION

People's Republic of Bangladesh **CIVIL AVIATION AUTHORITY OF BANGLADESH** **Issued in accordance with ICAO and CAAB Standards** **Certificate of Validation** Certificate of Validation No. CAAB FORM 26 Issue-1, Rev-0, Dated:	I. Name of State: Bangladesh II. Serial number of the licence issued by another contracting State: III. Name of holder in full: Date of birth: IV. Address of holder: V. Nationality of holder: VI. Category of licence: Limitation: VII. Type Rating: Limitation: VIII. Validity of Certificate of Validation: From: To IX. Signature of holder: X. Authority: Civil Aviation Authority of Bangladesh XI. Signature of officer and date: XII. Seal or stamp of Authority issuing the licence: XIII. Remarks : *Validation issued on the basis of a licence issued by [CAA of another contracting State and State Name]* XIV. Other details :

ANNEXURE 28

REQUIREMENTS OF BEING INSTRUCTOR, EXAMINER, ASSESSOR AND INVIGILATOR OF PART-147 MAINTENANCE TRAINING ORGANIZATION

(Appendix-2, 6.3, refers)

1. **GENERAL:**

This Annexure prescribes the minimum requirements to be instructor, examiner and invigilator of CAAB Part 147 Approved Maintenance Training Organization.

2. **QUALIFICATION/ REQUIREMENTS/ EXPERIENCE:**

Qualification/ Requirements		Demonstration Class	Experience
Basic Training Instructor/ Examiner (Theoretical Elements)	a. He/she must have B. Sc. Engineering degree in Electrical & Electronics / Mechanical / Aeronautical/ Computer Engineering from State approved Universities or equivalent; Or, Basic License (B1/B2) holder (without limitations); Or, Diploma in Technical field (Airframe/ Engine/ Electric / Instrument/ Radio / Radar/ wireless/ General Engineering) Or, Bachelor/ Master in Science b. Passed related CAAB part 66 module(s) or, equivalent module or, higher level of knowledge of the relevant module c. completion of Training of Trainer (TOT)/Instructional Technique (IT) courses; d. Completion of CAAB Part 66 & 147 Training or equivalent. e. Completion of MTOE Training. f. Knowledge on Human Factors	At least two hours demonstration class in presence of CAAB inspector in the theoretical class environment on the relevant module.	Two years maintenance experience is preferable to be qualified for instructor/ examiner for the CAAB Part modules 7A, 7B, 11A, 11B, 11C, 12, 13, 14, 15, 16, 17A & 17B. N.B: 100 days is equivalent to 6 months. Experience gained to get Basic license may be considered.
Type Training	a. He/ she has to have basic license (B1/B2 as appropriate);	At least two hours demonstration class	6 months maintenance experience/OJT

Instructor/ Knowledge Examiners (Theoretical Elements)	b. Successful completion of Approved B1 or B2 type training (Theory & Practical) in the relevant Aircraft type; Or, Successful completion of CAAB approved type courses in Airframe/Engine/ Electrical /Instrument/ Radio-Radar category prior to implementation of ANO (AW) Part 66 and Part 147 in the relevant Aircraft type; c. Successful completion of Training of Trainer (TOT)/Instructional Technique (IT) courses; d. Completion of CAAB Part 66 & 147 Training; e. Completion of MTOE Training. f. Knowledge on Human Factors	in presence of CAAB inspector in the theoretical class environment on the relevant Aircraft.	that particular aircraft type (applicable for 1st Type Course only)
Basic Training Instructor/ Assessor (Practical Elements)	a. He/she must have B. Sc. Engineering degree in Electrical & Electronics / Mechanical / Aeronautical from State approved Universities or, equivalent; Or, Basic License (B1/B2) holder (without limitations); Or, Diploma in Technical field (Airframe/ Engine/ Electric / Instrument/ Radio / Radar/ wireless/ General Engineering) b. Completion of CAAB Part 66 & 147 Training; c. Completion of MTOE Training. d. Knowledge on Human Factors	At least two hours demonstration in presence of CAAB inspector in the practical class environment on the relevant module.	Two years of experience in the relevant area i.e. shop/ Aircraft maintenance as appropriate.

Type Training Instructor/ Assessor (Practical Elements)	a. He has to comply the qualifications requirements of Type training Instructor/ Examiner (Theoretical Elements) Or, Type rated AME b. Completion of Assessment techniques course or, equivalent c. Completion of Teaching techniques course or, equivalent d. Completion of CAAB Part 66 & 147	At least two hours demonstration in presence of CAAB PEL officer in the practical class environment.	Six months experience is required on the practical subject matter.
	Training; e. Completion of MTOE Training. f. Knowledge on Human Factors		
Invigilator	a. B. Sc in Engineering Degree Or, Diploma in Technical field (Airframe/ Engine/ Electric / Instrument/ Radio / Radar/ wireless/ General Engineering) b. Completion of MTOE Training.	At least one demonstration as invigilator in presence of CAAB PEL Officer. In all cases, invigilators must be conversant with the Part 147 requirements related to the integrity of examinations and the security of exam questions.	

ANNEXURE-29

VALIDATION OF QUESTION BANK PREPARED BY PART-147 MAINTENANCE TRAINING ORGANIZATION TO BE UTILIZED FOR PART-66 EXAMINATION

(Appendix-2, 10, refers)

1. **General:**

This Annexure describes the requirements of the validation of question bank prepared by the CAAB ANO (AW) Part 147 organization and CAAB surveillance on the examination conducted by CAAB ANO(AW) Part 147 organization.

As per the CAAB ANO(AW) Part 147, the maintenance training organisation may carry out the examinations as permitted by and in accordance with the maintenance training organisation exposition on behalf of the Civil aviation Authority of Bangladesh, including the examination of students who did not attend the basic or aircraft type training course at the maintenance training organization. This is considered as the delegation of examination to the Training Organization by Civil aviation Authority of Bangladesh.

2. **Question Bank Validation Procedure:**

a. **Question preparation standard to be followed:** The qualified personnel (Instructor/ Examiner) of the training organization shall prepare question in respect of the applicable modules and Aircraft type as per the scope of approval in accordance with "Methodology for setting up questions for examination (AME)", as well as, the standard mentioned in ANO(AW) Part 66. Basic examinations shall follow the standard specified in Appendix I and II to ANO(AW) Part 66 and Type examinations must follow the standard specified in Appendix III to ANO(AW) Part 66.

b. **Checking of compliance of Questions with Question's bank methodology and ANO(AW) Part 66:** CAAB Inspector shall check the compliance of questions on the sample basis during Initial certification process, Renewal process as well as during surveillance with Question's bank methodology and ANO (AW) Part 66. The training organization shall inform Civil Aviation Authority of Bangladesh in advance before updating his question Bank. Without CAAB checking of compliance of questions with question's setting up methodology and ANO (AW) Part 66 no batch of questions shall be entered in the question Bank.

c. **Validation of Question bank by CAAB:** Upon satisfactory checking of the questions with applicable standards and methodology, CAAB shall validate the Question Bank which is prepared by the Training organization.

d. **Preservation and Security of the Validated Questions at Training Organization:** The training organization shall preserve the hard copies of questions under lock and key and free from environmental disaster. The examination Manager is the custodian for this. If the question bank is saved in the computer, no internet connection is allowed in this computer.

3. **Surveillance by Civil Aviation Authority of Bangladesh:**

CAAB Inspector shall perform surveillance on the question bank in accordance with surveillance program.

4. **Role of Civil Aviation Authority of Bangladesh during the Conduct of Examination by the training Organization on behalf of the Authority:**

The training organization shall inform CAAB in 15 (fifteen) days advance the schedule of examination. Without informing the schedule to CAAB, no examination shall be conducted.

If the training organization conducts examination by CBT which automatically selects the questions from questions bank and this process was verified during the demonstration phase of certification process/ renewal process/ surveillance of the training organization is not required to be invigilated by the CAAB inspector. Never the less, at least once in a year, CAAB inspector shall invigilate the examination conduction process physically to be ensured that the organization is complying the examination conduction procedure mentioned in CAAB ANO(AW) Part 66, Part 147 and MTOE of the organization.

If the training organization conducts examination by manual selection of the questions from questions bank, then CAAB inspector shall invigilate the examination conduction process physically as per the surveillance program to be ensured that the organization is complying the examination conduction procedure mentioned in CAAB ANO(AW) Part 66, Part 147 and MTOE of the organization.

5. **Additional Standard to conduct examination by the training Organization:**

More than 20% repetition of MCQ questions for the next three consecutive examination is prohibited.

ANNEXURE-30

APPROVAL OF FOREIGN APPROVED MAINTENANCE TRAINING ORGANIZATION (FAMTO)

(Chapter 1, 1.2.8.2, refers)

1. **GENERAL:**

1.1. This annexure specifies an alternative approval process by leveraging an existing AMTO approval, preferably that of the State where the training organization is located.

1.2. For this order, the civil aviation authority of Bangladesh (CAAB) is the authority of issuing the Certificate of Validation of a foreign AMTO.

2. **DEFINITIONS**:

Baseline CAA: The authority whose approval establishes the baseline for the alternative approval process of a foreign ATO.

3. **REQUIREMENTS TO GET A CERTIFICATE OF VALIDATION IN RESPECT OF FAMTO:**

The foreign AMTO requires to have appropriate training facilities, sufficient Personnel i.e. instructors, examiners, assessors, instructional equipment, maintenance training material, training procedures, quality system, examinations system, and maintenance training organization exposition to be validated as Approved Maintenance Training Organization.

The applicant requires to submit the following documents as per this directive.

a) Letter of intent;
b) Brief description of the applicant (organization's profile);
c) Certificate of Approval as MTO by EASA/FAA/ National Authority (as appropriate);
d) Contract paper with Bangladeshi operator/ organization/ Student who seeks training from the applicant;
e) Gap Analysis between the baseline CAA regulations of AMTO and CAAB ANO Part 66 & Part 147, if base line CAA does not follow EASA Part 147 and Part 66 regulations;
f) Filled in CAAB Form 4 (if the proposed post holder is not the holder of EASA Form 4/ approved by FAA or, National Authority);
g) Filled in CAAB Application Form 12;
h) Filled in CAAB ANO Part 147 Compliance Checklist;
i) List of Instructors, examiners, and assessors;
j) Detailed qualification of the nominated post holders and their list;
k) Fees (equal to approval fees as per ANO(AW) Chapter A.10);
l) Soft copies of MTOE (approved by baseline CAA), All procedure documents, Practical list, Training Need Analysis, Class notes, and sample questions;
m) Soft copy of MTOE supplement to comply with CAAB ANO Part 147 (see Appendix-C); and,
n) Any other documents deemed necessary by CAAB.

4. **VALIDATION PROCEDURE:**

The validation process requires ascertaining, through a systematic process, whether or not a prospective applicant has both the required aptitude and resources to comply with the applicable legal, financial, and technical requirements to fulfill the applicant's actual and potential obligations for quality maintenance training.

This process involves four distinct phases which are the application phase, document evaluation phase, demonstration & Inspection phase, and certification phase stated in CPD and GM. GM Chapter 28 is the procedure to be followed by the applicant and CPD Chapter 28 is the procedure to be followed by CAAB. Appendix A of GM Chapter 28 is the guidance for preparing the MTOE supplement.

5. **VALIDITY OF CERTIFICATE OF VALIDATION:**

The validity of the certificate of validations is a maximum of one year

ANNEXURE-31

REQUIREMENT FOR CONVERSION OF FOREIGN AME LICENSE FOR BANGLADESHI CITIZEN

1. **REQUIREMENTS FOR CONVERSION OF EASA PART-66 LICENCE OF BANGLADESHI CITIZEN INTO CAAB PART-66 LICENCE**

1.2 A Bangladeshi Citizen having a valid EASA Part-66 licence (Aircraft Maintenance License) may apply for the conversion into CAAB Part-66 AME licence. In such case, the applicant shall have to comply with the following requirements:

a. Possessing a valid national identity card issued by competent authority of the People's Republic of Bangladesh;

b. Possessing a valid EASA Part-66 licence issued by EASA member state;

c. Completion of ANO Part-66, Module-10 (aviation legislation) course within the last three (03) years of the application;

1.3 The converted licence:

a. The privileges (Type, Rating, Limitation) of a converted licence (CAAB Part-66 license) shall be as per the EASA Part-66 licence;

b. Category of a converted licence shall be as per the EASA Part-66 licence.

1.4 Until the CPD and GM are developed, this Annexure shall be the basis for conversion of foreign AME licence.

ANNEXURE-32

REPLACEMENT OF AME LICENSE ISSUED BEFORE

Reserved

ANNEXURE-33

SPECIFICATION OF LICENSE AND FORMS

(Chapter 5, 5.1.1 (a), refers)

1. The types of paper format licences are listed below:

S/N	Name of the Licence	Form No
a.	Student Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-102 (A)
b.	Student Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-102 (H)
c.	Private Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-103 (A)
d.	Private Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-103 (H)
e.	Commercial Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-104 (A)
f.	Commercial Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-104 (H)
g.	Air Transport Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-105 (A)
h.	Air Transport Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-105 (H)
i.	Flight Operations Officer Licence	CAAB Form: PEL/LIC-141
j.	Aircraft Maintenance Engineer Licence	CAAB Form 26

II. **The Specification for Paper format Licences are listed below**:

i. STUDENT PILOT LICENCE (AEROPLANE)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **STUDENT PILOT LICENCE (AEROPLANE)** III. **Licence Number**: **in Arabic numerals** VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-102 (A)	IV	Name in Full	In Roman alphabet	
	IVa	Date of Birth		
	V	Address		
	VI	Nationality		
	VII	Signature of holder		Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue		
		Signature of officer Issuing the licence		
	XI	Stamp of authority issuing the license		

(Reverse Side)

IX	The licence is valid till ……. provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class:** / Date of Issue (dd/mm/yyyy)
XIV	Other details: Initial Issue of License: dd/mm/yyyy	
XIII	Remarks:	

ii. STUDENT PILOT LICENCE (HELICOPTER)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **STUDENT PILOT LICENCE (HELICOPTER)** III. **Licence Number**: **in Arabic numerals**  VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-102 (H)	IV	Name in Full	In Roman alphabet
	IVa	Date of Birth	
	V	Address	
	VI	Nationality	
	VII	Signature of holder	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue	
		Signature of officer Issuing the licence	
	XI	Stamp of authority issuing the license	

(Reverse Side)

IX	The licence is valid till ……. provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class:** / Date of Issue (dd/mm/yyyy)
XIV	Other details: Initial Issue of License: dd/mm/yyyy	
XIII	Remarks:	

iii. PRIVATE PILOT LICENCE (AEROPLANE)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **PRIVATE PILOT LICENCE (AEROPLANE)** III. **Licence Number**: **in Arabic numerals** VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-103 (A)	IV	Name in Full	In Roman alphabet
	IVa	Date of Birth	
	V	Address	
	VI	Nationality	
	VII	Signature of holder	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue	
		Signature of officer Issuing the licence	
	XI	Stamp of authority issuing the license	

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class:** / Date of Issue (dd/mm/yyyy) **Aircraft Type:** Ratings / Date of Issue (dd/mm/yyyy) / Capacity
XIV	Other details: Initial Issue of License: dd/mm/yyyy Instrument Rated (when applicable)	
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy	

iv. PRIVATE PILOT LICENCE (HELICOPTER)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **PRIVATE PILOT LICENCE (HELICOPTER)** III. **Licence Number: in Arabic numerals** VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-103 (H)	IV	Name in Full	In Roman alphabet
	IVa	Date of Birth	
	V	Address	
	VI	Nationality	
	VII	Signature of holder	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue	
		Signature of officer Issuing the licence	
	XI	Stamp of authority issuing the license	

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class** / Date of Issue (dd/mm/yyyy) **Aircraft Type** Ratings / Date of Issue (dd/mm/yyyy) / Capacity
XIV	Other details: Initial Issue of License: dd/mm/yyyy Instrument Rated (when applicable)	
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy	

e. COMMERCIAL PILOT LICENCE (AEROPLANE)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **COMMERCIAL PILOT LICENCE (AEROPLANE)** III. **Licence Number**: **in Arabic numerals**  VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-104 (A)	IV	Name in Full	In Roman alphabet
	IVa	Date of Birth	
	V	Address	
	VI	Nationality	
	VII	Signature of holder	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue	
		Signature of officer Issuing the licence	
	XI	Stamp of authority issuing the license	

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class** / Date of Issue (dd/mm/yyyy) **Aircraft Type** Ratings / Date of Issue (dd/mm/yyyy) / Capacity **FI Rating (FIR)** Aircraft / Date of Issue dd/mm/yyyy / Valid Till dd/mm/yyyy
XIV	Other details: Initial Issue of License: dd/mm/yyyy Instrument Rated (when applicable)	
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy	

f. COMMERCIAL PILOT LICENCE (HELICOPTER)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **COMMERCIAL PILOT LICENCE (HELICOPTER)** III. **Licence Number**: **in Arabic numerals** VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-104 (H)	IV	Name in Full	In Roman alphabet
	IVa	Date of Birth	
	V	Address	
	VI	Nationality	
	VII	Signature of holder	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue	
		Signature of officer Issuing the licence	
	XI	Stamp of authority issuing the license	

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class** / Date of Issue (dd/mm/yyyy) **Aircraft Type** Ratings / Date of Issue (dd/mm/yyyy) / Capacity **FI Rating (FIR)** Aircraft / Date of Issue dd/mm/yyyy / Valid Till dd/mm/yyyy
XIV	Other details: Initial Issue of License: dd/mm/yyyy Instrument Rated (when applicable)	
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy	

g. AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)** III. **Licence Number: in Arabic numerals**  VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-105 (A)	IV	Name in Full	In Roman alphabet	
	IVa	Date of Birth		
	V	Address		
	VI	Nationality		
	VII	Signature of holder		Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of license Issue		
		Signature of officer Issuing the licence		
	XI	Stamp of authority issuing the license		

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings **Aircraft Class** / Date of Issue (dd/mm/yyyy) **Aircraft Type** / Ratings / Date of Issue (dd/mm/yyyy) / Capacity
XIV	Other details: Initial Issue of License: dd/mm/yyyy	
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy	

h. AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)** III. **Licence Number: in Arabic numerals**  VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This License complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-105 (H)	IV	Name in Full	In Roman alphabet	
	IVa	Date of Birth		
	V	Address		
	VI	Nationality		
	VII	Signature of holder		Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of licence Issue		
		Signature of officer Issuing the licence		
	XI	Stamp of authority issuing the license		

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid medical and appropriate certificate(s) requirement(s).	XII. Ratings	
XIV	Other details: Initial Issue of License: dd/mm/yyyy Instrument Rated (when applicable)		
XIII	Remarks: a. The holder of this licence has demonstrated competence to operate R/T equipment on board of aircraft in English b. English Language Proficiency Level- XX Valid till: dd/mm/yyyy		

Aircraft Class	Date of Issue
	(dd/mm/yyyy)

Aircraft Type

Ratings	Date of Issue	Capacity
	(dd/mm/yyyy)	

i. FLIGHT OPERATIONS OFFICER LICENCE

(Front Side)

I. PEOPLE'S REPUBLIC OF BANGLADESH II. **FLIGHT OPERATIONS OFFICER LICENCE** III. **Licence Number: in Arabic numerals** VIII. CIVIL AVIATION AUTHORITY OF BANGLADESH Issued in accordance with the provisions of Civil Aviation Rules and ANO-1 of Bangladesh This Licence complies with ICAO Annex-1 standards CAAB Form: PEL/LIC-141	IV	Name in Full	In Roman alphabet	
	IVa	Date of Birth		
	V	Address		
	VI	Nationality		
	VII	Signature of holder	hjkjgfu	Stamp Size Photo 0.78" x 0.98" 2cm x 2.5cm
	X	Date of licence issue		
		Signature of officer issuing the licence		
	XI	Stamp of authority issuing the licence		

(Reverse Side)

IX	The licence has no expiration provided the holder retains valid and appropriate certificate(s) requirement(s).	XII. Ratings Nil
XIV	Other details: Initial Issue of License: dd/mm/yyyy	
XIII	Remarks: The holder of this licence has demonstrated competence to operate R/T equipment in English.	

j. AIRCRAFT MAINTAINANCE ENGINEER LICENCE

People's Republic of Bangladesh
Civil Aviation Authority, Bangladesh

ANO (AW) Part-66

Aircraft Maintenance Engineer License

LIC No: BD.66.XXXX

CAAB Form 26

VII. CONDITIONS:

This licence must be signed by the holder and be accompanied by an identity document containing a photograph of the licence holder.

Endorsement of any categories on the page(s) entitled ANO (AW) Part-66 CATEGORIES only, does not permit the holder to issue a certificate of release to service for an aircraft.

This licence when endorsed with an aircraft type rating meets the intent of ICAO annex 1.

The privileges of the holder of this licence are prescribed by ANO (AW) Part-66 and the applicable requirements of ANO (AW) Part-M and ANO (AW) Part-145.

This licence remains valid until the date specified on the limitation page unless previously suspended or revoked.

The privileges of this licence may not be exercised unless in the preceding two years period the holder has had either six months of maintenance experience in accordance with the privileges granted by the licence, or met the provision for the issue of the appropriate privileges.

VI. LIC NO: BD.66.XXXX

I. Full Name of Holder:

Affix 25X20 mm photograph here

II. Date and Place of Birth:

III. Address:

IV. Nationality:

V. Signature of Holder:

VI. LIC NO: BD.66.XXXX

VIII. ANO (AW) Part-66 CATEGORIES

Validity:	A	B1	B2	B3	C
Aeroplane Turbine	n/a	n/a			
Aeroplane Piston	n/a	n/a			
Helicopter Turbine	n/a	n/a			
Helicopter Piston	n/a	n/a			
Avionics			n/a		
Large Aircraft					n/a
Aircraft other than Large					n/a
Pistone Engine non-pressurised Aeroplanes of 2000 kg MTOM and below				n/a	

IX. Signature of issuing officer & date:

X. Seal or stamp of issuing Authority:

VI. LIC NO: BD.66.XXXX

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Annex to CAAB FORM 26

XIII. PRIVILEGES outside the scope of ANO (AW) Part-66, in accordance with ANO (AW).

Official Stamp & Date:

VI. LIC NO: BD.66.XXXX

XII. ANO (AW) Part-66 LIMITATIONS

A/C Type or Group	CAT	Limitations

Valid Until:

VI. LIC NO: BD.66.XXXX

XI. ANO (AW) Part-66 AIRCRAFT TYPE RATINGS

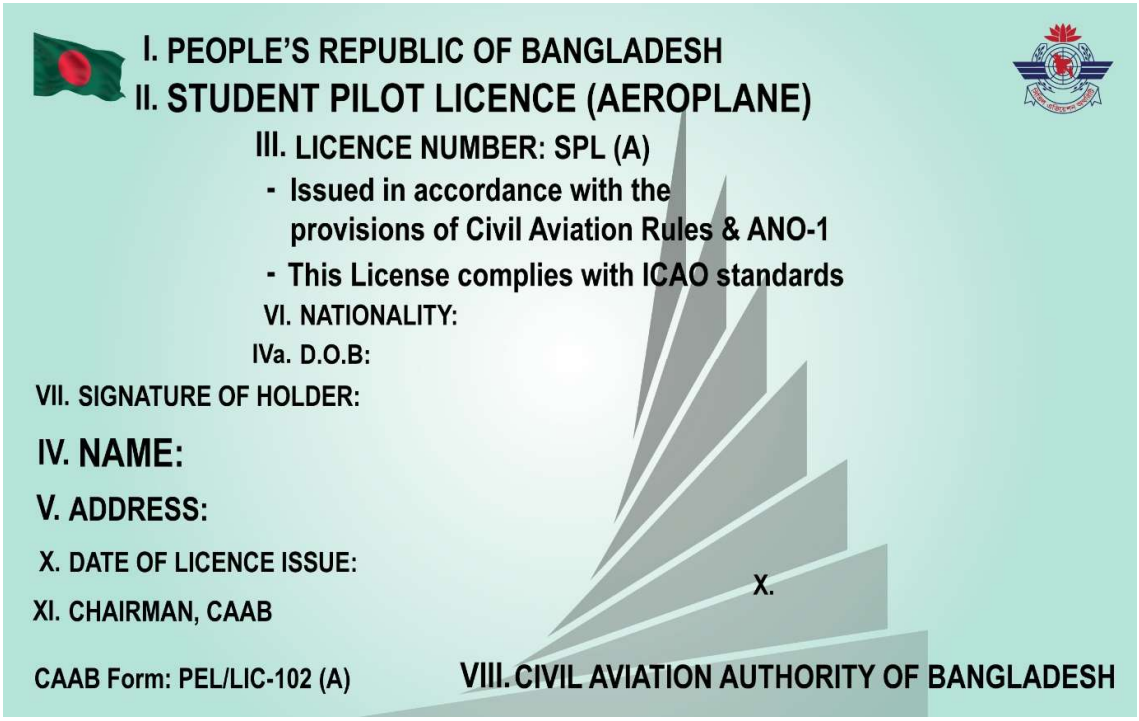
A/C Type or Group	CAT	Limitations

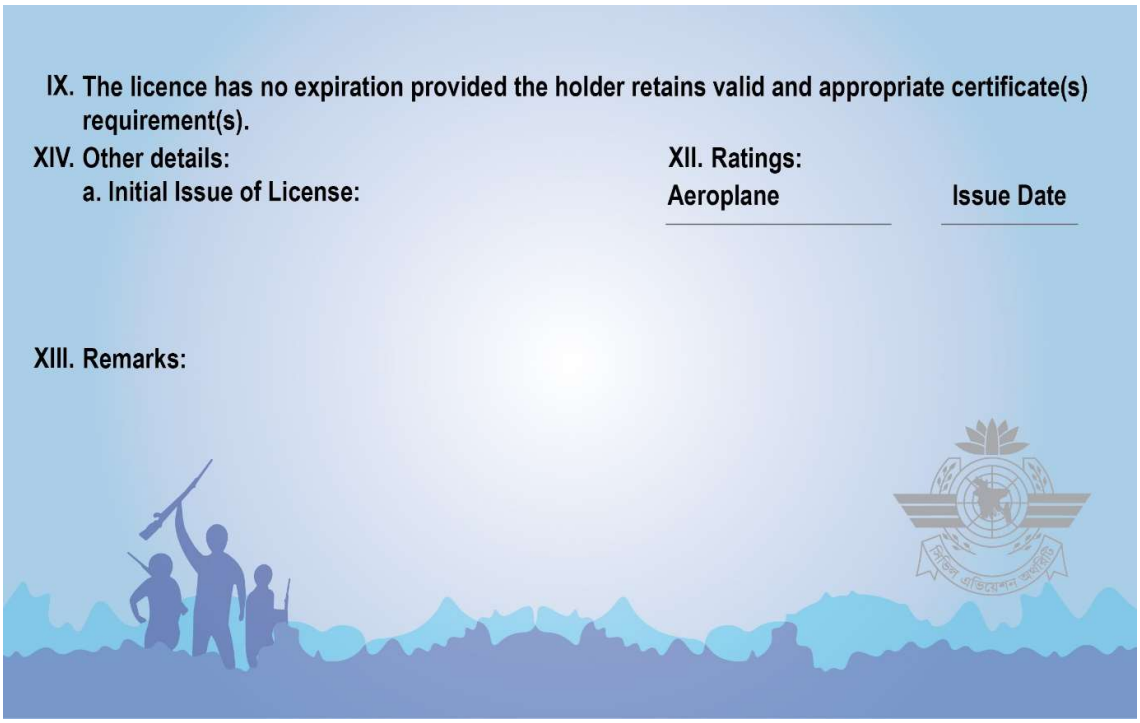
VI. LIC NO: BD.66.XXXX

III. The Specification for plastic card Licence format is listed below:

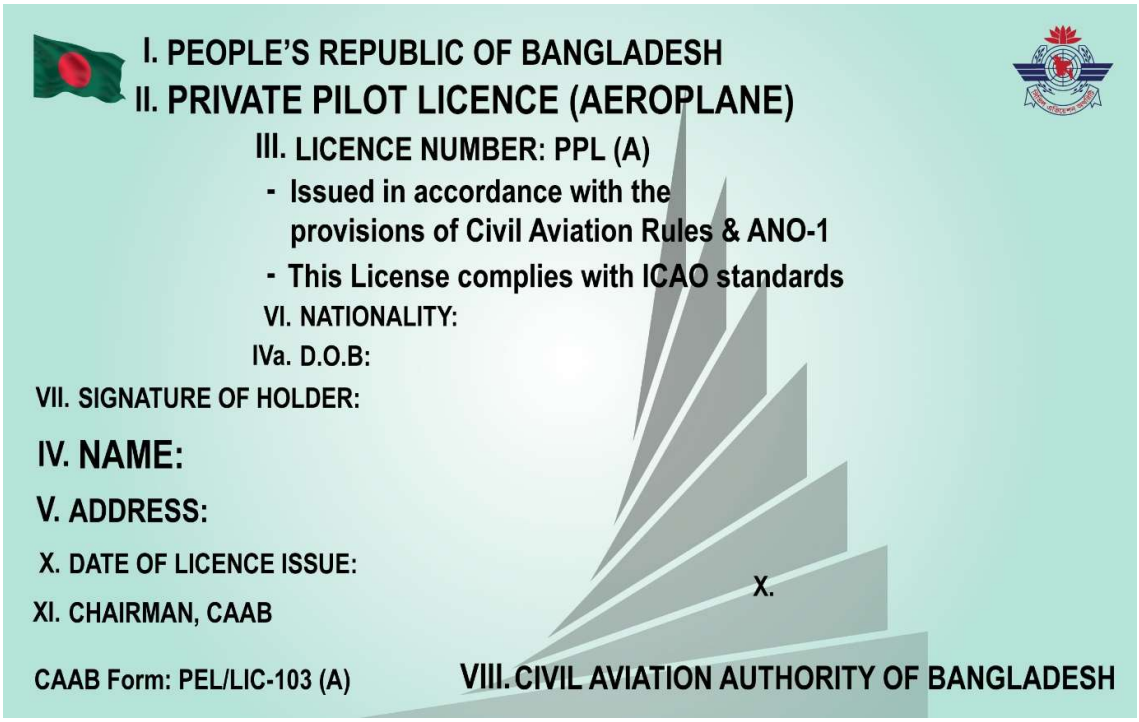
S/N	Name of the Licence	Form No
a.	Student Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-102 (A)
b.	Private Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-103 (A)
c.	Commercial Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-104 (A)
d.	Commercial Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-104 (H)
e.	Air Transport Pilot Licence (Aeroplane)	CAAB Form: PEL/LIC-105 (A)
f.	Air Transport Pilot Licence (Helicopter)	CAAB Form: PEL/LIC-105 (H)
g.	Flight Operations Officer Licence	CAAB Form: PEL/LIC-141

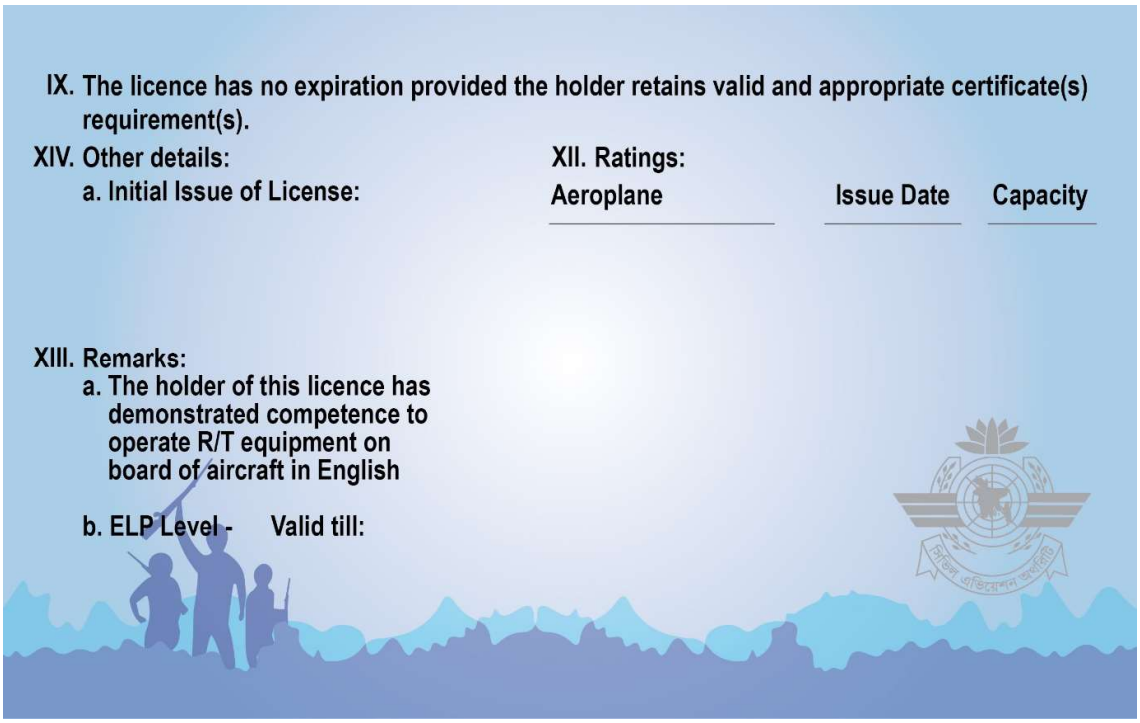
i. Student Pilot Licence (Aeroplane)



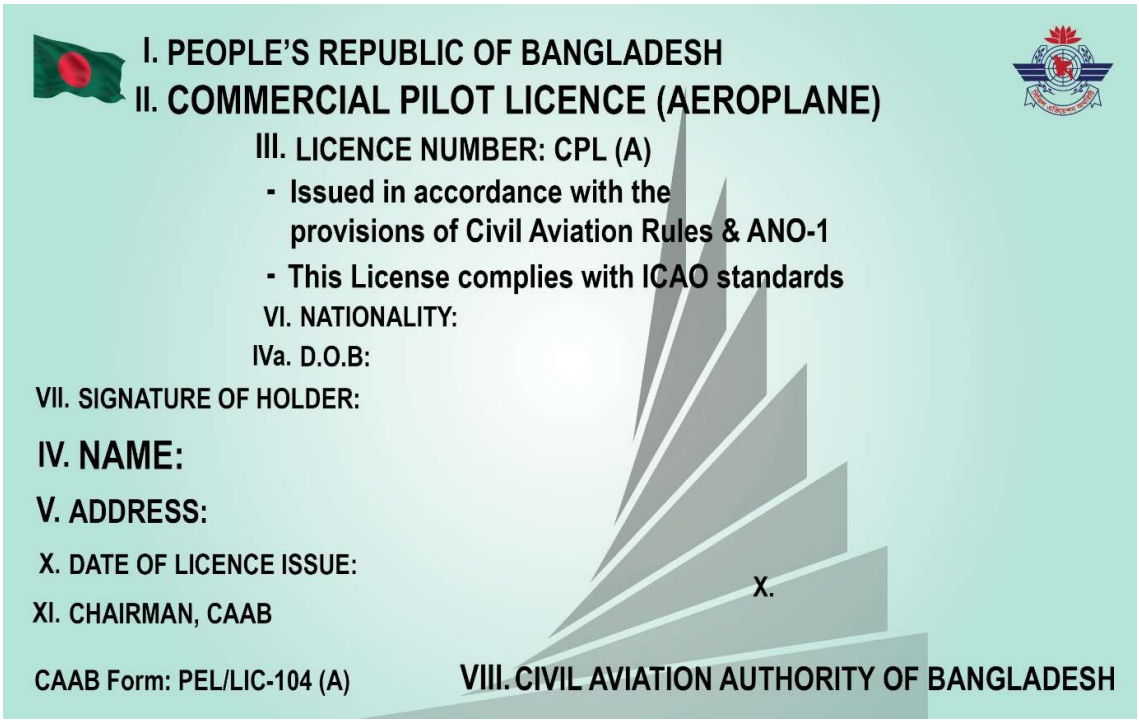


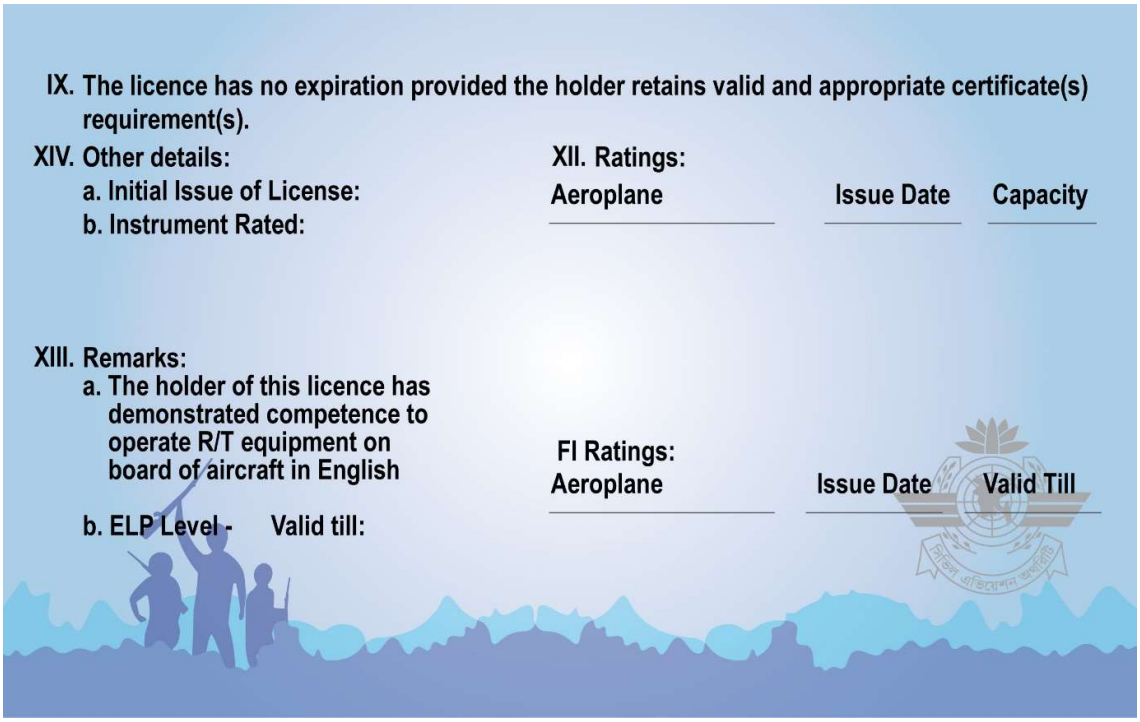
ii. Private Pilot Licence (Aeroplane)



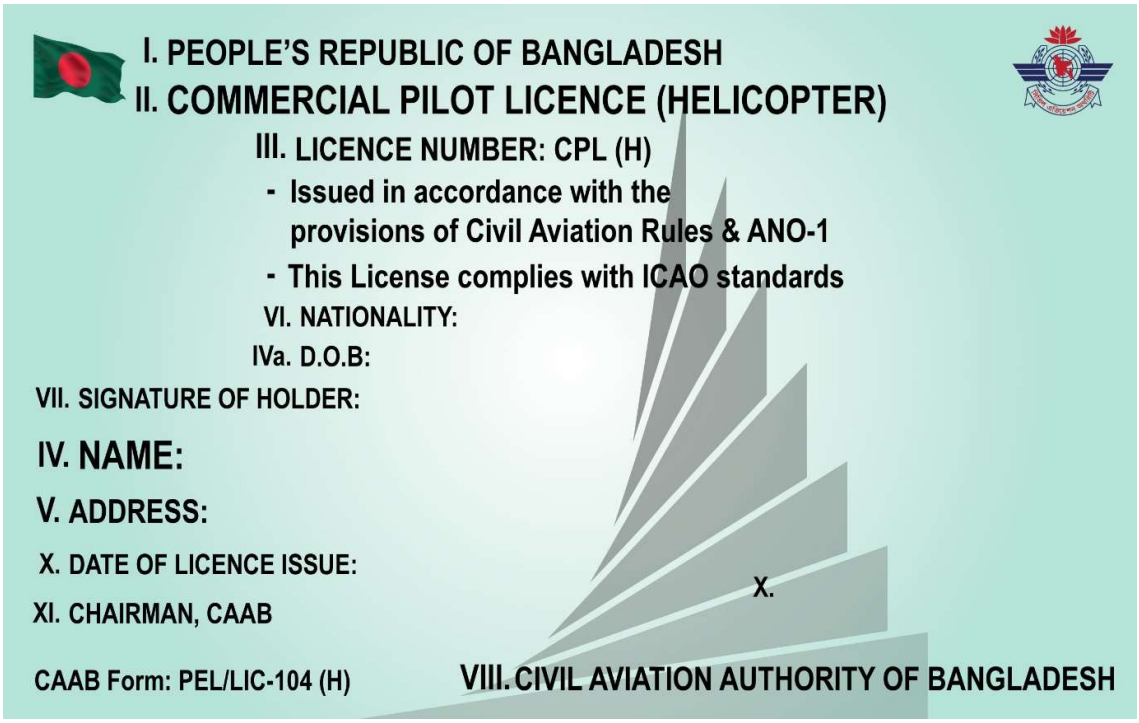


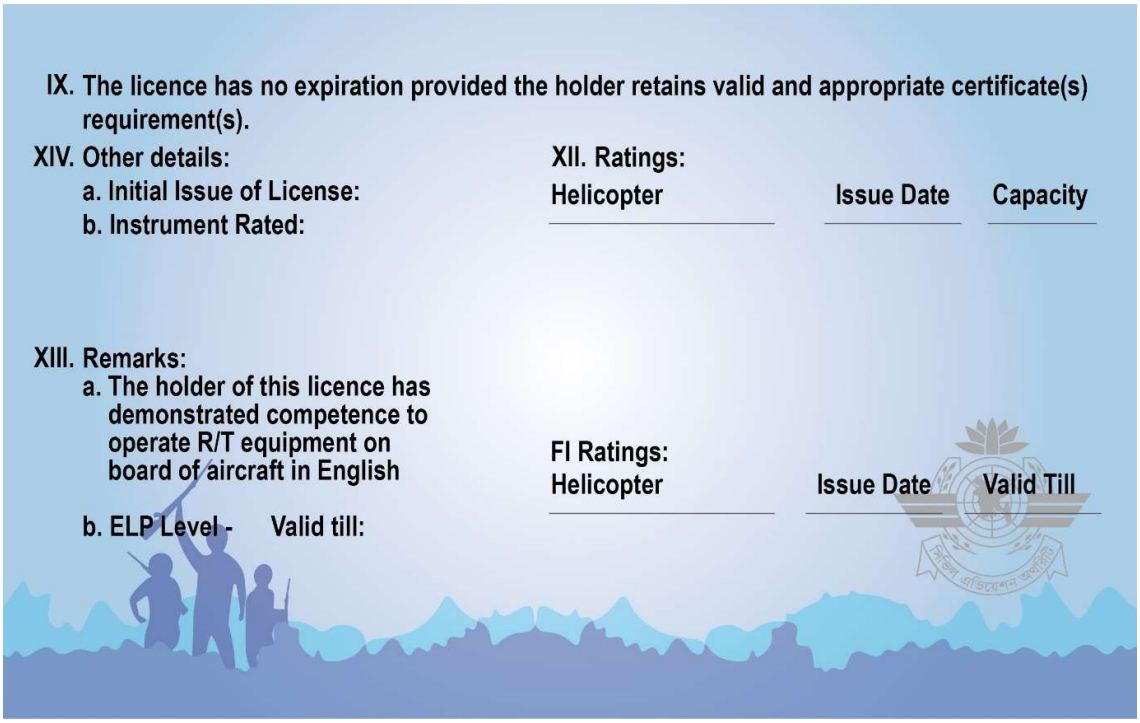
iii. **Commercial Pilot Licence (Aeroplane)**



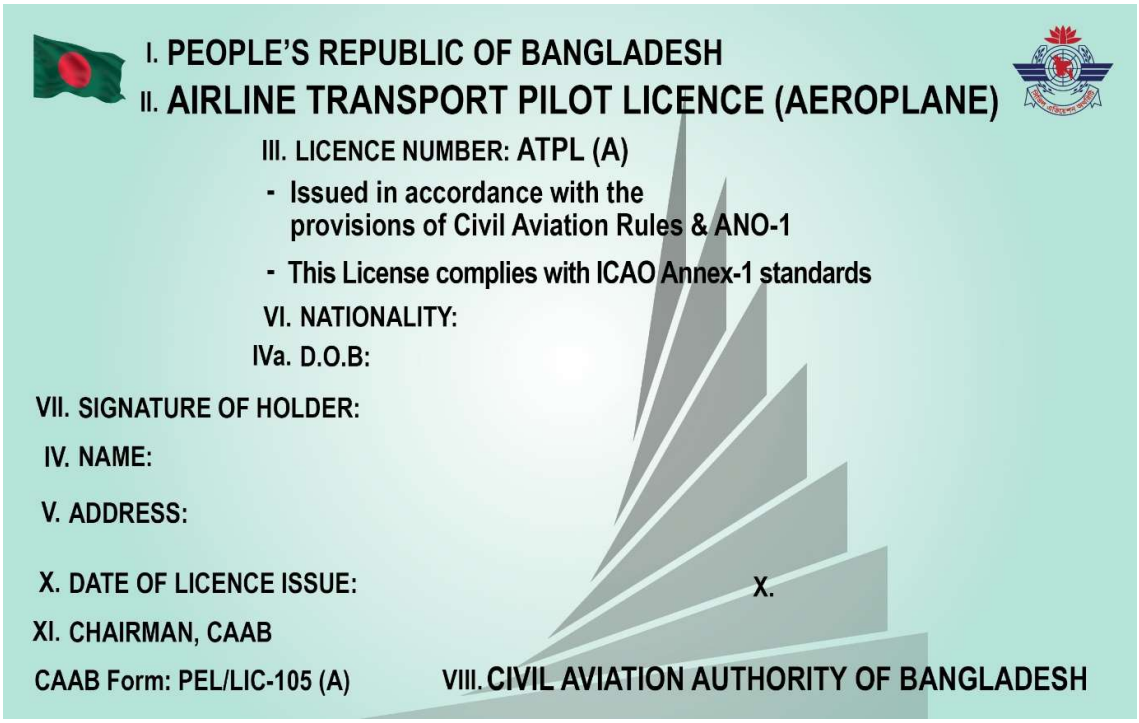


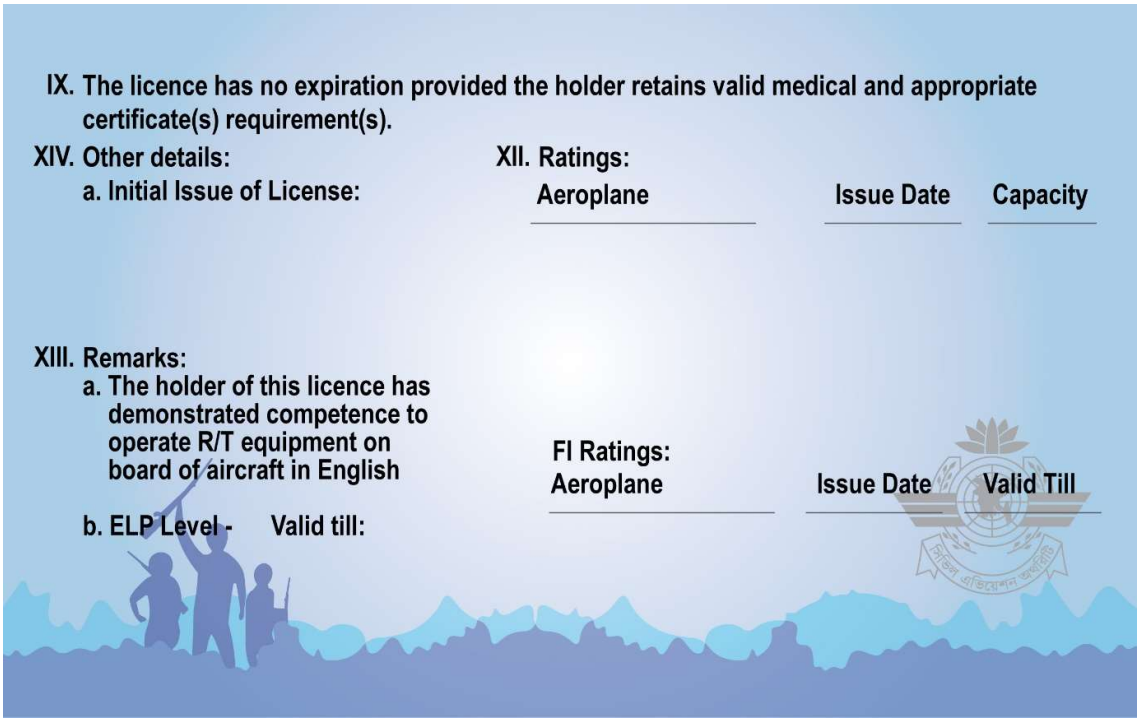
iv. Commercial Pilot Licence (Helicopter)



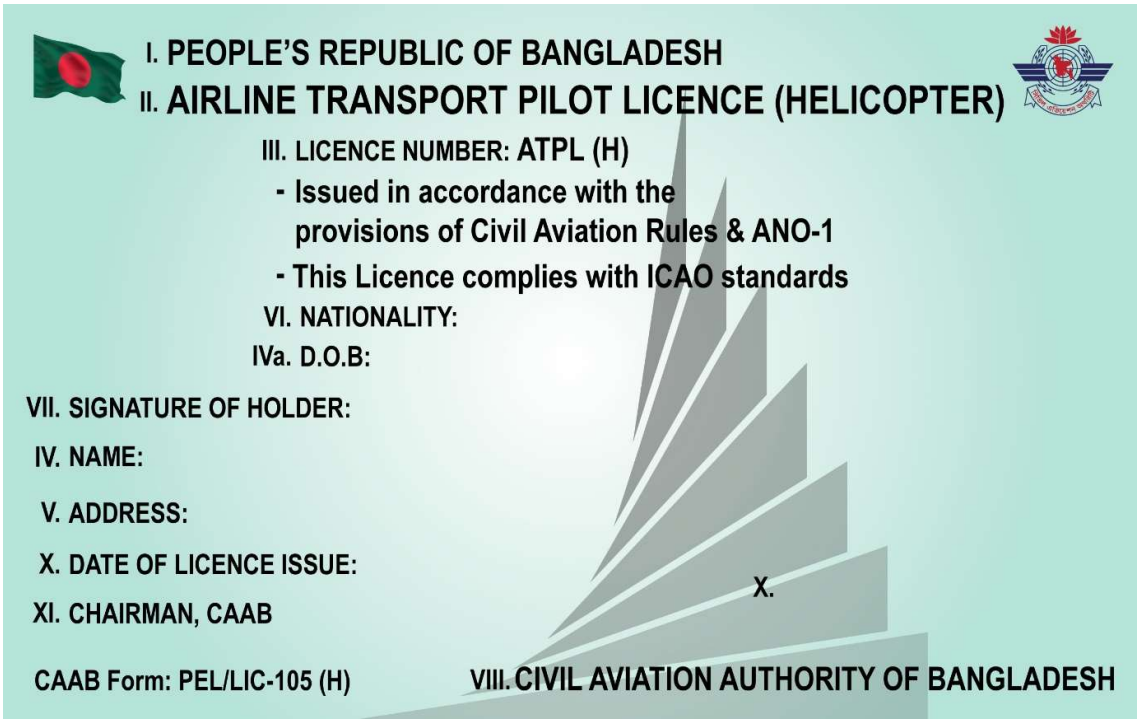


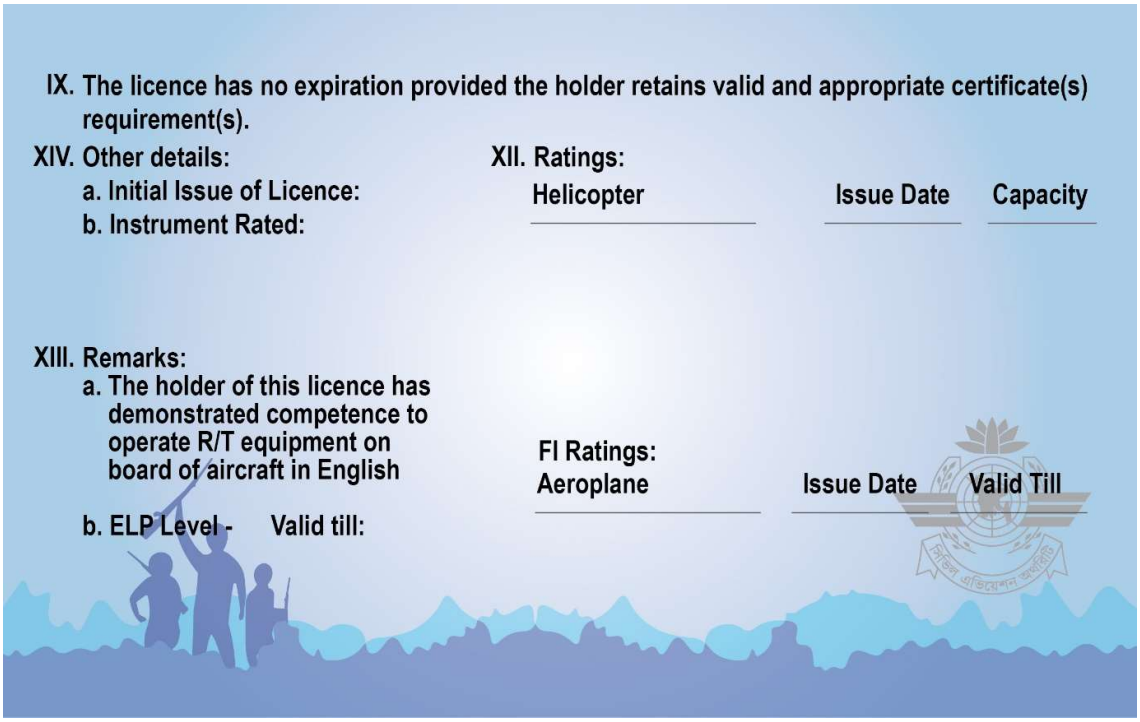
v. Air Transport Pilot Licence (Aeroplane)



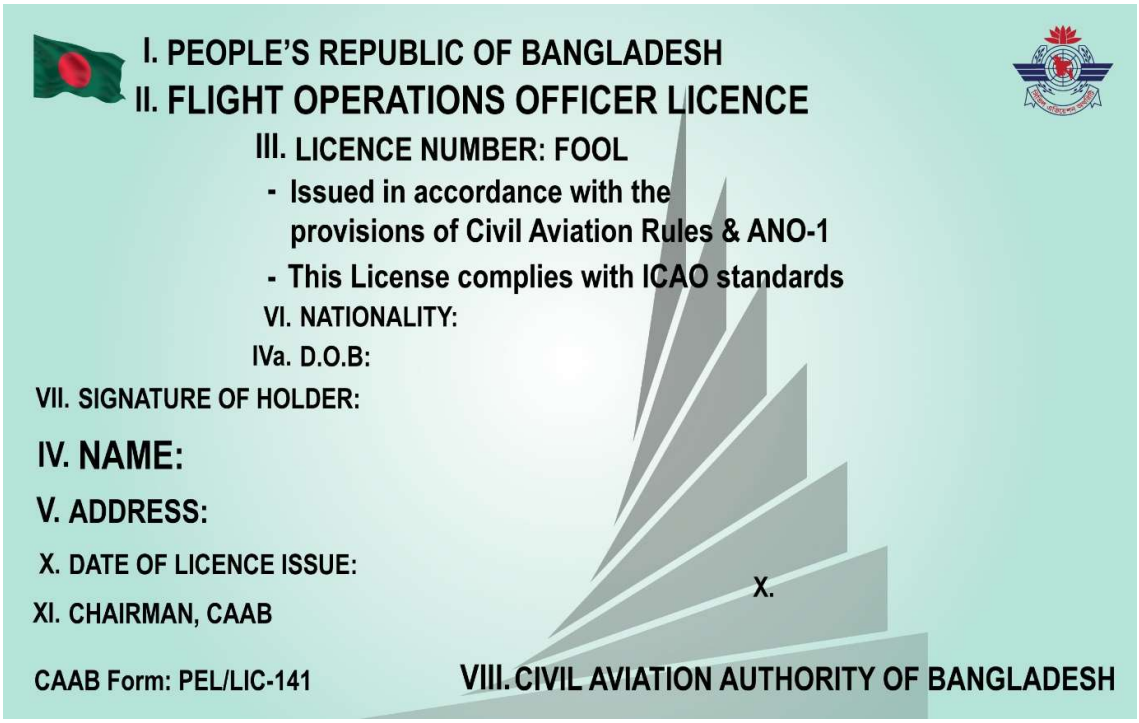


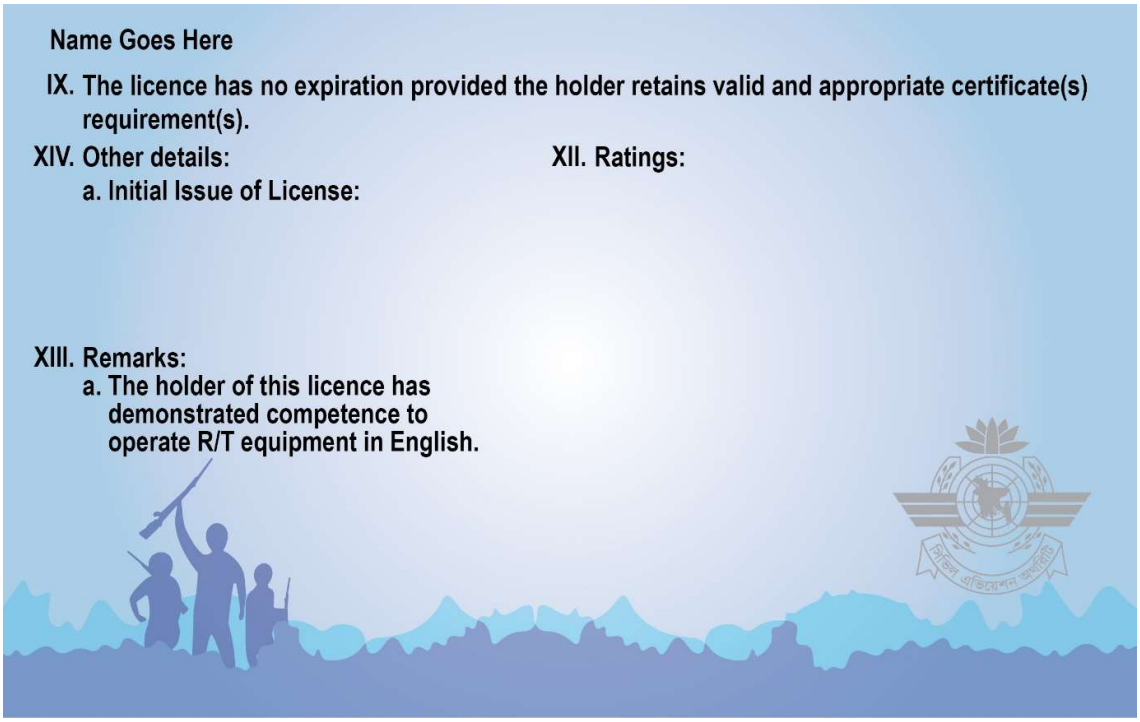
vi. Air Transport Pilot Licence (Helicopter)





vii. Flight Operations Officer Licence





IV. The list of forms is given below:

Group	NUMBERS	FORMS
101	PEL/LIC-101	RESERVED
102		**STUDENT PILOT LICENCE (SPL)**
	PEL/LIC-102 (A)	Student Pilot License (Aeroplane)
	PEL/LIC-102 (H)	Student Pilot License (Helicopter)
	PEL/LIC-102 (a)	Application for issue of student pilot license
	PEL/LIC-102 (b)	Application for renewal of student pilot license
103		**PRIVATE PILOT LICENCE**
	PEL/LIC-103 (A)	Private Pilot License (Aeroplane)
	PEL/LIC-103 (H)	Private Pilot License (Helicopter)
	PEL/LIC-103 (a)	Application for issuance of PPL
	PEL/LIC-103 (b)	Flying experience required for issuance of PPL
	PEL/LIC-103 (c)	Assessment form for PPL skill test (Aeroplane)
	PEL/LIC-103 (d)	Assessment form for PPL skill test (Helicopter)
104		**COMMERCIAL PILOT LICENCE**
	PEL/LIC-104 (A)	Commercial Pilot License (Aeroplane)
	PEL/LIC-104 (H)	Commercial Pilot License (Helicopter)
	PEL/LIC-104 (a)	Application for issuance of CPL
	PEL/LIC-104 (b)	Flying experience required for issuance of CPL (Aeroplane)
	PEL/LIC-104 (c)	Flying experience required for issue of CPL (Helicopter)
	PEL/LIC-104 (d)	Assessment form for CPL skill test (Aeroplane)
	PEL/LIC-104 (e)	Assessment form for CPL skill test (Helicopter)
105		**AIR TRANSPORT PILOT LICENCE**
	PEL/LIC-105 (A)	Air Transport Pilot License (Aeroplane)
	PEL/LIC-105 (H)	Air Transport Pilot License (Helicopter)
	PEL/LIC-105 (a)	Application for issuance of ATPL
	PEL/LIC-105 (b)	Flying experience required for issuance of ATPL (Aeroplane)
	PEL/LIC-105 (c)	Flying experience required for issuance of ATPL (Helicopter)
	PEL/LIC-105 (d)	Assessment form for ATPL skill test (Aeroplane)
	PEL/LIC-105 (e)	Assessment form for ATPL skill test (Helicopter)

106		**AIRCRAFT TYPE RATING**
	PEL/LIC-106 (a)	Application for endorsement of aircraft type rating
	PEL/LIC-106 (b)	Requirements for endorsement of aircraft type rating
	PEL/LIC-106 (c)	Oral Test report for flight test
	PEL/LIC-106 (d)	Assessment form for Route Check (Aeroplane)
107		**INSTRUMENT RATING (IR)**
	PEL/LIC-107 (a)	Application for issuance of IR
	PEL/LIC-107 (b)	Experience required for issue of IR
	PEL/LIC-107 (c)	Assessment for instrument rating (IR) Skill Test
	PEL/LIC-107 (d)	Re-establishment of IR
108		**FLIGHT INSTRUCTOR RATING (FIR)**
	PEL/LIC-108 (a)	Application for issuance of FIR
	PEL/LIC-108 (b)	Experience required for issuance of FIR
	PEL/LIC-108 (c)	Application for renewal of FIR
	PEL/LIC-108 (d)	Application for re-issue of FIR
	PEL/LIC-108 (e)	Assessment form for FI Rating Skill Test
109		**CONVERSION OF FOREIGN LICENCE: FLIGHT CREW**
	PEL/LIC-109 (a)	Application for issuance of NOC for conversion of foreign license (PPL/CPL/ATPL)
	PEL/LIC-109 (b)	NOC for Conversion of Foreign Licence (Flight Crew)
110		**LICENCE AUTHENTICATION FORM**
	PEL/LIC-110 (a)	License authentication form for flight crew
111		**APPLICATION FOR NON-EXPIRY LICENCE: FLIGHT CREW**
	PEL/LIC-111 (a)	Application for issuance of non-expiry type licence from expiry type licence for flight crew
	PEL/LIC-111 (b)	Pilot Proficiency Check Card
112		**FOREIGN LICENCE VALIDATION (CPL/ATPL)**
	PEL/LIC-112 (a)	Application for issuance of NOC for validation (flight crew) (by operator)
	PEL/LIC-112 (b)	Assessment for issuance of NOC for validation (flight crew) (by CAAB)
	PEL/LIC-112 (c)	Regarding no objection to issue work permit from BIDA (pilot)
	PEL/LIC-112 (d)	Formal application for issuance of validation (by Operator, after issuance of NOC)

112	PEL/LIC-112 (e)	Assessment for issuance of validation (by CAAB)
	PEL/LIC-112 (f)	Certificate of Validation
	PEL/LIC-112 (g)	Route training & competency record (by operator, after issuance of Validation Certificate)
	PEL/LIC-112 (h)	Application for extension of validation (by operator)
	PEL/LIC-112 (i)	Document check form for validation of pilots
113		**VALIDATION OF TRI/TRE/SFI/SFE OF FOREIGN ATOs**
	PEL/LIC-113 (a)	Application for issuance of validation (TRI/TRE/SFI/SFE(s)) (by operator)
	PEL/LIC-113 (b)	Simulator assessment record of foreign TRI/TRE/SFI/SFE
	PEL/LIC-113 (c)	Application for extension of validation (TRI/TRE/SFI/SFE) (by operator)
114		**BASE TRAINING & SYNTHETIC FLIGHT INSTRUCTOR**
	PEL/LIC-114 (a)	Application for issuance of Base Training Instructor (BTI) - Aeroplane
	PEL/LIC-114 (b)	Application for issuance of Synthetic Flight Instructor (SFI) - Aeroplane
	PEL/LIC-114 (c)	Application for issuance of Base Training Instructor (BTI) - Helicopter
	PEL/LIC-114 (d)	Application for issuance of Synthetic Flight Instructor (SFI) - Helicopter
115 to 117		RESERVED
118		**FOREIGN ATO**
	PEL/LIC-118 (a)	Application for approval of foreign ATO (by operator)
	PEL/LIC-118 (b)	Application for approval of foreign FSTD (by operator)
	PEL/LIC-118 (c)	Checklist for approval of foreign ATO (by CAAB)
	PEL/LIC-118 (d)	Checklist for approval of foreign FSTD (by CAAB)
119 to 140		RESERVED
141		**FLIGHT OPERATION OFFICER (FOO) LICENCE**
	PEL/LIC-141	Flight Operations Officer (FOO) License
	PEL/LIC-141 (a)	Application for issuance of FOO licence
	PEL/LIC-141 (b)	Experience required for issuance of FOOL
	PEL/LIC-141 (c)	Skill test assessment for FOO licence
	PEL/LIC-141 (d)	Flight Operations Officer Competency Card

142	PEL/LIC-142	**Application for issuance of non-expiry type license from expiry type license for flight operations officer**
143		**CONVERSION OF FOREIGN LICENCE: FOO**
	PEL/LIC-143 (a)	Application for issuance of NOC for conversion of foreign licence (FOOL)
	PEL/LIC-143 (b)	Licence authentication form for flight operations officer
	PEL/LIC-143 (c)	No Objection Certificate for Conversion of Foreign Licence (FOOL)
144 to 163		RESERVED
164		**GROUND SUBJECT INSTRUCTOR**
	PEL/LIC-164 (a)	Application for issuance of ground instructor approval (other than subjects on IR, Aircraft Type Rating and SEEP)
	PEL/LIC-164 (b)	Application for issuance of ground instructor approval (IR Subject)
	PEL/LIC-164 (c)	Application for issuance of ground instructor approval (subject on aircraft class/type rating & SEEP)
	PEL/LIC-164 (d)	Application for Renewal of ground instructor approval
	PEL/LIC-164 (e)	Re-establishment of ground instructor approval
	PEL/LIC-164 (f)	Ground Instructor Evaluation Form
	PEL/LIC-164 (g)	Ground instructor approval certificate

V. The Specification of forms are listed below:

CAAB Form: PEL/LIC-102 (a)

APPLICATION FOR ISSUE OF STUDENT PILOT LICENCE (SPL)

S/N	References ANO 1	ITEM	Applicant's Response	ATO USE
1	2.2 & 5.1.1.2 (II)	Application for	□ Aeroplane □ Helicopter	□ Accepted □ Not Accepted
2	5.1.1.2 (IV)	Name of the applicant		□ Accepted □ Not Accepted
3	5.1.1.2 (V)	Date of Birth (dd/mm/yyyy)		□ Accepted □ Not Accepted
4	2.2.2	Age, as on application date (yy/mm/dd): Minimum 16 years		□ Accepted □ Not Accepted
5	5.1.1.2 (VII)	□ NID or □ Birth Certificate	□ YES □ NO	□ Accepted □ Not Accepted
6		Blood Group		□ Accepted □ Not Accepted
7	5.1.1.2 (VI)	Permanent Address		□ Accepted □ Not Accepted
8	5.1.1.2 (VI)	Mailing Address		□ Accepted □ Not Accepted
9		Name of the ATO		□ Accepted □ Not Accepted
10		Date of Admission		□ Accepted □ Not Accepted
11	2.2.3	Medical Assessment	□ Class-I □ Class-II	□ Accepted □ Not Accepted
12	2.2.5.1	Academic Qualification (Copy Attached)	□ Yes □ No	□ Accepted □ Not Accepted
13		Request Letter		□ Accepted □ Not Accepted
14		Others (If any)		

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

Applicant's Name,
Signature & with date

ATO USE

□ **Recommended** for issue of SPL □ **NOT** recommended for issue of SPL (reason): --- Head of Training / Chief Flying Instructor Signature & Seal	□ **Approved** for issue of SPL □ **NOT** approved for issue of SPL (reason): --- Accountable Manager Signature & Seal
Issued SPL Number:	

APPLICATION FOR RENEWAL OF STUDENT PILOT LICENCE (SPL)

S/N	References ANO 1	ITEM	Applicant's Response	CAAB USE
1	2.2 & 5.1.1.2 (II)	Application for	□ Aeroplane □ Helicopter	□ Accepted □ Not Accepted
2	5.1.1.2 (IV)	Name of the applicant		□ Accepted □ Not Accepted
3		SPL Number		
4	5.1.1.2 (V)	Date of Birth (dd/mm/yyyy)		□ Accepted □ Not Accepted
5	2.2.2	Age, as on application date (yy/mm/dd): Minimum 16 years		□ Accepted □ Not Accepted
6	5.1.1.2 (VII)	□ NID or □ Birth Certificate	□ YES □ NO	□ Accepted □ Not Accepted
8	5.1.1.2 (VI)	Permanent Address		□ Accepted □ Not Accepted
9	5.1.1.2 (VI)	Mailing Address		□ Accepted □ Not Accepted
10		Name of the ATO		□ Accepted □ Not Accepted
11		Date of Admission		□ Accepted □ Not Accepted
12		Flight Training Hours with type		□ Accepted □ Not Accepted
13		Last Flown Date with ac type		□ Accepted □ Not Accepted
14	2.2.3	Medical Assessment	□ Class-I □ Class-II	□ Accepted □ Not Accepted
15		Request Letter		□ Accepted □ Not Accepted
16		Others (If any)		

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

Applicant's Name,
Signature & with date

ATO Use

□ **Recommended** for renewal of SPL □ **NOT** recommended for renewal of SPL (reason):	□ **Approved** for renewal of SPL □ **NOT** approved for renewal of SPL (reason):
--- Head of Training / Chief Flying Instructor Signature & Seal	--- Accountable Manager Signature & Seal

CAAB Form: PEL/LIC-103 (a)

APPLICATION FOR ISSUANCE OF PRIVATE PILOT LICENCE (PPL)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.3 & 5.2.1 (II)	Application for PPL (aircraft category)	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.1.3.1/2.1.3.2	Aircraft Class/type Rating:	□ Single engine, Land □ Multi engine, Land □ Type Rating		□ Accepted □ Not Accepted
3	2.1.3.3	Aircraft Make/Model			□ Accepted □ Not Accepted
4		Fee (PPL + Type Rating)	Amount: □ Chalan Attached		□ Accepted □ Not Accepted
5	5.2.1 (IV)	Name of the applicant			□ Accepted □ Not Accepted
6	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
7	2.3.1.1	Age, as of application date (yy/mm/dd): Min 17 Years			□ Accepted □ Not Accepted
8	5.2.1 (VII)	Place of Birth			□ Accepted □ Not Accepted
9	5.2.1 (VII)	□ NID or □ Passport or □ Birth Registration	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	5.2.1 (VI)	Permanent Address			□ Accepted □ Not Accepted
11	5.2.1 (VI)	Mailing Address			□ Accepted □ Not Accepted
12	2.3.1.4	Medical Assessment	□ Class-I □ Class-II		□ Accepted □ Not Accepted
13	1.2.9	AELP Test Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	2.3.1.2.1	Academic Qualification	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15	2.3.3.1.1 or 2.4.3.1.1	Approved Training Course completion certificate by ATO	Attached: □ Yes □ No □ Not Applicable		□ Accepted □ Not Accepted
16	2.3.1.2 or 1.2, (d)	Knowledge Test Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
17	2.3.3 or 2.3.4	Hrs Breakdown (PEL/LIC-103(b))	Attached: □ Yes □ No		□ Accepted □ Not Accepted
18	2.3.3 / 2.3.4	Flying Log Book (relevant pages)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
19	2.3.3.1.2 or 2.3.4.1.2	Cross Country Certificate	Attached: □ Yes □ No		□ Accepted □ Not Accepted
20	2.3.1.3	Flight Test Report a. Flight Test b. Cross Country Test	Attached: a. □ Yes □ No b. □ Yes □ No		□ Accepted □ Not Accepted
21		Request Letter	Submitted □ Yes □ No		□ Accepted □ Not Accepted
22		Others (If any)			

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of PPL (Category): ☐ Aeroplane ☐ Helicopter

☐ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

☐ NOT recommended for issue of PPL (reason):

_____
Inspector's Name, Signature & Seal

FLYING EXPERIENCE REQUIRED FOR ISSUANCE OF PPL

Name of applicant:	
License No.	
Name of the Operator:	

S/N	Item	REFERENCE ANO-1	CAAB Requirement	Applicant's Experience	CAAB USE
1	**Total Flying Hrs** a. (i) Approved Syllabus hrs or (ii) non-approved hrs: b. Simulator (if applicable) c. Military flying hrs (if applicable): Chapter 1, 1.2, (d)	2.3.3.1.1	a. (i) 35 Hrs or (ii) 40 Hrs b. 05 hrs (Max) c. 50 Hrs	a. (i) (ii) b. c.	□ Accepted □ Not Accepted
2	PIC/Solo Hrs	2.3.3.1.2 / 2.3.4.1.2	10 Hrs		□ Accepted □ Not Accepted
3	Navigation Solo X-Country	2.3.3.1.2 / 2.3.4.1.2	5 hrs		□ Accepted □ Not Accepted
4	Navigation X-Country (as applicable)	2.3.3.1.2 / 2.3.4.1.2	□ Aeroplane150 NM □ Helicopter 100 NM (Landing at 02 different airfields/points)		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ Experience **Accepted** for issue of PPL (Category): ☐ Aeroplane ☐ Helicopter

□ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

□ Experience **NOT Accepted** for issue of PPL (Aeroplane), (reason):

_____
Inspector's Name, Signature & Seal

ASSESSMENT FORM FOR PPL SKILL TEST (Aeroplane)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant fulfils the requirements for the Skill Test being performed as per ANO 1, Chapter 2, A, 2.3.1.3. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the skill Test.		
Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	Section 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

SECTION 1: Knowledge of Regulations, Manuals and Procedures		**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/FCOM/POH (as applicable)		
c	CAAB License Requirements and Procedures		

SECTION 2: Knowledge of Aircraft Systems and Performance		**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes etc Systems (as applicable)		
b	Engines, Propellers, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □						Signature of the Examiner:			

SECTION 1: PRE-FLIGHT OPERATIONS AND DEPARTURE		Passed	Failed
a	Pre-flight documentation, NOTAM and weather brief		
b	Mass and balance and performance calculation		
c	Aeroplane inspection and servicing		
d	Engine starting and after starting procedures		
e	Taxiing and aerodrome procedures, pre-take-off procedures		
f	Take-off and after take-off checks		
g	Aerodrome departure procedures		
h	ATC liaison – compliance R/T procedures		

SECTION 2: GENERAL AIRWORK		Passed	Failed
a	ATC liaison – compliance R/T procedures		
b	Straight and level flight, with speed changes		
c	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off		
d	Medium (30° bank) turns		
e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)		
f	Flight at critically low airspeed with and without flaps		
g	Stalling and recovery (Clean, landing configuration and turnings)		
h	Descending: i. With and without power ii. Descending turns iii. Levelling off		

SECTION 3: EN-ROUTE/CROSS-COUNTRY PROCEDURES		Passed	Failed
a	Flight plan, dead reckoning and map reading		
b	Maintenance of altitude, heading and speed		
c	Orientation, timing and revision of ETAs, log keeping		
d	Diversion to alternate aerodrome (planning and implementation)		
e	Use of radio navigation aids		
f	Flight management (checks, fuel and carburettor ice, etc.)		
g	ATC compliance and R/T procedures		

SECTION 4: APPROACH AND LANDING PROCEDURES		Passed	Failed
a	Aerodrome arrival procedures		
b	Landing, Precision landing (short field landing); cross wind, if suitable conditions		
c	Flapless landing		
d	Approach to landing with idle power (single engine only)		
e	Touch and go		
f	Go-around from low height		
g	ATC liaison – compliance R/T procedures		
h	Actions after flight		

SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)		Passed	Failed
a	Simulated engine failure (at a safe altitude) (single engine only)		
b	Simulated forced landing (single engine only)		
c	Simulated precautionary landing (single engine only)		
d	Simulated emergencies		
e	Oral questions (during pre/in/post flight)		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Date and Signature of the Applicant:	Date and Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits shall apply, corrected to make allowance for turbulent conditions, full/partial panel and the handling qualities and performance of the aeroplane used.

Height:	a. normal flight ± 100 feet	b. with simulated engine failure ± 150 feet
Heading:	a. normal flight ± 10°	b. with simulated engine failure ± 15°Speed
Speeds:	a. take-off and approach ± 5 knots	b. all other flight regimes ± 10 knots

Tracking on radio aids ± 5°

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

CAAB Form: PEL/LIC-103 (d)

ASSESSMENT FORM FOR PPL SKILL TEST (Helicopter)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Date and Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant fulfils the requirements for the skill Test being performed as per ANO 1, Chapter 2, A, 2.3.1.3. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the skill Test.		
Date and Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	Section 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/RFM/POH (as applicable)		
c	CAAB License Requirements and Procedures		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes etc Systems (as applicable)		
b	Engines, Rotors, Air conditioning & Pressurization, Ice/Rain/Fire protection		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □						Signature of the Examiner:			

SECTION 1: Pre-Flight Operations and Checks		Passed	Failed
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather		
b	Pre-flight inspection/action, location of parts and purpose		
c	Cockpit inspection		
d	Starting procedures, radio and navigation equipment checks, selection and setting of navigation and communication frequencies		
e	Taxiing/ air taxiing in compliance with air traffic control instructions or with instructions of an instructor		
f	Pre-take-off procedure, ATC liaison-compliance, R/T procedure		

SECTION 2: Flight Manoeuvres and Procedures		Passed	Failed
a	Take-offs (various profiles)		
b	Sloping ground or crosswind take-off and landing		
c	Take-off at maximum take-off mass (actual or simulated max take-off mass)		
d	Climbing and descending turns to specified headings		
e	Turns with 30 bank, 180 to 360 left and right, by sole reference to instruments		
f	Autorotative descent		
g	Autorotative landing (SEH only)		
h	Landings (various profiles)		
i	Go-around or landing following simulated engine failure before LDP or DPBL (MEH only)		
k	Restricted site operations & quick stop		
l	ATC liaison – Compliance, R/T procedures		

SECTION 3: En-route/Cross-country Procedures		Passed	Failed
a	Flight plan, dead reckoning and map reading		
b	Maintenance of altitude, heading and speed		
c	Orientation, timing and revision of ETAs, log keeping		
d	Diversion to alternate aerodrome/destination (planning and implementation)		
e	Use of radio navigation aids		
f	Flight management (checks, fuel and engine parameters, etc.)		
g	ATC compliance and R/T procedures		

	SECTION 4: Normal and Abnormal Operations (a **mandatory minimum of 3 items** shall be selected from this section)	Passed	Failed
a	Engine		
b	Air conditioning (heating, ventilation)		
c	Pitot / Static system		
d	Fuel system		
e	Electrical system		
f	Hydraulic system		
g	Flight control and Trim system		
h	Anti-icing and de-icing system		
i	Autopilot / Flight director		
j	Stability augmentation devices		
k	Weather radar, radio altimeter, transponder		
l	Area Navigation System		
m	Landing gear system		
n	Auxiliary power unit		
o	Radio, navigation equipment, instrument flight management system		

	SECTION 5: Abnormal and Emergency (a **mandatory minimum of 3 items** shall be selected from this section)	Passed	Failed
a	Fire drills (including evacuation if applicable)		
b	Smoke control and removal		
c	Engine failures, shutdown and restart at a safe height		
d	Fuel dumping (simulated)		
e	Tail rotor control failure (if applicable)		
f	Tail rotor loss (if applicable)		
g	Incapacitation of crew member – MPH only		
h	Transmission malfunctions		
i	Other emergencies procedures as outlined in the appropriate Aircraft Flight Manual (AFM)		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Date and Signature of the Applicant:	Date and Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of helicopter used:

Profile	**PPL Skill Test**
Altitude	
Normal Flight	± 150 ft
With simulated major emergency	± 200 ft
Hovering IGE	± 2 ft
Tracking	
At all times when using a single-needle display	± 10°
At all times when using a deviation bar display	Full Scale Deflection
Heading	
Normal flight	± 10°
With simulated major emergency	± 15°
Speed	
Take-off and approach	+ 15 / - 10 kt
All other flight regimes	± 15 kt
Ground drift	
TO hover IGE	± 3 kt
Landing	No sideways or backwards movement

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

APPLICATION FOR ISSUANCE OF COMMERCIAL PILOT LICENCE (CPL)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.4 & 5.2.1 (II)	Application for CPL (aircraft category)	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.1.3.1/2.1.3.2	Aircraft Class/type Rating:	□ Single engine, Land □ Multi engine, Land □ Type Rating		□ Accepted □ Not Accepted
3	2.1.3.3	Aircraft Make/Model			□ Accepted □ Not Accepted
4	2.1.3.3/2.1.3.2	Crew capacity	□ P1 □ P2		□ Accepted □ Not Accepted
5		Fee (CPL + Type Rating)	Amount: □ Chalan Attached		□ Accepted □ Not Accepted
6	5.2.1 (IV)	Name of the applicant			□ Accepted □ Not Accepted
7	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
8	2.4.1.1	Age, as of application date (yy/mm/dd): Min 18 Years			□ Accepted □ Not Accepted
9	5.2.1 (VII)	Place of Birth			□ Accepted □ Not Accepted
10	5.2.1 (VII)	□ NID or □ Birth Registration	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	5.2.1 (VI)	Permanent Address			□ Accepted □ Not Accepted
12	5.2.1 (VI)	Mailing Address			□ Accepted □ Not Accepted
13	2.4.1.4	Medical Assessment (Class-I)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	1.2.9	AELP Test Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15	2.4.1.2.1	Academic Qualification	Attached: □ Yes □ No		□ Accepted □ Not Accepted
16	2.4.3.1.1 or 2.4.4.1.1	Approved Training Course completion certificate by ATO	Attached: □ Yes □ No □ Not Applicable		□ Accepted □ Not Accepted
17	2.4.1.2 /1.2, (d)	Knowledge Test Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
18	2.4.3 or 2.4.4	Hours (PEL/LIC-104 (b) / (c) & 106 (b) if applicable))	Attached: □ Yes □ No		□ Accepted □ Not Accepted
19	2.4.3 / 2.4.4	Log Book (relevant pages)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
20	2.4.3.1.1.1 (b)/ 2.4.4.1.1.1 (b)	Cross Country Certificate	Attached: □ Yes □ No		□ Accepted □ Not Accepted
21	2.4.1.3 & 2.1.6	Flight Test (as applicable) a. **In Simulator** i. Skill Test ii. ZFTT b. **In Aircraft** i. Skill Test ii. Base Check	(Attached) a. **In Simulator** i. □ Yes □ No ii. □ Yes □ No b. **In Aircraft** i □ Yes □ No ii. □ Yes □ No		□ Accepted □ Not Accepted
22		Request Letter	Submitted □ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of CPL (Category): ☐ Aeroplane ☐ Helicopter

☐ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

☐ **NOT** recommended for issue of CPL (reason):

_____
Inspector's Name, Signature & Seal

FLYING EXPERIENCE REQUIRED FOR ISSUANCE OF CPL (Aeroplane)

Name of the applicant:	
License no.	
Crew capacity	□ P1 □ P2
Name of the Operator:	

S/N	Item	REFERENCES ANO-1	CAAB Requirement	Applicant's Experience	CAAB USE
1	**Total Flying Hrs** a. Approved training: b. Not Approved training: c. Military Conversion: d. Sim Hrs (if applicable)	2.4.3.1.1/1.2.(d)	a. 150 Hrs b. 200 Hrs c. 200 Hrs d. 20 Hrs Max	a. b. c. d.	□ Accepted □ Not Accepted
2	PIC/SOLO Hrs a. Approved training: b. Not Approved training:	2.4.3.1.1.1 (a)	a. 70 Hrs b. 100 Hrs	a. b.	□ Accepted □ Not Accepted
3	Navigation Cross Country (PIC)	2.4.3.1.1.1 (b)	a. 20 Hrs b. 300 NM (Landing at 02 different airfields)	a. b.	□ Accepted □ Not Accepted
4	Instrument hours (aircraft + Simulator): a. Instrument (aircraft) b. Simulator (if applicable)	2.4.3.1.1.1 (c)	10 Hrs a. 10 Hrs b. Max 5 hrs	a. b.	□ Accepted □ Not Accepted
5	If privileges are to be exercised at night: a. Night Flight Hrs as PIC b. Night Landings as PIC	2.4.3.1.1.1 (d)	a. 5 Hrs b. 5 T/Offs & 5 landings	a. b.	□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ Experience **Accepted** for issue of CPL (Category): ☐ Aeroplane

□ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

□ Experience **NOT Accepted** for issue of CPL (reason):

_____
Inspector's Name, Signature & Seal

FLYING EXPERIENCE REQUIRED FOR ISSUE OF CPL (Helicopter)

Name of applicant:	
Licence No.	
Crew capacity	□ P1 □ P2
Name of the Operator:	

S/N	Item	ANO-1	CAAB Requirement	Applicant's Experience	CAAB USE
1	**Total Flying Hrs** a. Approved training: b. Not Approved training: c. Military Conversion hrs: d. Sim Hr (if applicable)	2.4.4.1.1 / Annexure-3 & 6.6	a. 100 Hrs b. 150 Hrs c. 200 Hrs d. Max 10 Hrs	a. b. c. d.	□ Accepted □ Not Accepted
2	PIC/Solo Hrs in Helicopter	2.4.4.1.1.1 (a)	35 Hrs		□ Accepted □ Not Accepted
3	Navigation X-Country PIC	2.4.4.1.1.1 (b)	10 Hrs (Ldg at 02 different points)		□ Accepted □ Not Accepted
4	Instrument hours (aircraft + Simulator): a. Instrument (helicopter) b. Simulator (if applicable)	2.4.4.1.1.1 (c)	Total: 10 Hrs a. 10 Hrs b. Max 5 hrs	a. b.	□ Accepted □ Not Accepted
5	If privileges are to be exercised at night: a. Night Flight Hrs as PIC b. Night Landings as PIC	2.4.4.1.1.1 (d)	a. 5 Hrs b. 5 T/Offs & 5 ldgs	a. b.	□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

Applicant's Name,
Signature with date & Seal

(for CAAB use)

□ Experience Accepted for issue of CPL (Category): ☐ Helicopter

□ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

□ Experience NOT Accepted for issue of CPL (reason):

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-104 (d)

ASSESSMENT FORM FOR CPL SKILL TEST (Aeroplane)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Date and Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant has passed the required training and that the applicant fulfils the requirements for the Skill Test being performed as per ANO 1, Chapter 2, A, 2.4.1.3. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the Skill Test.		
Date and Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	Section 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/FCOM/POH (as applicable)		
c	CAAB License Requirements and Procedures		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes Systems etc		
b	Engines, Propellers, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5		Section 6	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □							Signature of the Examiner:				

SECTION 1: PRE-FLIGHT OPERATIONS AND DEPARTURE		Passed	Failed
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS		
b	Aeroplane inspection and servicing		
c	Taxiing and take-off		
d	Performance considerations and trim		
e	Aerodrome and traffic pattern operations		
f	Departure procedures, altimeter setting, collision avoidance (lookout)		
g	ATC liaison – compliance, R/T procedures		

SECTION 2: GENERAL AIRWORK		Passed	Failed
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, look out		
b	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls		
c	Turns including steep turns		
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives		
e	Flight by reference solely to instruments, including: i. Level flight, cruise configuration, control of heading, altitude and airspeed ii. Climbing and descending turns with 10° - 30° bank iii. Recoveries from unusual attitudes iv. Limited panel instruments		
f	ATC liaison – compliance, R/T procedures		

SECTION 3: EN-ROUTE / CROSS-COUNTRYT PROCEDURES		Passed	Failed
a	Control of the aeroplane by external visual reference, including cruise configuration, Range/Endurance considerations		
b	Orientation, map reading		
c	Altitude, speed, heading control, lookout, Altimeter setting,		
d	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
e	Observation of weather conditions, assessment of trends, diversion planning		
f	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight)		
g	ATC liaison – compliance, R/T procedures		

SECTION 4: APPROACH AND LANDING PROCEDURES		Passed	Failed
a	Arrival procedures, altimeter setting, checks, look out		
b	ATC liaison: compliance, R/T procedures		
c	Go-around action from low height		
d	Normal landing, crosswind landing (if suitable conditions), short field landing		
e	Approach and landing with idle power (single engine only)		
f	Landing without use of flaps		
g	Post flight actions		

	SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)	Passed	Failed
a	Simulated engine failure after take-off (at a safe altitude), fire drill		
b	Equipment malfunctions, including electrical and brake failure		
c	Forced landing (simulated)		
d	ATC liaison: compliance, R/T procedures		
e	Oral questions (during pre/in/post flight)		

	SECTION 6: MULTI ENGINE AND RELEVANT CLASS/TYPE ITEMS (This section may be combined with sections 1 through 5)	Passed	Failed
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a FSTD		
b	Asymmetric approach and go-around		
c	Asymmetric approach and full stop landing		
d	Engine shutdown and restart		
e	ATC liaison – compliance, R/T procedures, Airmanship		
f	As determined by the Examiner – any relevant items of the class/type rating skill test to include, if applicable: i. Aeroplane systems including handling of autopilot ii. Operation of pressurization system iii. Use of de-icing and icing system		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Date and Signature of the Applicant:	Date and Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits shall apply, corrected to make allowance for turbulent conditions, full/partial panel and the handling qualities and performance of the aeroplane used.

Height: a. normal flight ± 100 feet b. with simulated engine failure ± 150 feet
Heading: a. normal flight ± 10° b. with simulated engine failure ± 15°Speed
Speeds: a. take-off and approach ± 5 knots b. all other flight regimes ± 10 knots
Tracking on radio aids ± 5°

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sectionsthat have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate bythe Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

ASSESSMENT FORM FOR CPL SKILL TEST (Helicopter)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant fulfils the requirements for the Skill Test being performed as per ANO 1, Chapter 2, A, 2.4.1.3. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the Skill Test.		
Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	Section 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/RFM/POH (as applicable)		
c	CAAB License Requirements and Procedures		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes etc Systems (as applicable)		
b	Engines, Rotors, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □						Signature of the Examiner:			

	SECTION 1: Pre-Flight Operations and Checks	**Passed**	**Failed**

a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather		
b	Pre-flight inspection/action, location of parts and purpose		
c	Cockpit inspection		
d	Starting procedures, radio and navigation equipment checks, selection and setting of navigation and communication frequencies		
e	Taxiing/ air taxiing in compliance with air traffic control instructions or with instructions of an instructor		
f	Pre-take-off procedure, ATC liaison-compliance, R/T procedure		

SECTION 2: Flight Manoeuvres and Procedures		**Passed**	**Failed**
a	Take-offs (various profiles)		
b	Sloping ground or crosswind take-off and landing		
c	Take-off at max take-off mass (actual or simulated maximum take-off mass)		
d	Take-off with simulated engine failure shortly before reaching TDP or DPATO (MEH only)		
e	Take-off with simulated engine failure shortly after reaching TDP or DPATO (MEH only)		
f	Take-off with sim engine failure shortly before reaching EFATO (SEH)		
g	Take-off with sim engine failure shortly after reaching EFATO (SEH)		
h	Climbing and descending turns to specified headings		
i	Turns with 30 bank, 180 to 360 left and right, by sole reference to instruments		
j	Autorotative descent		
k	Autorotative landing (SEH only) or power recovery (MEH only)		
l	Landings (various profiles)		
m	Go-around or landing following simulated engine failure before LDP or DPBL (MEH only)		
n	Landing following simulated engine failure after LDP or DPBL (MEH only)		
o	ATC liaison – Compliance, R/T procedures		

SECTION 3: En-route/Cross-country Procedures		**Passed**	**Failed**
a	Control of the aeroplane by external visual reference, including cruise configuration, Range/Endurance considerations		
b	Orientation, map reading		
c	Altitude, speed, heading control, lookout, Altimeter setting,		
d	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
e	Observation of weather conditions, assessment of trends, diversion planning		
f	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight)		
g	ATC liaison – compliance, R/T procedures		

SECTION 4: Normal and Abnormal Operations (a **mandatory minimum of 3 items** shall be selected from this section)		**Passed**	**Failed**
a	Engine		

b	Air conditioning (heating, ventilation)		
c	Pitot / Static system		
d	Fuel system		
e	Electrical system		
f	Hydraulic system		
g	Flight control and Trim system		
h	Anti-icing and de-icing system		
i	Autopilot / Flight director		
j	Stability augmentation devices		
k	Weather radar, radio altimeter, transponder		
l	Area Navigation System		
m	Landing gear system		
n	Auxiliary power unit		
o	Radio, navigation equipment, instrument flight management system		

	SECTION 5: Abnormal and Emergency (a **mandatory minimum of 3 items** shall be selected from this section)	**Passed**	**Failed**
a	Fire drills (including evacuation if applicable)		
b	Smoke control and removal		
c	Engine failures, shutdown and restart at a safe height		
d	Fuel dumping (simulated)		
e	Tail rotor control failure (if applicable)		
f	Tail rotor loss (if applicable)		
g	Incapacitation of crew member – MPH only		
h	Transmission malfunctions		
i	Other emergencies procedures as outlined in the appropriate Aircraft Flight Manual (AFM)		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Signature of the Applicant:	Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of helicopter used:

Profile	**CPL Skill Test**
Altitude	
Normal Flight	± 100 ft
With simulated major emergency	± 150 ft
Hovering IGE	± 2 ft
Limited or partial panel	± 200 ft
Tracking	
At all times when using a single-needle display	± 10°
At all times when using a deviation bar display	Full Scale Deflection
Heading	
Normal flight	± 10°
With simulated major emergency	± 15°
Limited or partial panel	+ 15°
Speed	
Take-off and approach multi-engine	± 5 kt
All other flight regimes	± 10 kt
Ground drift	
TO hover IGE	± 3 kt
Landing	No sideways or backwards movement

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

CAAB Form: PEL/LIC-105 (a)

APPLICATION FOR ISSUANCE OF AIRLINE TRANSPORT PILOT LICENCE (ATPL)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.6 & 5.2.1 (II)	Application for ATPL (aircraft category)	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.1.3.1/2.1.3.2	Aircraft Class/type Rating:	□ Single engine, Land □ Multi engine, Land □ Type Rating		□ Accepted □ Not Accepted
3	2.1.3.3	Aircraft Make/Model			□ Accepted □ Not Accepted
4	2.1.3.3/2.13.2	Crew Capacity	□ P1 □ P2		□ Accepted □ Not Accepted
5		Fee (ATPL + Type Rating)	Amount: □ Chalan Attached		□ Accepted □ Not Accepted
6	5.2.1 (IV)	Name of the applicant			□ Accepted □ Not Accepted
7	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
8	2.6.1.1	Age, as of application date (yy/mm/dd): Min 21 Years			□ Accepted □ Not Accepted
9	5.2.1 (VII)	Place of Birth			□ Accepted □ Not Accepted
10	5.2.1 (VII)	NID/ Birth Registration	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	5.2.1 (VI)	Permanent Address			□ Accepted □ Not Accepted
12	5.2.1 (VI)	Mailing Address			□ Accepted □ Not Accepted
13	2.6.1.4	Medical Assessment (Class-I)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	1.2.9	AELP Test Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15	2.6.1.2.1	Academic Qualification	Attached: □ Yes □ No		□ Accepted □ Not Accepted
16	2.6.1.2, 2.7.1.1 & 1.2, (d)	Knowledge Test Result (2.7.1.1 for Aeroplane)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
17	2.6.3 / 2.6.4, 2.1.6	Hours Breakdown (PEL/LIC-105 (b) / (c) & 106 (b))	Attached: □ Yes □ No		□ Accepted □ Not Accepted
18	2.6.3 / 2.6.4	Log Book (relevant pages)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
19	2.6.1.3 & 2.1.6	Flight Test (as applicable) a. **In Simulator** i. Skill Test ii. ZFTT b. **In Aircraft** i. Skill Test ii. Base Check	(Attached) a. **In Simulator** i. □ Yes □ No ii. □ Yes □ No b. **In Aircraft** i □ Yes □ No ii □ Yes □ No		□ Accepted □ Not Accepted
20		Request letter	Submitted: □ Yes □ No		□ Accepted □ Not Accepted
21		Others (If any)			

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of ATPL (Category): ☐ Aeroplane ☐ Helicopter

☐ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

☐ **NOT** recommended for issue of ATPL (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-105 (b)

FLYING EXPERIENCE REQUIRED FOR ISSUANCE OF ATPL (Aeroplane)

Name of applicant:	
License No.	
Name of the Operator:	

S/N	Item	References ANO-1	CAAB Requirement	Applicant's Experience	CAAB Use
1	Flying Hrs Experience	2.6.3.1.1	Total: 1500 Hrs (Credit allowed: FSTD: 100 hrs but not more than 25 hrs in procedure trainer or a basic instrument flight trainer)	Total: i. FSTD: ii. Procedure/Flight trainer:	□ Accepted □ Not Accepted
2(a)	PIC Hrs (Other than based on Military Experience)	2.6.3.1.1.1 (a)	i. 500 Hrs PIC (U/S) or ii. 250 hrs PIC or iii. Not less than 70 hrs PIC and the necessary additional flight time as PIC (U/S) to make up to 250 hrs	a. b. c. i. P1: ii. P1 (U/S):	□ Accepted □ Not Accepted
2(b)	PIC Hrs (for Military Experienced direct issue, if applicable)	Annexure-3 Para-4.6.1	750 Hrs PIC (P1)		□ Accepted □ Not Accepted
3	Navigation X-Country	2.6.3.1.1.1 (b)	200 of which not less than 100 hours shall be PIC / PIC (U/S)		□ Accepted □ Not Accepted
4	Instrument hours	2.6.3.1.1.1 (c)	75 Hrs of which not more than 30 hours may be instrument ground time		□ Accepted □ Not Accepted
5	Night Experience	2.6.3.1.1.1 (d)	100 Hrs as PIC or Co-pilot		□ Accepted □ Not Accepted
6	Military Experienced applicants' direct issue: Certificate of Last Flown Date	Annexure-3 Para-4 (a)	Must have flown any military aeroplane within previous 05 years from the date of application	Evidence Attached: □ Yes □ No	□ Accepted □ Not Accepted
7	Other Military requirements	Annexure-3			□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ Experience Accepted for issue of ATPL (Category): ☐ Aeroplane

□ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

□ Experience NOT Accepted for issue of ATPL (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-105 (c)

FLYING EXPERIENCE REQUIRED FOR ISSUANCE OF ATPL (Helicopter)

Name of applicant:	
License No.	
Name of the Operator	

S/N	Item	ANO-1	CAAB Requirement	Applicant's Experience	CAAB Use
1	Flying Hrs Experience	2.6.4.1.1	Total: 1000 Hrs (Credit allowed: FSTD: 100 hrs but not more than 25 hrs in procedure trainer or a basic instrument flight trainer)	Total: i. FSTD: ii. Procedure/Flight trainer	□ Accepted □ Not Accepted
2(a)	PIC Hrs (Other than based on Military Experience)	2.6.4.1.1.1 (a)	i. 250 Hrs PIC or ii. Not less than 70 hrs PIC and the necessary additional flight time as PIC (U/S) to make up to 250 hrs	i. ii. a. P1: b. P1 (U/S):	□ Accepted □ Not Accepted
2(b)	PIC Hrs (for Military Experienced direct issue, if applicable)	Annexure-3 Para-7.6.1	Minimum 750 Hrs PIC (P1)		□ Accepted □ Not Accepted
3	Navigation X-Country	2.6.4.1.1.1 (b)	200 Hrs of which not less than 100 hours shall be PIC / PIC (U/S)		□ Accepted □ Not Accepted
4	Instrument hours	2.6.4.1.1.1 (c)	30 of which not more than 10 hours may be instrument ground time		□ Accepted □ Not Accepted
5	Night Experience	2.6.4.1.1.1 (d)	50 Hrs as PIC or Co-pilot		□ Accepted □ Not Accepted
6	Military Experienced applicants' direct issue: Certificate of Last Flown Date	Annexure-3 Para-7 (a)	Must have flown any military aeroplane within previous 05 years from the date of application	Evidence Attached: □ Yes □ No	□ Accepted □ Not Accepted
7	Other Military requirements	Annexure-3			□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

Applicant's Name,
Signature with date

----------(for CAAB use) ----------

□ Experience **Accepted** for issue of ATPL (Category): ☐ Helicopter

□ Aircraft Rating: ☐ Class, Single engine, Land ☐ Class, Multi engine, Land ☐ Type Rating, aircraft type-

□ Experience **NOT Accepted** for issue of ATPL (reason):

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-105 (d)

ASSESSMENT FORM FOR ATPL SKILL TEST (Aeroplane)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Test conducted in: □ FSTD □ Aeroplane	Test on aircraft type:	Name of the Air Operator
FSTD ID / Aeroplane Reg:	Medical Class-1 valid till:	Date of test: dd/mm/yyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant has passed the required training and that the applicant fulfils the requirements as per ANO 1, Chapter 2, A, 2.6.1.3. for the Skill Test being performed. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the Skill Test.		
Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	**Section** 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/FCOM/POH (as applicable)		
c	CAAB License Requirements and Procedures (Para 2.6 of ANO 1)		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes Systems etc		
b	Engines, Propellers, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5		Section 6	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □						Signature of the Examiner:					

SECTION 3: PRE-FLIGHT OPERATIONS AND PROCEDURES	**Passed**	**Failed**

a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS		
b	Aeroplane inspection and servicing		
c	Taxiing and take-off		
d	Performance considerations and trim		
e	Aerodrome and traffic pattern operations		
f	Departure procedures, altimeter setting, collision avoidance (lookout)		
g	ATC liaison – compliance, R/T procedures		

SECTION 4: GENERAL AIRWORK AND DEPARTURE		**Passed**	**Failed**
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, look out		
b	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls		
c	Turns including steep turns		
d	Flight at critically high airspeeds		
e	Take-off with simulated engine failure		
	i. Between V1 and V2 (FFS ONLY)		
	ii. Flight at VMCA		
	iii. Rejected take-off at high speed (below V1)		
	iv. Rejected take-off at Low airspeed		
f	Flight by reference solely to instruments, including:		
	iii. Level flight, cruise configuration, control of heading, altitude and airspeed		
	iv. Climbing and descending turns up to 45° bank		
	v. Limited panel instruments		
	vi. UPRT		
	vii. Crosswind take-off		
	viii. Single engine approach and go-around at reaching DH, MDH or MAPt		
	ix. Single engine landing		
	x. Automation		
	xi.		
g	Balked landing		
h	R/T Compliance		
i	Others		

SECTION 5: APPROACH AND LANDING PROCEDURES		**Passed**	**Failed**
a	Arrival procedures, altimeter setting, checks,		
b	ATC liaison: compliance, R/T procedures		
c	Go-around action from low height		
d	Normal landing, crosswind landing (if suitable conditions)		
g	Post flight actions		

SECTION 6: ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 4 through 5)		**Passed**	**Failed**
a	Fire		
	Equipment malfunctions		

b	i.		
	ii.		
	iii.		
	iv.		
c	System malfunction,		
	i.		
	ii.		
	iii.		
	iv.		
d	Crew incapacitation		
e	Crew coordination		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Signature of the Applicant:	Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits shall apply, corrected to make allowance for turbulent conditions, full/partial panel and the handling qualities and performance of the aeroplane used.

Height:	a. normal flight ± 100 feet	b. with simulated engine failure ± 150 feet
Heading:	a. normal flight ± 10°	b. with simulated engine failure ± 15°Speed
Speeds:	a. take-off and approach ± 5 knots	b. all other flight regimes ± 10 knots

Tracking on radio aids ± 5°

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate bythe Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

ASSESSMENT FORM FOR ATPL SKILL TEST (Helicopter)

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby verify that the applicant fulfils the requirements for the Skill Test being performed as per ANO 1, Chapter 2, A, 2.6.1.3. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's eligibility to appear the Skill Test.		
Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	Section 2: Passed □ Failed □
Overall Result: Passed □ Failed □	Signature of the Examiner:

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/RFM/POH (as applicable)		
c	CAAB License Requirements and Procedures		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes etc Systems (as applicable)		
b	Engines, Rotors, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5	
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed
□	□	□	□	□	□	□	□	□	□
Overall Result: Passed □ Failed □						Signature of the Examiner:			

	SECTION 1: Pre-Flight Operations and Checks	**Passed**	**Failed**
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather		

b	Pre-flight inspection/action, location of parts and purpose		
c	Cockpit inspection		
d	Starting procedures, radio and navigation equipment checks, selection and setting of navigation and communication frequencies		
e	Taxiing/ air taxiing in compliance with air traffic control instructions or with instructions of an instructor		
f	Pre-take-off procedure, ATC liaison-compliance, R/T procedure		

SECTION 2: Flight Manoeuvres and Procedures		**Passed**	**Failed**
a	Take-offs (various profiles)		
b	Sloping ground or crosswind take-off and landing		
c	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)		
d	Take-off with simulated engine failure shortly before reaching TDP or DPATO (MEH		
e	Take-off with simulated engine failure shortly after reaching TDP or DPATO (MEH		
f	Take-off with simulated engine failure shortly before reaching EFATO (SEH only)		
g	Take-off with simulated engine failure shortly after reaching EFATO (SEH only)		
h	Climbing and descending turns to specified headings		
i	Turns with 30 bank, 180 to 360 left and right, by sole reference to instruments		
j	Autorotative descent		
k	Autorotative landing (SEH only) or power recovery (MEH only)		
l	Landings (various profiles)		
m	Go-around or landing following simulated engine failure before LDP or DPBL		
n	Landing following simulated engine failure after LDP or DPBL (MEH only)		
o	ATC liaison – Compliance, R/T procedures		

SECTION 3: En-route/Cross-country Procedures		**Passed**	**Failed**
a	Control of the aeroplane by external visual reference, including cruise configuration, Range/Endurance considerations		
b	Orientation, map reading		
c	Altitude, speed, heading control, lookout, Altimeter setting,		
d	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
e	Observation of weather conditions, assessment of trends, diversion planning		
f	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight)		
g	ATC liaison – compliance, R/T procedures		

SECTION 4: Normal and Abnormal Operations (a **mandatory minimum of 3 items** shall be selected from this section)		**Passed**	**Failed**
a	Engine		
b	Air conditioning (heating, ventilation)		
c	Pitot / Static system		

d	Fuel system		
e	Electrical system		
f	Hydraulic system		
g	Flight control and Trim system		
h	Anti-icing and de-icing system		
i	Autopilot / Flight director		
j	Stability augmentation devices		
k	Weather radar, radio altimeter, transponder		
l	Area Navigation System		
m	Landing gear system		
n	Auxiliary power unit		
o	Radio, navigation equipment, instrument flight management system		

	SECTION 5: Abnormal and Emergency (a **mandatory minimum of 3 items** shall be selected from this section)	**Passed**	**Failed**
a	Fire drills (including evacuation if applicable)		
b	Smoke control and removal		
c	Engine failures, shutdown and restart at a safe height		
d	Fuel dumping (simulated)		
e	Tail rotor control failure (if applicable)		
f	Tail rotor loss (if applicable)		
g	Incapacitation of crew member – MPH only		
h	Transmission malfunctions		
i	Other emergencies procedures as outlined in the appropriate Aircraft Flight Manual (AFM)		

E. Remarks/Overall assessment/Reasons for failure (if applicable):

Signature of the Applicant:	Signature of the Examiner:

F. FLIGHT TEST TOLERANCE:

The following limits are for general guidance. The examiner shall make allowance for turbulence conditions and the handling qualities and performance of the type of helicopter used:	
Profile	**ATPL Skill Test**
Altitude	
Normal Flight	± 100 ft
With simulated major emergency	± 150 ft

Hovering IGE	± 2 ft
Limited or partial panel	± 200 ft
Tracking	
At all times when using a single-needle display	± 10°
At all times when using a deviation bar display	Full Scale Deflection
Heading	
Normal flight	± 10°
With simulated major emergency	± 15°
Limited or partial panel	+ 15°
Speed	
Take-off and approach multi-engine	± 5 kt
All other flight regimes	± 10 kt
Ground drift	
TO hover IGE	± 3 kt
Landing	No sideways or backwards movement

G. EXAMINER'S GUIDANCE:

1. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight.

3. At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

APPLICATION FOR ENDORSEMENT OF AIRCRAFT TYPE RATING

S/N	ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.1.3.2	Application for Endorsement (Aircraft Type-Make/Model)			□ Accepted □ Not Accepted
2		Licence Number			
3		Fee	Amount: □ Chalan Attached		□ Accepted □ Not Accepted
4	5.1.1.2 (IV)	Name of the applicant			□ Accepted □ Not Accepted
5	5.1.1.2 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
6	5.1.1.2 (VI)	Permanent Address			□ Accepted □ Not Accepted
7	5.1.1.2 (VI)	Mailing Address			□ Accepted □ Not Accepted
8	1.2.4.1	Medical Assessment	□ Class-I □ Class-II Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	1.2.9	AELP Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	2.1.5.2 (a) / 2.1.5.3,2.1.6	Training & Hours Breakdown (PEL/LIC- 106 (b))	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	2.1.5.2 (b) / 2.1.5.3	AC Type Technical Result	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	2.1.5.2 (c)	Knowledge Test Result (if applicable)	Attached: □ Yes □ No □ Not Applicable		□ Accepted □ Not Accepted
13		Flying Log Book (relevant page)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15	2.1.5.2 (b) / 2.1.5.3 & 2.1.6	Flight Test (as applicable) a. **In Simulator** i. Skill Test ii. ZFTT b. **In Aircraft** i. Skill Test ii. Base Check	(Attached) a. **In Simulator** i. □ Yes □ No ii. □ Yes □ No b. **In Aircraft** i □ Yes □ No ii □ Yes □ No		□ Accepted □ Not Accepted
16		Request Letter	Attached: □ Yes □ No		□ Accepted □ Not Accepted
17		Others (mention)			

N.B: 1. √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence as applicable. 3. Add separate paper, if required.
4. Submission of this form is not required when aircraft type rating is associated with issuance of a licence.

Applicant's Name,
Signature with date

---------- (for CAAB use) ----------

□ **Recommended** for endorsement of aircraft type …….

□ **NOT** recommended for endorsement of aircraft type (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-106 (b)

REQUIREMENTS FOR ENDORSEMENT OF AIRCRAFT TYPE RATING

Name of applicant:	
License No.	
Name of the Operator	

S/N	Item	OM/TPM Reference	OM/TPM Requirement	Applicant's Experience	CAAB USE
1a	Type of Aircraft Requested		□		-
1b	Type Rating	□ P1 □ P2			
1c	Class Rating	□ SE □ ME			
2	Experience on previous aircraft types		□ □		-
3	Total Flying Hrs Required		□	□	□ Accepted □ Not Accepted
4	a. PIC Hrs b. SIC Hrs	a. b.	a. b.	a. b.	□ Accepted □ Not Accepted
5	Night Experience (if applicable)		□	□	□ Accepted □ Not Accepted
6	Ground Trg on Type Tech a. Type Tech b. Other Trg (as applicable)	a. b.	a. b.	a. b.	□ Accepted □ Not Accepted
7	Result on aircraft Type Tech (Attached)		□ Pass	□ Yes □ No	□ Accepted □ Not Accepted
8	**Training** (as applicable) a. In Simulator i. No. of Sim Trg Sessions (FTD) ii. No. of Sim Trg Sessions (FFS) iii. ZFTT iv. No of LOFT Sessions b. In Aircraft i. Flight Training Hours ii. Base Training	 a. i. ii. iii. iv. b. i. ii.	 a. i. ii. iii. iv. b. i. ii.		□ Accepted □ Not Accepted
9	Command Course Completed			□ Yes □ No □ N/A	□ Accepted □ Not Accepted
	Other Requirements				

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ Experience **Accepted** for endorsement of Aircraft Class/Type Rating;

□ Experience **NOT Accepted** for endorsement of Aircraft Class/Type Rating (reason):

_____
Inspector's Name, Signature & Seal

ORAL TEST FORM

A. PERSONAL DETAILS			
Name of the Candidate:		ATPL/CPL NO:	
Exam Date		Exam Site	
Name of Operator		Number of Attempts	
Name of the Examiner:		ATPL/CPL NO:	

LEGEND	**P – PASS**	**F - FAIL**

B. KNOWLEDGE ON AIRCRAFT SYSTEMS (*AIRCRAFT TYPE:*)					
S/N	**ITEM**	**GRADE**	**S/N**	**ITEM**	**GRADE**
1	Aircraft General		10	Flight Instruments	
2	Air-conditioning & Pressurization		11	Fuel	
3	Autopilot & Flight Director		12	Hydraulics	
4	Cockpit Switches and lights		13	Ice and Rain Protection	
5	EFIS & FMS		14	Landing gear and Brakes	
6	Electrical		15	Navigation System	
7	Engines & APU		16	Pneumatics	
8	Fire Protection		17	Propellers (If applicable)	
9	Flight Controls		18	Warning System	

C. MISCELANEOUS ITEMS		
S/N	**ITEM**	**GRADE**
1	Limitation and memory item	
2	Knowledge and ability to compute data	
3	Knowledge of calculating weight and balance	
4	Ability to handle both normal, abnormal and emergency checklist	
5	General knowledge of ICAO Annexes, CAAB ANOs, Rules and regulations.	
6	Detail knowledge of operator's SOP;	

GRADE:	**□ PASS**	**□ FAIL**

_____ _____

Signature of the Candidate **Signature of the Examiner**

Date: Date:

(FOI)

Note:

1. **This Form shall be completed when**:
   a. "Oral Test" section is not included in the aircraft type rating Skill Test assessment form developed by the operator;
   b. Conducting oral test for validation of foreign pilots.
2. This form is not required to be filled in when aircraft type rating is associated with issuance of licence.

ASSESSMENT FORM FOR ROUTE CHECK (Aeroplane)

TRAINEE	LIC & NO.	EXAMINER	LIC & NO.	DATE
OPERATOR	**TYPE/REG NO.**	**FLIGHT NO.**	**SECTOR**	**FLIGHT TIME**
PURPOSE OF ROUTE CHECK		**CREW CAPACITY**		**FOI ON BOARD**
		□ P1 □ P2 □ P (U/T) □ P1(U/S)		

S = Satisfactory; U = Unsatisfactory; N = Not Checked; NA = Not Applicable; C = Comment
Note: In case U or C, Inspector must use the 'Comment Box'

A. CREWMEMBERS		**2. TAXI-OUT**		• Speed Transition	
• Licences		• Brake-Off Technique		• Spd/Mach Control	
• Medical		• Speed/Direction Control		• Selection of ALT/FL	
• Equipment		• Turning Technique		**5. CRUISE**	
B. FLIGHT DISPATCH		• TWY Orientation		• Spd/Mach Control	
• MET		• Adherence to Clearance		• Flt Prog Monitoring	
• NOTAM		• Vigilance		• Performance monitoring	
• Load Information		• Dep Briefing		**6. DESCENT**	
• MEL/CDL		• NAV Aids Setup		• Planning	
• Fuel Requirement		**3. TAKE-OFF**		• Briefing	
• ATC Flt Plan		• Rwy Alignment		• Speed/Rate Control	
• OPS Flt Plan		• Use of Power		• Altimeter Setting	
C. COMBINED BRIEFING		• Use of Clock		• Speed Transition	
D. FLIGHT CONDUCT		• CTR Line Tracking		**7. APPROACH**	
1. PRE-DEPARTURE		• Crosswind Control		• Star Compliance	
• Ext Inspections		• Callouts		• Entry & holding	
• Cockpit Emergency Equip.		• Rotation Technique		• Config Procedure	
• Cockpit Safety Checks		• Initial Climb Speed		• Speed Control	
• Performance Calculation		• Use of AP/NAV Aids		• Approach Procedure	
• NAV Aids Setup		**4. CLIMB**		• A/C Handling	
• Crew Briefing		• ATC/SID compliance		• Power Handling	
• GRD/CC Coordination		• Climb Profile		• Callouts	
• Push/Power Back		• Clean-up Procedure			
• Engine Start		• Altimeter Setting			

8. LANDING		**10. POST ARRIVAL**		• Situational Awareness	
• Transition to Landing		• Checks		• CRM & SOP	
• Rwy Alignment		• Paperwork		• Time Management	
• Threshold Crossing Height		**E. COMMUNICATION**		**G. KNOWLEDGE**	
• Crosswind Control		• Alertness		• AFM	
• Power Control		• R/T Procedure		• FCOM	
• Flare Technique		• R/T Phraseology		• MEL/CDL	
• Touchdown Point		• Cabin-Cockpit Comm.		• Airway Manual	
• Touchdown & Landing Roll		• PA Announcement		• OM	
• Use of Spoiler/Reverse		**F. GENERAL**		11. **OTHERS**	
• Braking Technique		• Checklist Procedure		•	
• Transition to NW Steering		• Navigation		•	
• Min Runway Occupancy Time		• FMS/GPS/RAD/NAV Mgt		•	
9. TAXI- IN		• WX Avoidance Technique		•	
• After Landing Checks		• ATC Compliance		•	
• Taxi way Orientation		• Use of Anti-Ice			
• Parking & Shutdown		• Alertness			
• GRD/CC Coordination		• Instrument Scanning			

REMARKS:

□ Pass **□ Fail**

_____
Signature of the candidate
Date:

_____
Signature of the Examiner
Date:

☐ The Report is submitted to PEL Office on:

Note:

1. This form PEL/LIC-106 (d) shall be completed when "route check" is associated with aircraft type endorsement.

CAAB Form: PEL/LIC-107 (a)

APPLICATION FOR ISSUANCE OF INSTRUMENT RATING (IR)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.7	Application for Issue of IR	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.7.4.1	Aircraft Make/model			□ Accepted □ Not Accepted
3	2.7.2.2 & 2.7.4.2	Privileges on aircraft required	□ Single engine □ Multi-engine		□ Accepted □ Not Accepted
4		Fee	Amount: □ Challan Attached		□ Accepted □ Not Accepted
5	5.2.1 (IV)	Name of the Pilot			□ Accepted □ Not Accepted
6	5.2.1 (II)	Licence No.	□ ATPL # □ CPL #		□ Accepted □ Not Accepted
7	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
8	5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
9	2.7.1.3	Medical Assessment	□ Class-I Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	2.7.1.1	Instrument written Knowledge Test result conducted by CAAB	□ Passed □ N/A Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	2.7.1.2	Flying Log Book (Relevant pages)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	2.7.1.2.1	a. IR Test Report in aircraft (if applicable)	□ Not applicable Attached: □ Yes □ No		□ Accepted □ Not Accepted
		b. IR Test Report in FSTD (if applicable)	□ Not applicable Attached: □ Yes □ No		□ Accepted □ Not Accepted
13	2.7.1.2.1.1	Demonstrated the ability to operate multi-engine aircraft (if applicable)	□ Not applicable Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	2.7.4.1 & 2.7.1.2.1	Statement from the operator stating that the applicant has undergone Flight Instruction and attained the Skill	Submitted: □ Yes □ No		□ Accepted □ Not Accepted
15	-	Request Letter	Submitted: □ Yes □ No		

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for Issue of Instrument Rating: □ Single engine □ multi-engine

□ **Not Recommended** for Issue of Instrument Rating (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-107 (b)

EXPERIENCE REQUIRED FOR ISSUE OF INSTRUMENT RATING

Name of the applicant	
Licence No.	
Name of the Operator	

S/N	ANO-1	Type/Item	CAAB Requirement	Applicant's License/ Experience	CAAB USE
1	2..7.1	Basic Requirement	Holding a pilot license for the category being sought	□ ATPL (H) □ CPL (A) □ CPL (H) □ PPL (A) □ PPL (H)	□ Accepted □ Not Accepted
2	2.7.3.2 (a)	Navigation X-Country (PIC)	a. 50 Hrs including b. 10 hrs min on aircraft category being sought	a. b.	□ Accepted □ Not Accepted
3	2.7.3.2 (b)	Instrument hours (aircraft + Simulator) a. Instrument (aircraft) b. Simulator (if applicable)	Total: 40 hrs a. 40 Hrs b. Max 30 hrs	Total: a. b.	□ Accepted □ Not Accepted

---
Applicant's Name,
Signature with date

----------(for CAAB use) ----------

□ Experience **Accepted** for issue of IR: □ Single engine □ multi-engine

□ Experience **NOT Accepted** for issue of Instrument Rating (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-107 (c)

ASSESSMENT FOR INSTRUMENT RATING (IR) SKILL TEST

Part A. To be filled out by the Applicant:

Name: *(as on license)*	License No: *(of trainee)*	Total Hours Flown: *Instrument Hour:*
Types of aircraft flown: *(as on license/log book)*	Test on aircraft type: *(a/c on which test to be done)*	Date of test: *(dd/mm/yyyy)*
Duration of test: *(HH/MM)*	Area/Route/Departure Airport:	Arrival Airport:
□ Skill test for issue of IR (Single Engine) □ Skill test for issue of IR (Multi-Engine)	□ Repetition of failed item/partial passed skill test, from date: □ Re-establishment of IR	
Signature of the Applicant:	E-mail:	Phone:

Part B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Examiner Authorization No: Valid Till: (as on letter/DPE Certificate)
I hereby verify that the applicant has completed the required training and that the applicant fulfils the experiences requirements as per ANO 1, Chapter 2, A, 2.7.1.2 for the Skill Test being performed. I also declare that I have reviewed and applied the relevant CAAB procedures and requirements of the applicant's competent authority to appear the Skill Test.		
Signature of the Examiner:		

Part C. Result of the Oral test (put '√' below 'Passed or Failed'):

Section 1		**Section 2**	
Passed	Failed	Passed	Failed
Final Overall Result:	□ Pass	□ Fail	
Signature of the Examiner:			

	SECTION 1: Knowledge of Regulations, Manuals and Procedures	**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM / FCOM / POH (as applicable)		
c	CAAB License Requirements, Procedures and Privileges		
d	Knowledge on airspaces and traffic pattern		
e	Instrument Flight Rules, Procedures, CAAB AIP, Routes & Charts of different segments of flight (departure, entry to route, exit from route, arrival, approach & missed approach)		

	SECTION 2: Knowledge of Aircraft Systems and Performance	**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes, Oxygen, etc Systems (as applicable)		
b	Engines, Propellers, Environmental Control Systems (Air conditioning/Cooling/Heating & Pressurization), Ice/Rain/Fire protection (as applicable)		
c	Flight Instruments, Flight Controls (primary & secondary), AP & FD, EFIS, PFD, MFD, GPS & FMS etc (as applicable)		
d	Computing Weight & Balance, CG and Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

Part D. Result of the test (put '√' below 'Passed or Failed' as applicable and put '–' in vacant places):

Section 1		Section 2		Section 3		Section 4		Section 5		Section 6		
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	N/A
Signature of the Examiner:												

	SECTION 1: PRE-FLIGHT OPERATIONS AND DEPARTURE	**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	Pre-flight documentation, NOTAM and weather brief				

b	Mass & balance, CG and performance calculation				
c	Aeroplane pre-flight inspection / walk around check				
d	Engine starting and after starting procedures				
e	Avionics / Nav Aids / GPS / FMS setups *(as per the clearance)*				
f	Taxiing and aerodrome procedures, Instruments Check, Pre-Take-Off procedures, Departure Brief / Captains Brief				
g	Take-off and after take-off checks *(cross wind / turbulence / wind-shear techniques)*				
h	Aerodrome departure procedures (SID / Vector / VOR Out Bound)				
i	ATC liaison – compliance R/T procedures				

SECTION 2: GENERAL AIRWORK		**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	ATC liaison – compliance R/T procedures				
b	Straight and level flight, with speed changes				
c	Climbing				
	i. Best Rate of climb				
	ii. Max Angle climb				
	iii. Climbing turns				
	iv. Top of Climb (TOC) / Level off				
d	Medium Level (30° bank) turns				
e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)				
f	Flight at critically low airspeed with and without flaps				
g	Instrument Exercises:				
	i.				
	ii.				
	iii.				
h	Partial Panel Flight *(Use of standby instruments technique to be assessed)*				
	i. Without Primary Gyro Horizon / Artificial Horizon / EADI / PFD				
	ii. Without FD / HSI / DI / MFD / GPS				
j	Stall and Recovery on Instrument:				
	i. Clean stall and recover with power				
	ii. Approach to stall descending turn with bank angle 20°, approach configuration				
	iii. Approach to stall in landing configuration				

SECTION 3: EN-ROUTE PROCEDURES		**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	IFR Flight plan & Route Limitations				
b	Maintenance of altitude, track, heading and speed				
c	Orientation, timing and revision of ETAs, log keeping and correction techniques				
d	Diversion to alternate aerodrome (planning and implementation)				
e	Use of radio navigation aids				
f	180° turn in simulated IMC				
g	Flight management (engine checks, fuel systems and icing, etc.)				
j	Descend:				
	i. Top of Descend (TOD) Calculations				
	ii. Use of VNAV with or without Auto Pilot				
	iii. Level Off				
k	Nav-Aids / GPS / FMS operations				
l	ATC compliance and R/T procedures				

SECTION 4: APPROACH AND LANDING PROCEDURES		**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	Aerodrome arrival procedures (STAR/Vector/VOR In Bound Tracking)				
b	Initial Approach / Holding entry and holding at different position / CDFA				
c	Outbound of the letdown / Intermediate Approach drills *(precision/non-precision/RNP)*				

d	Final Approach drills to landing: with / without FD *(precision/non-precision/RNP)*				
e	Missed Approach / Circling Approach / Touch & Go *(actions while going around & re-entry to approach)*				
f	Landing with Flaps .....° *(cross wind / turbulence / wind-shear techniques)*				
g	ATC compliance & R/T procedures				
h	Nav-Aids / GPS / FMS operations				

SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)		**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	Simulated engine failure after take-off (SINGLE ENGINE ONLY)				
b	Simulated forced landing (SINGLE ENGINE ONLY)				
c	Simulated precautionary landing (SINGLE ENGINE ONLY)				
d	Simulated emergencies				
e	Weather penetration, avoidance and deviation				

SECTION 6: MULTI ENGINE FLIGHT AND RELEVANT CLASS/TYPE ITEMS (This section may be combined with sections 1 through 5)		**1st Attempt**		**2nd Attempt**	
		Pass	**Fail**	**Pass**	**Fail**
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a FSTD)				
b	Asymmetric approach and go-around				
c	Asymmetric approach and full stop landing				
d	Engine shutdown and air-restart				
e	ATC liaison – compliance R/T procedures, Airmanship				
f	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable:				
	i. Aeroplane systems including handling of autopilot				
	ii. Operation of pressurization system				
	iii. Use of de-icing and anti-icing system				
g	Oral questions				

Part E. Remarks / Overall assessment / Reasons for failure:

(All the 'Remarks' can be narrated as per the Part: Section as applicable)

□ **Pass.** Recommended for Issue of Instrument Rating for: □ Single Engine □ multi-engine □ Re-establishment □ **Fail.** Not recommended for Issue of Instrument Rating (reason):	
Name & Signature of the Applicant: Date:	Name & Signature of the Examiner: Date:

Part F. **FLIGHT EXAMINER GUIDANCE AND TOLERANCE LIMITS**:

Skill Test

An applicant for a skill test for the IR shall have received instruction on the same class or type of aircraft to be used in the test; fulfilling the knowledge and experiences requirements.

An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the

entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test

Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered inadequate by the FE, only those sections not completed shall be tested in a further flight.

At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

The FE shall take no part in the operation of the aircraft (single crew aircraft) except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Skill Test Tolerances

The following limits are for general guidance. The Flight Examiner should make allowance for turbulent conditions and the handling qualities and performance of the FSTD/aeroplane used.

TOLERANCE	IR / Single Engine	IR / Multi Engine
Height		
Normal flight	± 100 ft	± 50 ft
Turnings (Medium / Steep)	± 100 / ± 150	± 50 / ± 100
With simulated engine failure	-	± 200 ft
Heading		
Normal flight	±10°	
With simulated engine failure	±15°	
Tracking of Radio Aids		
Normal flight	± 05°	
With simulated engine failure	± 10°	
Speed		
Take-off and Landing	+15 / -5 kt	
Climb	+15 / -5 kt	
Turnings (Medium / Steep)	±10 / ±15	±05 / ±10
VAT / VREF	+ 5 / -5 kt	
Cruise	±15 kt	
With simulated engine failure	+15 / -5 kt	
During Instrument Approach	± 5 kt	
Maximum airspeed error at any time	±15 kt	

RE-ESTABLISHMENT OF INSTRUMENT RATING (IR)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.7	Re-establishment of IR	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.7.4.1	Aircraft Make/model			□ Accepted □ Not Accepted
3	2.7.2.2 & 2.7.4.2	Privileges on aircraft required	□ Single engine □ Multi-engine		□ Accepted □ Not Accepted
4	5.2.1 (IV)	Name of the Pilot			□ Accepted □ Not Accepted
5	5.2.1 (II)	Licence No.			□ Accepted □ Not Accepted
6	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
7	5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
8	2.7.1.3	Medical Assessment Class-I Attached	□ Yes □ No		□ Accepted □ Not Accepted
9	2.7.1.2	Flying Log Book (relevant pages) Attached:	□ Yes □ No		□ Accepted □ Not Accepted
10	Annexure-20, 4.1	Flight Test Report in aircraft / Skill Test Report in simulator with records mentioning that the applicant has undergone/ experienced; a. ATC clearances and procedures b. Flight by references to instruments c. Navigation system d. Instrument App Procedures e. Emergency Operations f. Post flight procedures	Submitted: □ Yes □ No		□ Accepted □ Not Accepted
11	-	Forwarding Letter	Submitted: □ Yes □ No		

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for re-establishment of Instrument Rating: □ Single engine □ multi-engine

□ **Not Recommended** for Initial Issue of Instrument Rating (reason)

_____
Inspector's Name, Signature & Seal

APPLICATION FOR ISSUANCE OF FLIGHT INSTRUCTOR RATING (FIR)

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.8	Application for issue of FIR	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.8.1.2	Privileges on aircraft required	□ Single engine □ Multi-engine		□ Accepted □ Not Accepted
3	2.8.1.2	Aircraft Make/model			□ Accepted □ Not Accepted
4	2.8	Aircraft Type (s)			□ Accepted □ Not Accepted
5	5.2.1 (IV)	Name of applicant			□ Accepted □ Not Accepted
6	Annexure-21, 2.1 (a) (i)	Licence Number with IR	□ CPL □ ATPL		□ Accepted □ Not Accepted
7	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
8	5.2.1 (VI)	Mailing Address & Mobile number			□ Accepted □ Not Accepted
9	2.4.1.4	Medical Assessment	□ Class-I Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	Annexure-21, 2.1 (a) (ii)	i. Knowledge Test Result on IT or ii. hold/held FIR/CFTI/RTI/SFI/ DCP/TRI/TRE or QFI/QHI	i. Attached: □ Yes □ N/A ii. Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	2.8.1.3, 2.8.1.4	Flying Experience as per CAAB Form PEL/LIC-108 (b)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	2.8.1.3, 2.8.1.4	Log Book (relevant pages)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
13	2.8.1.2	a. Skill Test Report	□ Not applicable Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	2.8.1.4, 2.8.1.2, Annexure-21, 2.1 (c)	Statement of operator stating that the applicant has undergone 30 hours of Flight Instruction and attained the required skill or holds QFI/QHI certificate	Submitted: □ Yes □ No		□ Accepted □ Not Accepted
15		Request Letter	Submitted: □ Yes □ No		

N.B: 1. √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence as applicable. 3. Add separate paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for Issue of Flight Instructor Rating: □ **Single Engine** □ **multi-engine**

□ **Not Recommended** for Issue of Flight Instructor Rating (reason):

_____
Inspector's Name, Signature & Seal

FLYING EXPERIENCE REQUIRED FOR ISSUANCE OF FLIGHT INSTRUCTOR RATING

Name of the applicant	
License No.	
Name of the Operator	

S/N	Reference ANO-1	Type/Item	CAAB Requirement	Applicant's Experience	CAAB USE
1	2.8.1	Basic Requirement	Holding a pilot license for the category being sought	□ CPL(A) □ CPL(H) □ ATPL(A) □ ATPL(H)	□ Accepted □ Not Accepted
2	2.4.3.1.1.1	PIC Hrs	a. 70 Hrs including 20 hours Cross Country PIC b. 10 hrs on aircraft category being sought	a. b.	□ Accepted □ Not Accepted
3	2.4.3.1.1.1(d)	PIC Night	Minimum 5 hours in night including 5 take off and 5 landings		□ Accepted □ Not Accepted
4	2.8.1.3	Minimum Experience	CPL with IR, or ATPL	□ CPL (A) □ CPL (H) □ ATPL(A) □ ATPL(H)	□ Accepted □ Not Accepted
5	Annexure-21 2.1 (b) (ii)	Log book (relevant pages)	evidence of flying currency	Attached: □ Yes □ No	□ Accepted □ Not Accepted
6	Annexure-21, 2.1 (c)	Fight Instruction	30 hours	Attached: □ Yes □ No	□ Accepted □ Not Accepted

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ Experience Accepted for issue of Flight Instructor Rating: □ **Single Engine** □ **multi-engine**

□ Experience Not Accepted for issue of Flight Instructor Rating (reason)

_____
Inspector's Name, Signature & Seal

APPLICATION FOR RENEWAL OF FLIGHT INSTRUCTOR RATING

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.8	Application for renewal of FIR	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.8.1.2	Privileges on aircraft required	□ Single engine □ Multi-engine		□ Accepted □ Not Accepted
3	2.8.1.2	Aircraft Make/model			□ Accepted □ Not Accepted
4	5.2.1 (IV)	Name of applicant			□ Accepted □ Not Accepted
5	Annexure-21, 2.1 (a) (i)	Licence Number with IR			□ Accepted □ Not Accepted
6	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
7	5.2.1 (VI)	Mailing Address & Mobile number			□ Accepted □ Not Accepted
8	2.4.1.4	Medical Assessment	□ Class-I Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	Annexure-21, 5.1	a. Flight Test Report, or b. Record of conducting min 12 Instructional Flight within last 03 calendar years out of 03 in last 06 months	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	-	Request Letter	Submitted: □ Yes □ No		□ Accepted □ Not Accepted

N.B: 1. √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for Renewal of Flight Instructor Rating: □ **Single Engine** □ **Multi-Engine**

□ **Not Recommended** for Renewal of Flight Instructor Rating (reason):

_____
Inspector's Name, Signature & Seal

APPLICATION FOR RE-ISSUE OF FLIGHT INSTRUCTOR RATING

S/N	REFERENCE ANO-1	ITEM	OPERATOR		CAAB USE
			Response	Page No	
1	2.8	Application for reinstatement of FIR	□ Aeroplane □ Helicopter		□ Accepted □ Not Accepted
2	2.8.1.2	Privileges on aircraft required	□ Single engine □ Multi-engine		□ Accepted □ Not Accepted
3	2.8.1.2	Aircraft Make/model			□ Accepted □ Not Accepted
4	5.2.1 (IV)	Name of applicant			□ Accepted □ Not Accepted
5	Annexure-21, 2.1(a) (i)	Licence Number with IR			□ Accepted □ Not Accepted
6	5.2.1 (V)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
7	5.2.1 (VI)	Mailing Address & Mobile number			□ Accepted □ Not Accepted
8	2.4.1.4	Medical Assessment Class-I	Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	Annexure-21, 2.1.b (ii)	Log book pages for evidence of Flying currency as per Annexure-21	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	Annexure-21, 6.2	Certificate for minimum 3 take offs and landings at night within preceding 90 days	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	Annexure-21, 6.3	Certificate of successfully completion of flight instructor ground and flight refresher course within preceding 90 days	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	Annexure-21, 6.4	Assessment form of Passing Flight Instructor Rating skill test	Attached: □ Yes □ No		□ Accepted □ Not Accepted
13	-	Request Letter	Submitted: □ Yes □ No		□ Accepted □ Not Accepted

N.B: 1. √ (tick) the appropriate box 2. Attach certificates/result/report/evidence 3. N/A-Not applicable 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for re-issue of Flight instructor Rating: □ **Single Engine** □ **multi-engine**

□ **Not Recommended** for re-issue of Flight Instructor Rating (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-108 (e)

FLIGHT ASSESSMENT FORM FOR FI RATING SKILL TEST

A. To be filled out by the Applicant:

Name: (as on license)	License No: (of trainee)	Total Hours Flown: (as per log book)
Type of aircraft flown:	Test on aircraft type:	Date of test: dd/mm/yyyyy
Duration of test: (HH/MM)	By Day: (HH/MM)	By Night: (HH/MM)
Signature of the Applicant:		

B. To be filled out by the Examiner:

Name: (as on license)	License No: (of examiner)	Authorization No: (as on letter)
I hereby certify that the applicant has passed the required theoretical training and that the applicant fulfils the Requirement as per ANO 1, Chapter 2, A, 2.8.1.2 for the issue of: Aeroplane □ Helicopter □		
Signature of the Examiner:		

C. Result of the Oral test (put '√'):

Section 1: Passed □ Failed □	**Section 2: Passed □ Failed □**
Overall Result: **Passed □ Failed □**	Signature of the Examiner:

SECTION 1: Knowledge of Regulations, Manuals and Procedures		**Passed**	**Failed**
a	TPM, SOP and other manuals (as applicable)		
b	OM/FCOM/POH (as applicable)		
c	CAAB FIR Requirements and Procedures		

SECTION 2: Knowledge of Aircraft Systems and Performance		**Passed**	**Failed**
a	Hydraulic, Pneumatic, Electric, Fuel, Brakes Systems etc		
b	Engines, Propellers, Air conditioning & Pressurization, Ice/Rain/Fire protection etc		
c	Flight Instruments, Flight Controls, AP & FD, EFIS & FMS (as applicable)		
d	Computing 'Weight & Balance', Performance Data (as applicable)		
e	Normal, Non-normal and Emergency		

D. Result of the Flight test (put '√'):

Section 1		Section 2		Section 3		Section 4		Section 5		Section 6	
Passed	**Failed**	**Passed**	**Failed**	**Passed**	**Failed**	**Passed**	**Failed**	**Passed**	**Failed**	**Passed**	**Failed**
□	□	□	□	□	□	□	□	□	□	□	□
Overall Result: □ **Passed** □ **Failed**								Signature of the Examiner:			

SECTION 1: Pre-Flight Briefing		**Passed**	**Failed**	**Comments**
a	Visual Presentation			
b	Technical Accuracy			
c	Clarity of Explanation			
d	Clarity of Speech			
e	Instructional Technique			
f	Use of Models and Aids			
g	Student Participation			
Result Section 1		**□ Passed □ Failed**		
SECTION 2: General Airwork, En-Route & Cross-Country Flight (Day)		**Passed**	**Failed**	**Comments**

a	Arrangements of Demo			
b	Synchronization of Speech with Demo			
c	Correction of Faults			
d	Aircraft handling			
e	Instructional Technique			
f	General Airmanship/Safety			
g	Positioning Use of Airspace			
h	Recognize and manage threats and errors			
Result Section 2		**□ Passed**	**□ Failed**	

SECTION 3: General Airwork, En-Route and Cross-Country Flight (Night)		**Passed**	**Failed**	**Comments**
a	Arrangements of Demo			
b	Synchronization of Speech with Demo			
c	Correction of Faults			
d	Aircraft handling			
e	Instructional Technique			
f	General Airmanship/Safety			
g	Positioning Use of Airspace			
h	Recognize and manage threats and errors			
Result Section 3		**□ Passed**	**□ Failed**	

SECTION 4: Instrument Exercises		**Passed**	**Failed**	**Comments**
a	Arrangements of Demo			
b	Synchronization of Speech with Demo			
c	Correction of Faults			
d	Aircraft handling			
e	Instructional Technique			
f	General Airmanship/Safety			
g	Positioning Use of Airspace			
h	Recognize and manage threats and errors			
Result Section 4		**□ Passed**	**□ Failed**	

SECTION 5 Multi Engine Exercises shall be demonstrated for single pilot multi-engine class rating instructor rating		**Passed**	**Failed**	**Comments**
a	Arrangements of Demo			
b	Synchronization of Speech with Demo			
c	Correction of Faults			
d	Aircraft handling			
e	Instructional Technique			
f	General Airmanship/Safety			
g	Positioning Use of Airspace			
h	Recognize and manage threats and errors			
Result Section 5		**□ Passed**	**□ Failed**	

SECTION 6 Postflight De-Briefing		Passed	Failed	Comments
a	Visual Presentation			
b	Technical Accuracy			
c	Clarity of Explanation			
d	Clarity of Speech			
e	Instructional Technique			
f	Use of Models and Aids			
g	Student Participation			
Result Section 6		□ **Passed**	□ **Failed**	

E. Remarks/Overall assessment/Reasons for failure (if applicable):

□ Recommended for issue/Renewal/re-issue of Flight instructor Rating: □ **Single Engine** □ **multi-engine** □ Not Recommended for Renewal of Flight Instructor Rating (reason)**:**

Signature of the Applicant: **Date:**	**Signature of the Examiner:** **Date:**

F. FLIGHT PROFILE (Select from below as per privilege of Instructor Category):

General Airwork (Day & Night)	Starting, Taxi, Take-off, Departure, Climb (including Climbing turn), Levelling out, Level flight (including Flight at critically high airspeeds, including recognition of and recovery from spiral dive) Turns (including steep), Gliding, Stall, Spin, Descent, Correct procedure for joining circuit, Go-around action from low height, Normal landing, crosswind landing (if suitable conditions), short field landing, Approach and landing with idle power (single engine only), Landing without use of flaps and with mid flap, Precautionary Landing, Post flight actions, Abnormal & Emergency Procedure (simulated) etc
Instrument Flight (Day & Night)	Flight by reference solely to instruments including SID or VOR/NDB Departure, Climb & Descent at given rate and speed, Level flight, cruise configuration, control of heading, altitude and airspeed, Rate Turns, Climbing and descending turns with 10° - 30° bank, Recoveries from unusual attitudes, Limited panel instruments etc
En-Route & Cross-Country	Orientation, map reading, Altitude, speed, heading control, lookout, Altimeter setting, flight log, fuel usage, assessment of track error and re-establishment of correct tracking, Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight etc
Night Additional	Correct use of cockpit lights, Correct procedure for the touchdown, Landing with & without the use of landing lights etc
Multiengine Exercise	Actions following an Engine failure shortly after take-off, A single-engine approach and go around, A single-engine approach and landing, Engine shutdown and restart etc

G. FLIGHT TEST TOLERANCE AS PER INSTRUCTOR CATEGORY:

The following limits shall apply, corrected to make allowance for turbulent conditions, full/partial panel and the handling qualities and performance of the aeroplane used.

For Cat "C":

Height: a. normal flight ± 100 feet b. with simulated engine failure ± 125 feet
Heading: a. normal flight ± 5° b. with simulated engine failure ± 10°Speed
Speeds: a. take-off and approach ± 5 knots b. all other flight regimes ± 10 knots
Tracking on radio aids ± 5°

For Cat "B":

Height: a. normal flight ± 75 feet b. with simulated engine failure ± 100 feet
Heading: a. normal flight ± 5° b. with simulated engine failure ± 7°Speed
Speeds: a. take-off and approach ± 5 knots b. all other flight regimes ± 7 knots
Tracking on radio aids ± 4°

For Cat "A":

Height: a. normal flight ± 50 feet b. with simulated engine failure ± 75 feet
Heading: a. normal flight ± 5° b. with simulated engine failure ± 5°Speed
Speeds: a. take-off and approach ± 5 knots b. all other flight regimes ± 5 knots
Tracking on radio aids ± 3°

H. EXAMINER'S GUIDANCE:

1 An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 3 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training. There is no limit to the number of skill tests that may be attempted.

2 Should the applicant choose to terminate a skill test for reasons considered inadequate by the Examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight.

3 At the discretion of the Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

APPLICATION FOR ISSUANCE OF NOC FOR CONVERSION OF FOREIGN LICENCE (PPL/CPL/ATPL)

S/N	ITEM	REFERENCE ANO-1	OPERATOR's / INDIVIDUAL		CAAB USE
			Response	Page No	Verified
1.	Application for:	2.3/2.4/2.6 & 5.2.1 (II)	☐ Aeroplane ☐ Helicopter ☐ PPL ☐ CPL ☐ ATPL		□ Accepted □ Not Accepted
2.	Application date (dd/mm/yy)				□ Accepted □ Not Accepted
3.	Name of the applicant	5.2.1 (IV)			□ Accepted □ Not Accepted
4.	Present Licence Number				□ Accepted □ Not Accepted
5.	Status of present Licence (dd/mm/yyyy)		☐ Valid Till: ☐ Expired on:		□ Accepted □ Not Accepted
6.	License Issuing Authority				□ Accepted □ Not Accepted
7.	Date of Birth (dd/mm/yy)	5.2.1 (V)			□ Accepted □ Not Accepted
8.	Age, as of application date (yy/mm/dd)	2.3.1.1/2.4.1.1/2.6.1.1 & 2.1.10 as applicable			□ Accepted □ Not Accepted
9.	Place of Birth	5.2.1 (VII)			□ Accepted □ Not Accepted
10.	NID / Birth Registration (attached)	5.2.1 (VII)	☐ NID ☐ Birth Registration		□ Accepted □ Not Accepted
11.	Permanent Address (as given in NID)	5.2.1 (VI)			□ Accepted □ Not Accepted
12.	Mailing Address	5.2.1 (VI)			□ Accepted □ Not Accepted
13.	Email: Tel No.				□ Accepted □ Not Accepted
14.	Academic Certificate	2.3.1.2.1/2.4.1.2.1/ 2.6.1.2.1 (as applicable)	Attached ☐Yes ☐ No		□ Accepted □ Not Accepted
15.	Medical Assessment (attached) Valid till (dd/mm/yyyy):	1.2.4.1 and 2.1.10	☐ Class-I ☐ Class-II Valid Till:		□ Accepted □ Not Accepted
16.	Aircraft Type endorsed				□ Accepted □ Not Accepted
17.	Last flown: a. Date (dd/mm/yy) b. Log Book (relevant pages):	Annexure-4, 2.2. g	a. Date: b. Attached ☐ YES ☐ NO		□ Accepted □ Not Accepted
18.	Last skill Test date (dd/mm/yy) and aircraft type(s)	Annexure-4, 2.2. d	Date: Aircraft:		□ Accepted □ Not Accepted
19.	Last IRT date (dd/mm/yy) for CPL (if applicable)	2.7.1.2	Date: Aircraft:		□ Accepted □ Not Accepted
20.	Others (mention)				□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of NOC: ☐ Aeroplane ☐ Helicopter ☐ ATPL ☐ CPL ☐ PPL
☐ Duration of issue of NOC:
☐ NOT recommended for issuance of NOC (reason):

_____
Inspector's Name, Signature & Seal

(Template)

No. 30.31.0000.114.xxxxxxxxxxxxxx Date: DD/MM/YYYY

Managing Director/Mr. XXXX
XXX Airlines Ltd
YYYYY
ZZZZZ
Dhaka

(Attn: Director Flight Operations)

Sub: **No Objection Certificate for Conversion of Foreign Licence (Flight Crew)**

Reference: 999999999 dated: DD/MM/YYYY

The Civil Aviation Authority of Bangladesh, hereby, issues a 'No Objection Certificate' to complete the necessary training & checking for conversion of the Foreign Licence PPL/CPL/ATPL no XXXXX and issuance of Bangladesh PPL/CPL/ATPL of the undermentioned pilot.

Name of the pilot	Nationality	NID /Birth Registration No	Foreign Licence No. and SOLI

The pilot shall complete the knowledge test as follows:

☐ 5.1.2.1 (for single pilot aircraft)

☐ 5.1.2.2 (for aircraft certificated for operation with minimum two pilots)

The NOC shall remain valid for ……. years from the date of issue unless cancelled or revoked.

(NAME)
(Appointment)
Flight Standard & Regulations Division
CAAB, HQ, Dhaka.
Tel : +88-02-8901914, Exn-3592
Email :

LICENCE AUTHENTICATION FORM FOR FLIGHT CREW

In accordance with the provisions of ICAO Annex 1, the applicant's particulars are provided below for the purpose of: ☐ Issue ☐ Validation ☐ Conversion

Issuing Authority Details	
State of Issue	
Issuing Authority	
Name of the Authorized Person	
Title of the Authorized Person	

We hereby certify the authenticity of the following licence. We also confirm that there are no outstanding actions on this licence:

Licence Details			
Name of the licence			
Licence type and number	**PPL/CPL/ATPL #**		
Date of the issue of Licence	(dd/mm/yy)	Licence Expiry (dd/mm/yy)	**Non-Expiry**
			□ YES □ NO
Type Rating endorsed as PIC (PI)	1		
	2.		
	3.		
Type Rating endorsed as Co-pilot (P2)	1.		
	2.		
	3.		
Date of the last Proficiency Check			
Date of instrument Rating Check			
Medical Assessment	Class-1 Date of Issue:	Valid Till:	
TRI/TRE Authorization			
ICAO English Language Proficiency Rating	ELP Level-	Date of Expiry	

Signature of the authorized Person		Date	
Telephone No	+88-02-8901406	Stamp	
Fax No	+88-02-8901418		
E-mail	pel@dfsrcaab.gov.bd mfsr@caab.gov.bd dfsr@caab.gov.bd adfs@caab. gov.bd		

For any comments (e.g. violation, accident & incident history), the space below may be used:

CAAB Form: PEL/LIC -111 (a)

APPLICATION FOR ISSUANCE OF NON-EXPIRY TYPE LICENCE FROM EXPIRY TYPE LICENCE FOR FLIGHT CREW

S/N	ITEM	ANO-1	OPERATOR's		CAAB USE
			Response	Page No.	Verified
1.	Application for:	2.3/2.4/2.6 & 5.2.1 (II)	☐ Aeroplane ☐ Helicopter ☐ PPL ☐ CPL ☐ ATPL		□ Accepted □ Not Accepted
2.	Application date (dd/mm/yy)				□ Accepted □ Not Accepted
3.	Name of the applicant	5.2.1 (IV)			□ Accepted □ Not Accepted
4.	Present Licence Number				□ Accepted □ Not Accepted
5.	Status of present Licence (dd/mm/yyyy)	Annexure-1, Para-2.1 & 2.2	☐ Valid Till: ☐ Expired on:		□ Accepted □ Not Accepted
6.	a. Fee for licence renewal: b. Challan (attached)		a. Fee: b. ☐ YES ☐ NO		□ Accepted □ Not Accepted
7.	Date of Birth (dd/mm/yyyy)	5.2.1 (V)			□ Accepted □ Not Accepted
8.	Age, as of application date (yy/mm/dd)	2.1.10			□ Accepted □ Not Accepted
9.	Place of Birth	5.2.1 (VII)			□ Accepted □ Not Accepted
10.	NID / Birth Registration (attached)	5.2.1 (VII)	☐ NID ☐ Birth Registration		□ Accepted □ Not Accepted
11.	Permanent Address (as given in NID)	5.2.1 (VI)			□ Accepted □ Not Accepted
12.	Mailing Address	5.2.1 (VI)			□ Accepted □ Not Accepted
13.	Email: Tel No.				□ Accepted □ Not Accepted
14.	Medical Assessment (attached) Valid till (dd/mm/yyyy):	1.2.4.1 and 2.1.10	☐ Class-I ☐ Class-II Valid Till:		□ Accepted □ Not Accepted
15.	Knowledge Test Result (if applicable) attached	Annexure-1, 2.2, Table 2-1	☐ YES ☐ Not Applicable		□ Accepted □ Not Accepted
16.	AELP Result and valid till (dd/mm/yyyy)	1.2.9	a. Level: b. Valid till:		□ Accepted □ Not Accepted
17.	Last flown: a. Date (dd/mm/yy) b. Log Book (relevant pages):	Annexure-1, 2.2.1 or 2.2.1	b. Date: b. ☐ YES ☐ NO		□ Accepted □ Not Accepted
18.	Last skill Test date (dd/mm/yy) & aircraft type(s)	Annexure-1, 2.2.1 or 2.2.1	Date: Aircraft:		□ Accepted □ Not Accepted
19.	Last IRT date (dd/mm/yy) for CPL (if applicable)	2.7.1.2	Date: Aircraft:		□ Accepted □ Not Accepted
20.	Others (mention)				□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of Non-Expiry Type Licence ☐ Aeroplane ☐ Helicopter ☐ ATPL ☐ CPL ☐ PPL
☐ NOT recommended for issue of Non-Expiry Type Licence (reason):

_____
Inspector's Name, Signature & Seal

Company LOGO

Pilot Proficiency Check Card

Name of the pilot:

Licence Type: ☐ ATPL ☐ CPL ☐ PPL

Lic No.:

Holder's Capacity: ☐ Captain ☐ Co-pilot

Aircraft Class/Type:

Photo:

Holder's Signature

Name, Seal and Signature of the issuing authority

Page-1

Date of Test	Valid Till	Name of the Examiner	Initial with seal

Page-2

APPLICATION FOR ISSUANCE OF NOC FOR VALIDATION (FLIGHT CREW)

(by operator)

S/N	Item	OPERATOR's		CAAB Assessment
		Response	Page No	
1	Name of the applicant			□ Accepted □ Not Accepted
2	Name of the Bangladesh Air Operator			□ Accepted □ Not Accepted
3	Application for issue of validation	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
4	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others (specify)/ Route flying (U/T)		□ Accepted □ Not Accepted
5	Duration of Validation Requested:			□ Accepted □ Not Accepted
6	Fee (Chalan Attached)	□ YES □ NO		□ Accepted □ Not Accepted
7	Passport (relevant pages) attached and Valid till (dd/mm/yy)	□ YES □ NO Valid till:		□ Accepted □ Not Accepted
8	Date of Birth (dd/mm/yy)			□ Accepted □ Not Accepted
9	Age, as of application date (yy/mm/dd), not more than 63 yrs (if applicable)			□ Accepted □ Not Accepted
10	Permanent Address			□ Accepted □ Not Accepted
11	Mailing Address			□ Accepted □ Not Accepted
12	Email & Tel no.	Email: Tel No.		□ Accepted □ Not Accepted
13	Bio-data/Resume (attached)	□ YES □ NO		□ Accepted □ Not Accepted
14	Validation for aircraft type & variants			□ Accepted □ Not Accepted
15	Flight crew position	□ Captain □ Co-pilot		□ Accepted □ Not Accepted
16	License Details	□ SOLI: □ ATPL/CPL No.: □ Valid Till: □ Non-Expiry Type		□ Accepted □ Not Accepted

17	Ratings & Authorizations issued by SOLI (attached)	□ YES □ NO □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Route Flying □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others (specify)/Route flying (U/T)		□ Accepted □ Not Accepted
18	The foreign licence, ratings & authorization are current & valid.	□ YES □ NO		□ Accepted □ Not Accepted
19	Skill Test/PPC done in preceding 06 months from the date of application	□ YES □ NO		□ Accepted □ Not Accepted
20	Evidence of competency & recent experience for Type 2 validation except 2.1.2 (c and f)	□ YES □ NO □ N/A		□ Accepted □ Not Accepted
21	Authorization to conduct Cat II/ III or RNP (AR) OPS	□ CAT II □ CAT III □ RNP (AR) □ N/A		□ Accepted □ Not Accepted
22	AELP Level issued by SOLI and valid till (dd/mm/yy)	Level: □ 6 □ 5 Date:		□ Accepted □ Not Accepted
23	Medical Assessment (Class-I) issued by SOLI (attached). Valid till (dd/mm/yy)	□ YES Date: □ NO		□ Accepted □ Not Accepted
24	Experience certificate in compliance to Para 5 Attached.	□ YES □ NO		□ Accepted □ Not Accepted
25	Logbook (relevant pages) or equivalent document (attached)	□ YES □ NO		□ Accepted □ Not Accepted
26	Passport size recent colour photo (two copies) with a white background, attached;	□ YES □ NO		□ Accepted □ Not Accepted
27	Other Documents (specify)			□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/report/evidence as applicable. 2. Add separate paper, if required. 3. √ (tick) the appropriate box. 4. Not Applicable (N/A).

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ **Accepted** for issuance of NOC and valid till:

☐ **Not** recommended for issuance of NOC (reason):

_____
Inspector's Name, Signature & Seal

ASSESSMENT FOR ISSUANCE OF NOC FOR VALIDATION (FLIGHT CREW)

(by CAAB)

S/N	ITEM	Assessment by Inspector		CAAB Comments
1	Name of the applicant			□ Accepted □ Not Accepted
2	Licence Number			□ Accepted □ Not Accepted
3	Name of the Bangladesh Operator			□ Accepted □ Not Accepted
4	Application for	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
5	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Other (specify)/Route flying (U/T)		□ Accepted □ Not Accepted
6	SOLI is a contracting state of ICAO	□ YES	□ NO	□ Accepted □ Not Accepted
7	The License, Ratings and Authorization of the applicant are in compliance with ICAO Annex-1.	□ YES	□ NO	□ Accepted □ Not Accepted
8	SOLI is having ICAO USOAP EI at least equal to or higher than global average.	□ YES	□ NO	□ Accepted □ Not Accepted
9	SOLI is not in the status of SSC either in PEL or OPS area.	□ YES	□ NO	□ Accepted □ Not Accepted
10	Differences to ICAO Annex-1 is not filed in the AIP of SOLI.	□ YES	□ NO	□ Accepted □ Not Accepted
11	AELP issued by SOLI is Level 5 or above or English Proficient and valid.	□ YES	□ NO	□ Accepted □ Not Accepted

12	The Licence, Authorization and Ratings of the applicant meet the standard of Bangladesh (ANO-1).	□ YES	□ NO	□ Accepted □ Not Accepted
13	The licence and rating issued by another ICAO Contracting State is current and valid.	□ YES	□ NO	□ Accepted □ Not Accepted
14	PPC/Skill Test done in preceding 06 months from the date of application.	□ YES	□ NO	□ Accepted □ Not Accepted
15	Evidence of competency & recent experience for Type 2 validation except 2.1.2 (c and f)	□ YES	□ NO □ N/A	□ Accepted □ Not Accepted
16	Medical Assessment Class-1 issued by SOLI is current and valid.	□ YES	□ NO	□ Accepted □ Not Accepted
17	Age of the applicant is not more than 63 years on the date of application (except for validation Type-3).	□ YES	□ NO	□ Accepted □ Not Accepted
18	No endorsement on or attached to the licence following Article 39 (b) of Chicago Convention.	□ YES	□ NO	□ Accepted □ Not Accepted
19	The applicant meets the applicable experience requirements in compliance to 5 of Annexure-6	□ YES	□ NO	□ Accepted □ Not Accepted
20	Fee for validation is deposited.	□ YES	□ NO	□ Accepted □ Not Accepted
21	Verify the authenticity of the licence, ratings and authorizations of the applicant with the SOLI.	□ Accepted □ Not accepted		□ Accepted □ Not Accepted
22	Assessment of documents in 6.1 and 7.1.1 of Annexure-6 are satisfactory.	□ Satisfactory □ Unsatisfactory		□ Accepted □ Not Accepted

☐ **Recommended** for issuance of NOC and valid till:

☐ **NOT** recommended for issuance of NOC (reason):

Inspector's Name, Signature & Seal

(Template)

Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola, Dhaka-1229
www.caab.gov.bd

No- 30.31.0000.xxxx.yyyy.zzzz Date: DD/MM/YYY

Managing Director
MMMM Aviation Ltd
House-AA, Road-BB, Block-CC
DDDD, Dhaka-0000

(Attn: Director Flight Operations)

SUB: NO OBJECTION TO ISSUE WORK PERMIT FROM BIDA (PILOT)

Yours Ref: NNNN, Dated: DD/MM/YYY

1. Photocopies of pilot license & ratings, passport, other record, & job experience record submitted by HHHHHHH Aviation Ltd in favour of the following expatriate Flight Crew have been checked and found to be satisfactory:

Name of the pilot	Nationality	Passport # & expiry date	Foreign Licence # expiry & SOLI	Validation Type and ANO-1 Annexure reference

2. Civil Aviation Authority of Bangladesh has no objection to issue necessary work permit from BIDA in order to recruit the abovementioned pilot at the proposed KKKKKKK airlines Ltd.

3. HHHHHHH Aviation Ltd. shall have to comply with the applicable rules/regulations of People's Republic of Bangladesh in order to recruit the mentioned foreign Pilot.

4. This is for your kind information and necessary action.

5. The NOC shall remain valid for 120 days from the date of issuance unless cancelled or revoked.

(Name)
Director ( )
Civil Aviation Authority of Bangladesh
Tel: +88-02-8901914, Exn-3592
Email :

FORMAL APPLICATION FOR ISSUANCE OF VALIDATION

(by Operator, after issuance of NOC)

S/N	ITEM	OPERATOR's Response		Page No	CAAB Assessment
1	Name of the applicant				□ Accepted □ Not Accepted
2	Licence Number				□ Accepted □ Not Accepted
3	Name of Bangladesh Operator				□ Accepted □ Not Accepted
4	Application for	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3			□ Accepted □ Not Accepted
5	Applied within the validity of NOC	□ YES	□ NO		□ Accepted □ Not Accepted
6	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700kg) □ Examiner (less than 5700kg) □ Others / Route Flying (U/T)			□ Accepted □ Not Accepted
7	Result of Air Law knowledge test (Attach pass grade only);	□ YES	□ NO		□ Accepted □ Not Accepted
8	Operator's Familiarization Training Record (Attached)	□ YES	□ NO		□ Accepted □ Not Accepted
9	Work Permit Attached: Work Permit valid till (dd/mm/yy):	□ YES □ Valid:	□ NO		□ Accepted □ Not Accepted
10	Bangladesh Medical Assessment Class-1 (attached): Valid till (dd/mm/yy)	□ YES □ Valid:	□ NO		□ Accepted □ Not Accepted
11	Renewed license, ratings, authorization, Medical Assessment (as applicable)	□ YES	□ NO		□ Accepted □ Not Accepted
12	Evidence of competency & recent experience (attached, as applicable)	□ YES	□ NO		□ Accepted □ Not Accepted
13	Appointment Letter issued by the Air Operator, attached:	□ YES	□ NO		□ Accepted □ Not Accepted
14	Others (mention)				□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/report/evidence, as applicable. 2. Add separate paper (if required). 3.√ (tick) the appropriate box.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ Formal application is **Accepted** for validation:

□ Formal application is **Not Accepted** for validation (reason):

□ Oral Test, PEL/LIC-106 (c), Scheduled on:

□ Document Check PEL/LIC-112 (i) scheduled on:

_____
Inspector's Name, Signature & Seal

ASSESSMENT FOR ISSUANCE OF VALIDATION

(by CAAB)

S/N	ITEM	By Inspector		CAAB Comments
1	Name of the applicant			□ Accepted □ Not Accepted
2	Licence Number			□ Accepted □ Not Accepted
3	Name of the Bangladesh Operator			□ Accepted □ Not Accepted
4	Application for	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
5	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others / Route Flying (U/T)		□ Accepted □ Not Accepted
6	Applied within the validity of NOC	□ YES	□ NO	□ Accepted □ Not Accepted
7	Verification of original documents completed.	□ YES	□ NO	□ Accepted □ Not Accepted
8	The Licence, Ratings, Authorization, ELP, PPC and Medical Assessment issued by SOLI are valid and current.	□ YES	□ NO	□ Accepted □ Not Accepted
9	Meets competency & recent experience requirements to keep supporting licence, ratings and authorization valid.	□ YES	□ NO	□ Accepted □ Not Accepted
10	Air Law knowledge test result (attached)	□ YES	□ NO	□ Accepted □ Not Accepted
11	Completed CAAB Form: PEL/LIC-106 (c) and PEL/LIC-112 (i), attached	□ YES	□ NO	□ Accepted □ Not Accepted
12	Bangladesh Medical Assessment Class-1 (attached)	□ YES	□ NO	□ Accepted □ Not Accepted
13	Operator's Familiarization Training Record (Attached)	□ YES	□ NO	□ Accepted □ Not Accepted
14	Validity of the Work Permit.	□ VALID	□ NOT VALID	□ Accepted □ Not Accepted
15	Appointment Letter by Air Operator	□ YES	□ NO	□ Accepted □ Not Accepted
16	Information in operators' application PEL/LIC-112(d) is correct & satisfactory	□ YES	□ NO	□ Accepted □ Not Accepted

□ **Recommended** for issue of validation and valid till:

□ **NOT recommended** for issue of validation (reason):

_____

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-112 (f)

PEOPLE'S REPUBLIC
OF BANGLADESH

(**Template**)

CIVIL AVIATION AUTHORITY OF BANGLADESH

CIVIL AVIATION AUTHORITY OF BANGLADESH

CERTIFICATE OF VALIDATION

CERTIFICATE OF VALIDATION

THIS ATPL # 0000000

Issued on dd/mm/yyyy

by CAA, AAAAAA

to **Capt / FO BBBBBB** c

Is hereby rendered valid under the provision of ANO-1, Chapter 1, Section 1.2.2.1. The holder is authorized to exercise the privileges to act as a flight crew member in the Bangladesh registered Aircraft operated by ……. subject to the conditions and Limitations specified on Page 2.

Issued on: dd/mm/yyyy
Valid till: dd/mm/yyyy

Signature of Issuing Officer _____

Date and Stamp dd/mm/yyyy

VALIDATION TYPE:

□ Type-1

□ Type-2

□ Type-3

PRIVILEGES

□ Aircraft Type /Class:

□ Captain

□ Co-pilot

□ Route Flying

□ Instructor □ Route □ Base □ SIM

□ Examiner □ Route □ Base □ SIM

□ Delivery or ferry flights

□ Test flights

□ □ ILS CAT-II □ ILS III □ RNP (AR)

□ Instructor (aircraft less than 5700 kg)

□ Examiner (aircraft less than 5700 kg)

□ Others, □ Route Flying (U/T) □

CONDITIONS AND LIMITATIONS

1. This Certificate of validation shall be carried along with the Foreign Pilot License No. ATPL#0000 issued by CAA AAAAA.

2. This certificate of validation shall remain valid subject to fulfilling the requirements of ANO-1, Chapter-1, section 1.2.5.1.

3. Validation shall no longer be valid if the foreign licence or ratings or ELP or medical assessment is not current and valid.

Note:

1. Symbol 'Tick' denoted authorized.
2. Symbol 'X' denotes not authorized

CAAB Form: PEL/LIC-112 (g)

ROUTE TRAINING & COMPETENCY CHECK RECORD

(by operator, after issuance of Validation Certificate)

Note: Refer to Para 4.2.1 and Para 4.2. (f) (i) (ii) for the requirements of Training & Checking

S/N	Item	Response By Operator		CAAB Assessment
1	Name of the applicant			□ Accepted □ Not Accepted
2	Licence Number			□ Accepted □ Not Accepted
3	CAAB Validation Certificate Reference No.			□ Accepted □ Not Accepted
4	Name of the Bangladesh Operator			□ Accepted □ Not Accepted
5	Application for	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
6	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others / Route Flying (U/T)		□ Accepted □ Not Accepted
7	Evidence of Route Training (attached) minimum 04 (four) sectors	□ YES	□ NO	□ Accepted □ Not Accepted
8	Route Competency Check Report	□ YES	□ NO	□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/evidence, as applicable. 2. √ (tick) the appropriate box.

_____

Name & Signature of the Post Holder with date

_____ (for CAAB use) _____

Route Check monitoring report (if applicable) attached ☐ **YES** ☐ **NO** ☐ **N/A**

Route Check monitoring report (if applicable) Accepted ☐ **YES** ☐ **NO** ☐ **N/A**

_____

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-112 (h)

APPLICATION FOR RENEWAL OF VALIDATION

(by operator)

S/N	Item	OPERATOR's		CAAB Assessment
		Response	Page No	
1	Name of the applicant			□ Accepted □ Not Accepted
2	Licence Number			□ Accepted □ Not Accepted
3	Name of the Bangladesh Operator			□ Accepted □ Not Accepted
4	Application for Renewal of Validation	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
5	Purpose of Renewal of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others / Route Flying (U/T)		□ Accepted □ Not Accepted
6	Duration of Renewal Requested:			□ Accepted □ Not Accepted
7	Fee (Chalan Attached)	□ YES	□ NO	□ Accepted □ Not Accepted
8	Passport with relevant Pages & Work Permit attached (if applicable)	□ YES	□ NO	□ Accepted □ Not Accepted
9	Date of Birth (dd/mm/yy)			□ Accepted □ Not Accepted
10	Age, as of application date (yy/mm/dd)			□ Accepted □ Not Accepted
11	Permanent Address			□ Accepted □ Not Accepted
12	Mailing Address			□ Accepted □ Not Accepted
13	Email & Tel no.	Email: Tel No.		□ Accepted □ Not Accepted
14	Validation for aircraft type			□ Accepted □ Not Accepted
15	Flight crew position	□ Captain	□ Co-pilot	□ Accepted □ Not Accepted
16	License Details	□ SOLI: □ ATPL/CPL No: □ Valid Till: □ Non-Expiry Type		□ Accepted □ Not Accepted

17	Ratings & Authorizations on the licence issued by SOLI attached	□ YES □ NO □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Route Flying □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others / Route Flying (U/T)			□ Accepted □ Not Accepted
18	The foreign licence & ratings are current and valid.	□ YES	□ NO		□ Accepted □ Not Accepted
19	Skill Test done in preceding 06 months from the date of application	□ YES	□ NO		□ Accepted □ Not Accepted
20	Authorization to conduct Cat II/III or RNP (AR) Ops	□ CAT II □ CAT III □ RNP (AR) □ N/A			□ Accepted □ Not Accepted
21	AELP Level issued by SOLI and valid till (dd/mm/yy)	Level: □ 6 □ 5 Date:			□ Accepted □ Not Accepted
22	Medical Assessment (Class-I) issued by SOLI attached & valid till (dd/mm/yy)	□ YES Date:	□ NO		□ Accepted □ Not Accepted
23	Bangladesh Medical Assessment (Class-I) attached	□ YES	□ NO		□ Accepted □ Not Accepted
24	Logbook (relevant pages) or equivalent document attached	□ YES	□ NO		□ Accepted □ Not Accepted
25	Passport size recent photo (two copies) with a white background, attached;	□ YES	□ NO		□ Accepted □ Not Accepted
26	Other Documents (specify)				□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/report/evidence as applicable. 2. Add separate paper, if required. 3. √ (tick) the appropriate box. 4. Not Applicable (N/A).

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for Renewal of validation and valid till:

□ **NOT** recommended for Renewal of validation (reason):

_____
Inspector's Name, Signature & Seal

DOCUMENTS CHECK FORM FOR VALIDATION OF PILOTS

S/N	Item	To be filled in by Inspector		Assessment by Inspector
1	Name of the applicant			□ Accepted □ Not Accepted
2	Name of the Bangladesh Operator			□ Accepted □ Not Accepted
3	Application for issue of validation	□ Validation Type-1 □ Validation Type-2 □ Validation Type-3		□ Accepted □ Not Accepted
4	Purpose of validation	□ Route flying □ Instructor □ Route □ Base □ SIM □ Examiner □ Route □ Base □ SIM □ Delivery or ferry flights □ Test Flights □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others (specify)/ Route flying (U/T)		□ Accepted □ Not Accepted
5	Duration of Validation Requested:			□ Accepted □ Not Accepted
6	Passport (relevant pages attached, valid till (dd/mm/yy)	□ YES □ valid:	□ NO	□ Accepted □ Not Accepted
7	Date of Birth (dd/mm/yy)			□ Accepted □ Not Accepted
8	Bio-data/Resume (attached)	□ YES	□ NO	□ Accepted □ Not Accepted
9	Validation for aircraft type			□ Accepted □ Not Accepted
10	Flight crew position	□ Captain	□ Co-pilot	□ Accepted □ Not Accepted
11	License Details	□ SOLI: □ ATPL/CPL No.: □ Valid Till: □ Non-Expiry Type		□ Accepted □ Not Accepted
12	Ratings & Authorizations issued by SOLI (attached)	□ YES □ NO □ Examiner (Route /Base / SIM) □ Instructor (Route /Base / SIM) □ Route Flying □ Instructor (less than 5700 kg) □ Examiner (less than 5700 kg) □ Others (specify)/Route flying (U/T)		□ Accepted □ Not Accepted
13	Skill Test done in preceding 06 months from date of application	□ YES	□ NO	□ Accepted □ Not Accepted
14	Authorization to conduct Cat II/ III or RNP (AR) OPS	□ CAT II □ CAT III	□ RNP (AR) □ N/A	□ Accepted □ Not Accepted

15	Logbook (relevant pages) or equivalent document	□ YES	□ NO	□ Accepted □ Not Accepted
16	AELP issued by SOLI is Level 5 or above or English Proficient and valid.	□ YES	□ NO	□ Accepted □ Not Accepted
17	Medical Assessment Class-1 by SOLI is current and valid.	□ YES	□ NO	□ Accepted □ Not Accepted
18	Age of applicant is not more than 63 years on the date of application (except for validation Type-3).	□ YES	□ NO	□ Accepted □ Not Accepted
19	Applicant meets the applicable experience requirements in compliance to 5	□ YES	□ NO	□ Accepted □ Not Accepted
20	Evidence of competency and recent experience requirements to keep supporting license, ratings and authorization valid.	□ YES	□ NO	□ Accepted □ Not Accepted
21	Air Law knowledge test Passed	□ YES	□ NO	□ Accepted □ Not Accepted
22	Bangladesh Medical Assessment Class-1 (attached)	□ YES	□ NO	□ Accepted □ Not Accepted
23	Operator's Familiarization Training completed	□ YES	□ NO	□ Accepted □ Not Accepted
24	Validity of the Work Permit.	□ VALID	□ NOT VALID	□ Accepted □ Not Accepted
25	Completed Oral Test CAAB Form: PEL/LIC-106(c) attached	□ YES	□ NO	□ Accepted □ Not Accepted
27	Other documents (if applicable)	□ YES	□ NO	□ Accepted □ Not Accepted
26	Verification of original documents completed.	□ YES	□ NO	□ Accepted □ Not Accepted

□ Documents Check found **SATISFACTORY**

□ Documents Check found **NOT SATISFACTORY** (reason):

□ Report submitted to PEL Office on:

_____

Inspector's Name, Signature & Seal

APPLICATION FOR ISSUANCE OF VALIDATION (TRI/TRE/SFI/SFE(s))

(by operator)

S/N	Item	OPERATOR's		CAAB USE
		Response	Page No	Verified
1	Name of the applicant			□ Accepted □ Not Accepted
2	Application for issuance of validation for privileges in FSTDs	☐ TRI ☐ TRE ☐ SFI ☐ SFE		□ Accepted □ Not Accepted
3	FSTD Type(s)			□ Accepted □ Not Accepted
4	Duration of Validation Requested:			□ Accepted □ Not Accepted
5	Fee for issue (Chalan Attached)	☐ YES ☐ NO		□ Accepted □ Not Accepted
6	Name of the authority issued Licence / Authorization			□ Accepted □ Not Accepted
7 (a)	Licence / Authorization number			□ Accepted □ Not Accepted
7 (b)	License / Authorization Details (attach)	☐ License ☐ Authorization ☐ Valid Till: ☐ Non-Expiry Type		☐ Accepted ☐ Not Accepted
8	Proof of Identification attached	□ YES □ NO		□ Accepted □ Not Accepted
9	Date of Birth (dd/mm/yy)			□ Accepted □ Not Accepted
10	Mailing Address			□ Accepted □ Not Accepted
11	Email & Tel No.	Email: Tel No.		□ Accepted □ Not Accepted
12	Medical Assessment (Class-I) for TRI/TRE attached & valid till: (dd/mm/yy)	□ YES □ NO □ N/A Valid till:		□ Accepted □ Not Accepted
13	Other Documents (specify)			□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ Recommended for issue of authorization: ☐ **TRI** ☐ **TRE** ☐ **SFI** ☐ **SFE**, valid till :

☐ Not Recommended for issue of authorization (reason):

☐ Form: PEL/LIC-113 (b) submitted to PEL Office on (if applicable):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-113 (b)

SIMULATOR ASSESSMENT RECORD OF FOREIGN TRI/TRE/SFI/SFE

Applicant's Name:	FSTD Type:
Applicant's Licence/Authorization No.	Name of the ATO:
Assessment for □ TRI □ TRE □ SFI □ SFE	Location of the ATO:
Date of assessment:	Inspector's Name:

Legends	S : Satisfactory	U : Unsatisfactory

S/N	ASSESSMENT ITEMS		S	U	Remarks
1.	**BRIEFING**				
2.	**SIMULATOR SAFETY & EVACUATION PROCEDURE**				
3.	**SIMULATION SET-UP**				
	a.	Position: IP / Reposition / Touch screen /Slewing			
	b.	Airport & Environment Setup			
	c.	Configuration / Systems Reset / Wt & Balance setting			
	d.	Ground Operations / Visual Hazard / Activation			
	e.	WX Setup / Wind shear / Microburst			
	f.	Freeze Resets			
4.	**NON-NORMAL/EMERGENCY FLT SCENARIOS**				
	a.	Malfunction Index			
	b.	Triggering Malfunctions			
	c.	Clearing Malfunction: System resets/ Quick starts			
5.	**GRAPHIC CONTROL**				
6.	**INATRUCTIONAL TECHNIQUE**				
	a.	Student Briefing / Debrief			
	b.	Lesson Planning / Sequencing			
	c.	AIREX Demo/Student Accomplishment			
	d.	Fault Analysis/Performance Evaluation			
	e.	Instructional Ability/Suitability			

OVERALL ASSESSMENT

□ **Satisfactory** □ **Unsatisfactory**

☐ Recommended for issue of authorization: ☐ **TRI** ☐ **TRE** ☐ **SFI** ☐ **SFE**:

☐ Not Recommended for issue of authorization (reason):

_____

Inspector's Name, Signature & Seal

APPLICATION FOR RENEWAL OF VALIDATION (TRI/TRE/SFI/SFE)

(by operator)

S/N	Item	OPERATOR's		CAAB USE
		Response	Page No	Verified
1	Name of the applicant			☐ Accepted ☐ Not Accepted
2	Application for renewal of validation for privileges in FSTDs	☐ TRI ☐ TRE ☐ SFI ☐ SFE		☐ Accepted ☐ Not Accepted
3	Validation for FSTD Type(s)			☐ Accepted ☐ Not Accepted
4	Duration of Validation Requested:			☐ Accepted ☐ Not Accepted
5	Fee for renewal (Chalan Attached)	☐ YES ☐ NO		☐ Accepted ☐ Not Accepted
6	Name of the state issued Licence / Authorization			☐ Accepted ☐ Not Accepted
7 (a)	Foreign Licence / Authorization number			☐ Accepted ☐ Not Accepted
7 (b)	Foreign License / Authorization Details (attached)	☐ License ☐ Authorization ☐ Valid Till: ☐ Non-Expiry Type		☐ Accepted ☐ Not Accepted
7 (c)	CAAB Validation Details (attached)	☐ License ☐ Authorization ☐ Valid Till:		☐ Accepted ☐ Not Accepted
8 (a)	Name of the Foreign ATO			☐ Accepted ☐ Not Accepted
8 (b)	Is the Foreign ATO approved by CAAB?	☐ Yes ☐ Applied for approval ☐ No ☐ N/A		☐ Accepted ☐ Not Accepted
9	Proof of Identification attached	☐ YES ☐ NO		☐ Accepted ☐ Not Accepted
10	Date of Birth (dd/mm/yy)			☐ Accepted ☐ Not Accepted
11	Mailing Address			☐ Accepted ☐ Not Accepted

12	Email & Tel no.	Email: Tel No.		☐ Accepted ☐ Not Accepted
13	Medical Assessment (Class-I) for TRI/TRE attached & valid till (dd/mm/yy)	☐ YES, Valid till: ☐ NO ☐ N/A		☐ Accepted ☐ Not Accepted
14	Other Documents (specify)			

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use) _____

☐ **Recommended** for renewal of authorization: ☐ **TRI** ☐ **TRE** ☐ **SFI** ☐ **SFE**, till (date):

☐ **NOT** recommended for renewal of authorization (reason):

_____
Inspector's Name Signature & Seal

APPLICATION FOR ISSUANCE OF BASE TRAINING INSTRUCTOR-AEROPLANE

S/N	Annexure -16	ITEM	OPERATOR's		CAAB USE
			Response	Page No	
1		Name of the applicant			□ Accepted □ Not Accepted
2	1.2. a	Application for BTI: Aircraft Type	Type: □ Turbo-Prop □ Jet		□ Accepted □ Not Accepted
3		Name of the Operator			□ Accepted □ Not Accepted
4	2.1.1	Qualified / Passed in either: (attach evidence)	□ CAAB IT exam □ QFI □ Hold or Held FIR		□ Accepted □ Not Accepted
5	2.1.2	For Aircraft 7000 kg or less: Licence Type & Number (licence valid & current on the type of aircraft as PIC for which the instructor authorization is sought (copy attached)	□ Applicable □ N/A □ ATPL # □ CPL #		□ Accepted □ Not Accepted
6	2.1.3	For Aircraft above 7000 kg: Licence Type & Number (valid & current on the type of aircraft as PIC for which the instructor authorization is sought (copy attached)	□ Applicable □ N/A □ ATPL #		□ Accepted □ Not Accepted
7	2.1.2/ 2.1.3	Competency and Recent experience Requirements as per Annexure-8, 2.1.1 (attach evidence)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
8	2.1.4	Medical Assessment (Class-I)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	2.1.5	Not responsible for any violation, aircraft accident or serious incident in last 05 years: (declaration by air operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	2.1.6	Not responsible for any aircraft incident in last 03 years: (declaration by air operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	2.1.7	Experience for Turbo Prop aircraft AUW 7000 kg or less): □ Min 2000 hrs □ Min 200 hrs as PIC on Type □ Min 100 hrs reduced as PIC with justification attached	□ Applicable □ N/A □ □ □		□ Accepted □ Not Accepted
12	2.1.8	Experience for Turbo Prop aircraft AUW above 7000 kg □ Min 2000 hrs □ Min 500 hrs as PIC on Type □ Min 300 hrs reduced as PIC with justification attached	□ Applicable □ N/A □ □ □		□ Accepted □ Not Accepted
13	2.1.9	Experience for Jet aircraft □ Min 4000 hrs □ Min 1500 hrs as PIC on Type □ Min 1000 hrs reduced as PIC with justification attached	□ Applicable □ N/A □ □ □		□ Accepted □ Not Accepted
14	2.1.10	The applicant is proficient in both seats (attach PPC report)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15	2.1.11	Report of demonstration class / lecture of 1:00 hour by BTI/DCP (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
16	2.1.12	Oral test report by BTI/DCP (Attached)	□ Yes □ No □ N/A		□ Accepted □ Not Accepted

17	2.1.13	Training Program completion report (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
18	1.4	Annexure-16 has been incorporated in the Training Manual	□ Yes □ No		□ Accepted □ Not Accepted
19	2.1.13	i. Flying Log Book (relevant pages Attached) ii. Training records and documents (Attached)	i □ Yes □ No ii: □ Yes □ No		□ Accepted □ Not Accepted
20	2.4.6	IT refresher training syllabus included in the Training Manual	□ Yes □ No		□ Accepted □ Not Accepted
21	3.4.6	Completed IT refresher course every 5 years and pass the ground examination conducted by the operator (Report Attached)	□ Yes □ No		□ Accepted □ Not Accepted
22		Request letter Report Submitted	□ Yes □ No		□ Accepted □ Not Accepted
23		Others (If any)			□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for issue of **BTI** on aircraft type **……** for 5 years from the date of approval.

□ **NOT** recommended for issue of **BTI**, reason:

_____
Inspector's Name, Signature & Seal

APPLICATION FOR ISSUANCE OF SYNTHETIC FLIGHT INSTRUCTOR (AEROPLANE)

S/N	Annexure-16	ITEM	OPERATOR's		CAAB USE
			Response	Page No	
1		Name of the applicant			□ Accepted □ Not Accepted
2	1.2. b	Application for SFI Aircraft Type:			□ Accepted □ Not Accepted
3		Name of the Operator			□ Accepted □ Not Accepted
4	3.1.1	Qualified / Passed in either: (attach evidence)	□ CAAB IT exam □ QFI □ Hold or Held FIR		□ Accepted □ Not Accepted
5	3.1.2	Hold or held (expired) an ATPL/CPL for aircraft All Up Weight 7000 kg or less (copy attached)	□ Applicable □ N/A □ ATPL # □ CPL #		□ Accepted □ Not Accepted
6	3.1.3	Hold or held (expired) an ATPL for aircraft All Up Weight above 7000 kg (copy attached)	□ Applicable □ N/A □ ATPL #		□ Accepted □ Not Accepted
7	3.1.4	Not responsible for any violation, aircraft accident or serious incident in last 05 years: (declaration by operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
8	3.1.5	Not responsible for any aircraft incident in last 03 years: (declaration by operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	3.1.6	Shall have passed the Technical Examination on Type (attach evidence)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	3.1.7	Report of demonstration class / lecture of 1:00 hour by SFI/DCP	Attached: □ Yes □ No		□ Accepted □ Not Accepted
11	3.1.8	Oral test report by SFI/DCP	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	3.1.9 (b) i, ii, iii, iv, v	The Simulator Training record: (minimum 5 FFS sessions)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
13	3.1.9 (b) vi	Check by SFI/DCP	Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	1.4	Annexure-16 has been incorporated in the Training Manual	□ Yes □ No		□ Accepted □ Not Accepted
15	3.1.9	Training records and documents	Attached: □ Yes □ No		□ Accepted □ Not Accepted
16	3.4.5	IT refresher training syllabus included in the Training Manual	□ Yes □ No		□ Accepted □ Not Accepted
17	3.4.5	Completed IT refresher course every 5 years and pass the ground examination conducted by the operator.	Attached: □ Yes □ No		□ Accepted □ Not Accepted
18		Request letter	Submitted: □ Yes □ No		□ Accepted □ Not Accepted
19		Others (If any)			□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ **Recommended** for issue of **SFI** for aircraft type**:** for 5 years from the date of approval.

□ **NOT** recommended for issue of **SFI** (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-114 (c)

APPLICATION FOR ISSUANCE OF BASE TRAINING INSTRUCTOR (HELICOPTER)

S/N	Annexure -17	ITEM	OPERATOR's		CAAB USE
			Response	Page No	
1		Name of the applicant			□ Accepted □ Not Accepted
2	1.2.a	Application for BTI: Helicopter Type:	□ SE Piston ( ) □ SE Turbine ( ) □ ME ( )		□ Accepted □ Not Accepted
3		Name of the Operator			□ Accepted □ Not Accepted
4	2.1	Qualified / Passed in either: (attach evidence)	□ CAAB IT exam □ QFI □ Hold or Held FIR		□ Accepted □ Not Accepted
5	2.2	Licence Type & Number (licence valid & current on the type of aircraft as captain (copy attached)	□ ATPL# □ CPL		□ Accepted □ Not Accepted
6	2.2	Competency and Recent experience Requirements as per Annexure-8, 2.1.1 (attach evidence)	□ Yes □ No		□ Accepted □ Not Accepted
7	2.3	Medical Assessment (Class-I) Attached	□ Yes □ No		□ Accepted □ Not Accepted
8	2.4	Not responsible for any violation, aircraft accident or serious incident in last 05 years: (declaration by operator Attached)	□ Yes □ No		□ Accepted □ Not Accepted
9	2.5	Not responsible for any aircraft incident in last 03 years: (declaration by operator Attached)	□ Yes □ No		□ Accepted □ Not Accepted
10	2.6	Experience for Helicopter: □ Min 1500 hrs grand total □ Min 50 hrs as PIC on Type □ Min 25 hrs reduced as PIC with justification attached	Applicable: □ N/A □ □ □		□ Accepted □ Not Accepted
11	2.7	The applicant is proficient in both seats (attach PPC report)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	2.8	Oral test report by Examiner Attached	□ Yes □ No □ N/A		□ Accepted □ Not Accepted
13	2.9	Report of demonstration class of 0:45 hour at CAAB Attached	□ Yes □ No □ N/A		□ Accepted □ Not Accepted
14	2.10	A resume of the candidate's background, qualifications and experience is required and shall include previous flight check experience			
15	2.11	Completed Flight Trg including min following requirements □ Min 4 flights (total 3:00 hrs) □ Check with a BTI/DCP	□ flights □ Yes □ No		□ Accepted □ Not Accepted
16	1.4	The provision of this Annexure-17 has been incorporated in the Training Manual	□ Yes □ No		□ Accepted □ Not Accepted
17	2.11	i. Flying Log Book (relevant pages) ii. Training records and documents	i. Attached: □ Yes □ No ii. Attached: □ Yes □ No		
18		Request letter	Submitted: □ Yes □ No		
19		Others (If any)			

N.B: √ (tick) the appropriate box 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____(for CAAB use)_____

□ Recommended for issue of **BTI** for aircraft type: for 5 years from the date of approval

□ NOT recommended for issue of **BTI** (reason):

_____
Inspector's Name, Signature & Seal

APPLICATION FOR ISSUE OF SYNTHETIC FLIGHT INSTRUCTOR-HELICOPTER

S/N	Annexure -17	ITEM	OPERATOR's		CAAB USE
			Response	Page No	
1		Name of the applicant			□ Accepted □ Not Accepted
2	1.2, b	Application for company SFI Aircraft Type			□ Accepted □ Not Accepted
3		Name of the Operator			□ Accepted □ Not Accepted
4	6.1.1	Qualified / Passed in either: (attach evidence)	□ CAAB IT exam □ QFI □ Hold or Held FIR		□ Accepted □ Not Accepted
5	6.1.2	Hold or held an ATPL/CPL for Helicopter (copy attached)	a. Applicable □ N/A □ ATPL# □ CPL		□ Accepted □ Not Accepted
6	6.1.3	Not responsible for any violation, aircraft accident or serious incident in last 05 years: (declaration by operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
7	6.1.4	Not responsible for any aircraft incident in last 03 years: (declaration by operator)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
8	6.1.7	Report of demonstration class / lecture of 0:45 hour at CAAB	Attached: □ Yes □ No		□ Accepted □ Not Accepted
9	6.1.5	Shall have passed the Technical Examination on Type: (attach evidence)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
10	6.1.6	Oral test report by SFI/DCP conducted the check	Attached: □ Yes □ No □ N/A		□ Accepted □ Not Accepted
11	6.1.8 (b) i, ii, iii, iv, v	The Simulator Training record: (minimum 5 FFS sessions)	Attached: □ Yes □ No		□ Accepted □ Not Accepted
12	6.1.8 (b) vi	Assessment by an SFI/DCP	Attached: □ Yes □ No		□ Accepted □ Not Accepted
13	1.4	The provision of this Annexure-17 has been incorporated in the Operations Manual	Attached: □ Yes □ No		□ Accepted □ Not Accepted
14	7. a	Training records and documents	Attached: □ Yes □ No		□ Accepted □ Not Accepted
15		Request letter Submitted	□ Yes □ No		□ Accepted □ Not Accepted
16		Others (If any)			

N.B: d (tick) the appropriate box 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name,
Signature with date

_____ (for CAAB use) _____

□ Recommended for issue of **SFI** for aircraft type: for 5 years from the date of approval.

□ NOT recommended for issue of **SFI** (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-118 (a)

APPLICATION FOR APPROVAL OF FOREIGN ATO (by operator)

OPERATOR AND ATO SPECIFICS			
S/N	**ITEM**	**PARTICULARS**	**CAAB USE**
1	Name of the Air Operator		□ Accepted □ Not Accepted
2	AOC/COA of the Air Operator attached	□ Yes □ No	□ Accepted □ Not Accepted
3	Application date by Air Operator		□ Accepted □ Not Accepted
4	Application for initial approval/renewal	□ Initial □ Renewal	□ Accepted □ Not Accepted
5	Application for subsequent new inclusions.	□ Yes □ No	□ Accepted □ Not Accepted
6	Name of the foreign ATO		□ Accepted □ Not Accepted
7	ATO Approved by contracting state (name)		□ Accepted □ Not Accepted
8	Certificate of the foreign ATO attached	□ Yes □ No	□ Accepted □ Not Accepted
9	ATO approval No.		□ Accepted □ Not Accepted
10	ATO Location/address		□ Accepted □ Not Accepted
11	Name of Accountable Manager		□ Accepted □ Not Accepted
12	Point of Contact a. Name & Appointment b. Telephone number c. Email address		□ Accepted □ Not Accepted
13	Contract with air operator & ATO attached	□ Yes □ No	□ Accepted □ Not Accepted
14	Purpose of Training for initial approval		□ Accepted □ Not Accepted
15	Purpose of Training for new inclusions.		□ Accepted □ Not Accepted
16	Cover letter by the operator Submitted	□ Yes □ No	□ Accepted □ Not Accepted
17	Any Other Information		□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/report/evidence. 2. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use)_____

□ Accepted for Inspection of the ATO:
□ Not Accepted for Inspection of the ATO (reason):
□ Inspection Schedule date:
□ Name of FOI detailed for the Inspection:

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-118 (b)

APPLICATION FOR APPROVAL OF FOREIGN FSTD (by operator)

OPERATOR AND FSTD SPECIFICS			
S/N	**ITEM**	**PARTICULARS**	**CAAB ACTION**
1	Name of the Air Operator		□ Accepted □ Not Accepted
2	AOC/COA of Air Operator attached	□ Yes □ No	□ Accepted □ Not Accepted
3	Application date by Air Operator		□ Accepted □ Not Accepted
4	Application for initial approval/renewal	□ Initial □ Renewal	□ Accepted □ Not Accepted
5	Application for subsequent new inclusions	□ Yes □ No	□ Accepted □ Not Accepted
6	Name of the FSTD operator		□ Accepted □ Not Accepted
7	FSTD for aircraft type		□ Accepted □ Not Accepted
8	FSTD approved by the State (name)		□ Accepted □ Not Accepted
9	FSTD approval Certificate by state attached	□ Yes □ No	
10	FSTD approval No.		
11	Contract with air operator and FSTD operator attached	□ Yes □ No	□ Accepted □ Not Accepted
12	FSTD facility Location/address		□ Accepted □ Not Accepted
14	**FSTD (FFS) Specifications** a. FFS: S/N: Reg # FFS LEVEL: □ D □ C b. FFS: S/N: Reg # FFS LEVEL: □ D □ C c. FFS: S/N: Reg # FFS LEVEL: □ D □ C d. FFS: S/N: Reg # FFS LEVEL: □ D □ C		
15	**FSTD (FTD) Specifications** a. FTD: S/N: Reg # FTD LVL: □ 1 □ 2 □ 3 □ 4 □ 5 □ 6 □ 7 b. FTD: S/N: Reg # FTD LVL: □ 1 □ 2 □ 3 □ 4 □ 5 □ 6 □ 7		
16	Name of the postholder of the air operator will be present during CAAB Inspection		□ Accepted □ Not Accepted
17	Cover letter by the air operator	□ Yes □ No	□ Accepted □ Not Accepted
18	Any Other Information		□ Accepted □ Not Accepted

N.B: 1. Attach certificates/result/report/evidence. 2. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for CAAB use)_____

□ Accepted for Inspection of the FSTD:

□ Not Accepted for Inspection of the FSTD (reason):

□ Inspection Schedule date:

□ Name of FOI detailed for the Inspection:

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-118 (c)

CHECKLIST FOR APPROVAL OF FOREIGN ATO (by CAAB)

OPERATOR AND ATO SPECIFICS		
S/N	**ITEM**	**PARTICULARS**
1	Name of the Air Operator	

2	AOC/COA of the Air Operator	
3	Name of the foreign ATO	
4	ATO approval No.	
5	ATO Approved by the state	
6	ATO Location/address	
7	Name of the Accountable Manager	
8	Point of Contact a. Name b. Telephone number c. Email address	
9	Any Other Information	
10	Name of the inspector	
11	Date of inspection	
12	Inspection authority Reference	

Grade: S-Satisfactory, U-Unsatisfactory, Remarks-Additional Comments, NC-Not Checked

STAFFING			
S/N	**TOPIC**	**GRADE**	**REMARKS**
1.	Technical instructors approved for each type;		
2.	Performance instructors approved for each type;		
3.	Simulator instructors approved for each type;		
4.	Availability of examiners (if applicable);		
5.	Head of training;		
6.	Quality manager;		

FACILITIES			
S/N	**TOPIC**	**GRADE**	**REMARKS**
1.	Adequacy of classrooms;		
2.	Availability of reference material;		
3.	Adequacy of computer terminals for CBT;		
4.	Adequacy of briefing rooms;		
5.	Adequacy of training aids;		
6.	Examination papers and arrangements;		
RECORDS			

1.	Security of records		
2.	Availability of records		
3.	Adequacy of course records for type of training		
4.	Individual training records:		
	a. Ground training		
	b. Simulator training		
	c. Checks and examination		
5.	SAMPLE TECHNICAL TRAINING		
	a. CBT		
	b. Instructor guide		
6.	SAMPLE PERFORMANCE TRAINING		
	a. CBT		
	b. Instructor lecture		
7.	SAMPLE SIMULATOR SESSION		
	a. Briefing		
	b. Conduct of simulator training session		
	c. Conduct of simulator check		
	d. Debriefing		
	e. Assessment		

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

□ **Recommended** for approval of the ATO and valid till date:

□ **NOT** recommended for approval of the ATO (reason)**:**

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-118 (d)

CHECKLIST FOR APPROVAL OF FOREIGN FSTD (by CAAB)

OPERATOR AND FSTD SPECIFICS		
S/N	**ITEM**	**PARTICULARS**
1	Name of the Air Operator	
2	AOC/COA # of the Air Operator	
3	Name of the foreign ATO	
4	FSTD operated by	
5	ATO approval No.	

6	FSTD for aircraft type	
7	ATO Approved by the state	
8	FSTD approved by the state	
9	ATO Location/address	
10	FSTD facility Location/address	
11	**FSTD (FFS) Specifications** a. FFS: S/N: Reg # FFS LEVEL: □ D □ C b. FFS: S/N: Reg # FFS LEVEL: □ D □ C c. FFS: S/N: Reg # FFS LEVEL: □ D □ C d. FFS: S/N: Reg # FFS LEVEL: □ D □ C	
12	**FSTD (FTD) Specifications** a. FTD: S/N: Reg # FTD LVL: □ 1 □ 2 □ 3 □ 4 □ 5 □ 6 □ 7 b. FTD: S/N: Reg # FTD LVL: □ 1 □ 2 □ 3 □ 4 □ 5 □ 6 □ 7	
13	Any Other Information	
14	Name of the inspector	
15	Date of inspection	
16	Inspection authority Reference	

NOTE-1: The Inspector should:

a. Coordinate inspection arrangements with operator for inspector of the FFS and/or FTD;

b. Review the specifications and approvals of the device used or intended for use, including whether the device is intended for the FTD Level 4, 5, 6, 7 or FFS Level C or D to confirm that the device is representative of the aircraft it is simulating.

NOTE-2: The representative of the operator shall be present during the inspection.

Grade: S-Satisfactory, U-Unsatisfactory, Remarks-Additional Comments, NC-Not Checked

GENERAL			
S/N	**TOPIC**	**GRADE**	**REMARKS**
1.	Is the simulator or training device configuring the same way as the aeroplane it represents?		
2.	Does the certificate holder use a maintenance log to report simulator or training device discrepancies?		
3.	Did the certificate holder use a maintenance log to correct simulator technical problem?		
4.	Did the certificate holder upgrade his simulators and training devices to reflect operational/fleet changes?		

5.	Were the certificate holder's policies, procedures, instructions and information contained in the manual for the Simulator/Training Device?		
6.	Were the Simulators / Training Devices process controls followed?		
7.	Did the records for the Simulators Training Devices process comply with the approved regulations?		
8.	Were the required checks and measurements for the Simulators / Training devices process effective in identifying problems or potential problems and providing corrective action for them?		
9.	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions and information that are related to this task?		
10.	Is there any Compliance monitoring System with Compliance monitoring and procedure manual?		
11.	Are the MQTG and QTG current?		
12.	Is there any QTG auto test facility? Are the auto test facilities available?		
13.	FSTD maintenance schedule and break down record?		
14.	List of SFIs and SFEs (Training records, experience level & approval from local authority)		
15.	Is the company's updated SOPs, Charts, FCTM, QRH, FCOM, Training syllabus (Initial, Recurrent & Skill Test) readily available for review?		
16.	Are the following aspects of the Management Responsibility and Authority addressed for the Simulators/ Training Devices process:		
	a. Is there a clearly identified person who is responsible for the quality of the training?		
	b. Is there a clearly identified person who has authority to establish and modify then Certificate Holder's policies procedures, instructions and information for the Simulators / Training Devices?		
	c. Does the responsible person know that he/she has responsibility for the Simulators / Training Device process?		
	d. Does the person with responsibility for the Simulators /Training devices process meet the qualification standards?		

GROUND TRAINING			
S/N	**TOPIC**	**GRADE**	**REMARKS**
1.	Training/Class rooms with briefing/de-briefing rooms are well equipped?		

2.	Equipment/ Audio/Audio Visual adequate?		
3.	Lesson Plan/Execution performance adequate?		
4.	Technical Documents/Maps/Charts/Checklist available?		
5.	Safety Equipment & Emergency Training arrangement?		

COMPUTER BASE TRAINING FACILITY			
S/N	**TOPIC**	**GRADE**	**REMARKS**
1.	Equipment/Audio/Audio Visual arrangement adequate?		
2.	Panel Layouts as per the operator's aircraft:		
	Lesson plan/execution as per the operator's training policy?		
	Response to Switches/Levers adequate?		
	Instrument & System Adequacy?		
	Communication Procedure adequate?		
	Safety & Security Arrangements adequate?		
3.	Does the device meet all applicable CAR and policy guidelines for use in Crew member training, in accordance with the Certificate Holder's design type?		
4.	Is the simulator to be used for take-off and landing qualification?		
5.	Is the simulator to be used for LOFT training?		
6.	Is the simulator to be used for Category II/III approach training and checking?		
7.	Is the simulator to be used for ETOPS training and checking?		
8.	Is the simulator cockpit a full-scale replica of the operator's aircraft cockpit?		
9.	Does the simulator replicate the actual instrumentation and switch location of operator's aircraft?		
10.	Is the direction of movement of control and switches identical to that in the aircraft?		
11.	Taxi for take-off in visual conditions adequately simulated & possible?		
12.	If low visibility taxi operations, taxi for take-off in low RVR adequately simulated and possible, including taxiway lightings and markings?		
13.	Normal maximum gross weight takeoff realistically simulated?		
14.	Normal visual take off with maximum cross-wind component realistically simulated?		

15.	Low visibility (min RVR approved for operator) max gross weight take-off with engine failure at V1 and climb profile realistically simulated, including visual cues?		
16.	Warnings for approach to stall in a climb configuration conform to the expected sequence and approximate airspeeds, with realistic recovery profile possible?		
17.	Warnings for approach to stall in a landing configuration conform to the expected sequence and approximate airspeeds, with realistic recovery profile possible?		
18.	Wind shear profiles provide realistic indications, with escape configuration possible?		
19.	Steep turns are possible, with realistic power and attitude configurations?		
20.	Engine-out drift-down and level flight possible in conformance with published performance for weight, temperature and altitude?		
21.	Navigation simulation appropriate to the type of navigation and RNP requirements?		
22.	If approved for ETOPS route checking, the necessary route and alternate possibilities are included in simulator software?		
23.	All planned abnormal indications can be realistically simulated?		
24.	Completion of all planned abnormal procedures can be accomplished?		
25.	All emergencies can be realistically simulated?		
26.	Completion of all emergency procedures can be accomplished?		
27.	Engine-out landing from Category I precision approach can be completed in accordance with profile?		
28.	If approved for the operator, Category II or III hand-flown touchdown and rollout realistically possible with visual cues?		
29.	If approved for the operator, Category III Auto-land functions properly throughout the touchdown and rollout with landing?		

N.B: √ **1**. Attach certificates/result/report/evidence. 2. N/A- Not applicable. 3. Add paper, if required

□ **Recommended** for approval of the FSTD and valid till date:

□ **NOT** recommended for approval of the FSTD (reason)**:**

Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-141 (a)

APPLICATION FOR ISSUANCE OF FOO LICENCE

Name of the applicant:	
Name of the Operator:	
Operator's letter reference No.	

S/N	ANO-1	ITEM	OPERATOR's		CAAB USE
			Response	Page No	
1	4.6 & 5	Application for:	□ FOOL		□ Accepted □ Not Accepted
2		Fee (FOOL) for issuance	Challan: Amount:		□ Accepted □ Not Accepted
3	5.2.1 (IV)	Name of the applicant			□ Accepted □ Not Accepted
4	5.2 1(IVa)	Date of Birth (dd/mm/yyyy)			□ Accepted □ Not Accepted
5	4.6.1.1	Age, as of application date (yy/mm/dd): Minimum 21 Years			□ Accepted □ Not Accepted
6	5.2.1 (VII)	Place of Birth			□ Accepted □ Not Accepted
7	5.2.1 (VI)	NID/ Birth Registration (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
8	5.2.1 (VI)	Permanent Address			□ Accepted □ Not Accepted
9	5.2.1 (VI)	Mailing Address			□ Accepted □ Not Accepted
10	4.6.1.2	Academic Qualification (attached)	□ Yes □ No		□ Accepted □ Not Accepted

11	4.6.1.2	Knowledge Test Result (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
12	4.6.1.4	Skill Test Result, attach PEL/LIC-142(c) (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
13		Request Letter (submitted)	□ Yes □ No		□ Accepted □ Not Accepted
14		Others (If any)			□ Accepted □ Not Accepted

N.B: 1. √ (tick) the appropriate box, 2. Attach certificates/result/report/evidence as applicable, 3. N/A- Not applicable
4. Add separate paper, if required

_____
Applicant's Name
Signature with date

_____(for CAAB use) _____

□ **Recommended** for issuance of FOO Licence**:**

□ **NOT recommended** for issuance of FOO Licence (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-141(b)

EXPERIENCE REQUIRED FOR ISSUANCE OF FOOL

Name of the applicant:	
Name of Operator	
Operator letter reference No.	

S/N	Item	ANO 1	CAAB Requirement	Applicant's Experience	CAAB use
1	Experience	4.6.1.3.1	The applicant shall have gained the following experience:		
		a)	a total of two years of service in any one or in any combination of the capacities specified in 1) to 3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year: 1) a flight crew member in air transportation; **or** 2) a meteorologist in an organization providing operational control to aircraft in air transportation; **or** 3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;		□ Accepted □ Not Accepted
		OR			
		b)	at least one year as an assistant in the dispatching of air transport;		
		OR			
		c)	have satisfactorily completed course of approved training.		

2	Experience	4.6.1.3.2	have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.	□ Yes □ No	□ Accepted □ Not Accepted

N.B: 1. √ (tick) the appropriate box. 2. Attach evidence as applicable. 3. N/A- Not applicable. 4. Add separate paper, if required.

_____
Applicant's Name
Signature with date

_____(for CAAB use) _____

□ Experience **Accepted** for issuance of FOOL □

□ Experience **NOT Accepted** for issuance of FOOL □ (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-141 (c)

SKILL TEST ASSESSMENT FOR FOO LICENCE

Name of the applicant:	
Name of Operator:	
Operator letter reference No.	

Legend: S-Satisfactory U-Unsatisfactory

S/N	ANO 1		Subject	S	U	Remarks
1	4.6.1.4		**Do the candidate have ability to:**			
		a	identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;			
		b	identify and evaluate the risk factors and the possible consequences for flight operations;			
		c	identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;			
		d	determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;			
		e	apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;			
		f	make an accurate and operationally acceptable weather analysis provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;			
		g	identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;			
2	Chapter 5, Para 5.2.1, XIII		Competent to operate R/T equipment in English			
3	Others					

Overall assessment: □ Satisfactory □ Unsatisfactory

Comment (if any):

_____
Signature of the Candidate
Date:

_____
Name & Signature of the Examiner
Date:

CAAB Form: PEL/LIC-141 (d)

FLIGHT OPERATIONS OFFICER COMPETENCY CARD

Company LOGO

Flight Operations Officer Competency Card

Name of the operator:

Name of the licence holder.:

Licence No.:

Holder's Photo:

Holder's Signature

Name, Seal and Signature of a key post holder of the operator

Page-1

Name of Test	Date of Test	Valid Till	Name of the Examiner	Initial with seal

Page-2

CAAB Form: PEL/LIC-142

APPLICATION FOR ISSUANCE OF NON-EXPIRY TYPE LICENCE FROM EXPIRY TYPE LICENCE FOR FLIGHT OPERATIONS OFFICER

S/N	ITEM	ANO-1	OPERATOR's		CAAB USE
			Response	Page No.	
1.	Application for	4.6, 5.2.1 (II)	□ FOOL		□ Accepted □ Not accepted
2.	Application date(dd/mm/yy)				□ Accepted □ Not accepted
3.	Name of the applicant	5.2.1 (IV)			□ Accepted □ Not accepted
4.	Present Licence Number				□ Accepted □ Not accepted
5.	Status of present Licence. (dd/mm/yy)	Annexure-2, Para-2	□ Valid Till: □ Expired on:		□ Accepted □ Not accepted
6.	a. Fee for issuance of a licence b. Challan (attached)		a. Fee: b. □ Yes □ No		□ Accepted □ Not accepted
7.	Date of Birth (dd/mm/yy)	5.2.1 (IVa)			□ Accepted □ Not accepted
8.	Age, as of application date (dd/mm/yy)	4.6.1.1			□ Accepted □ Not accepted
9.	Place of birth	5.2.1 (V)			□ Accepted □ Not accepted
10.	NID/ Birth Registration copy	5.2.1 (VI)			□ Accepted □ Not accepted
11.	Permanent address (as given in NID/ Birth Registration)	5.2.1 (VI)			□ Accepted □ Not accepted
12.	Mailing address	5.2.1 (VI)			□ Accepted □ Not accepted
13.	Email: Tel No.				□ Accepted □ Not accepted
14.	Knowledge Test Result attached (if applicable)	Annexure-2, Table 2.1, S/N a, b, c	□ Yes □ Not Applicable		□ Accepted □ Not accepted
15.	Others (mention)				□ Accepted □ Not accepted

N.B: 1. √ (tick) the appropriate box. 2. Attach evidence as applicable. 3. N/A-Not applicable. 4. Add separate paper, if required.

_____
Applicant's Name
Signature with date

_____(for CAAB use) _____□

Recommended for issue of Non-Expiry Type Licence.

□ **NOT** recommended for issue of Non-Expiry Type Licence (reason):

_____
Inspector's Name, Signature & Seal

CAAB Form: PEL/LIC-143 (a)

APPLICATION FOR ISSUANCE OF NOC FOR CONVERSION OF FOREIGN LICENCE (FOOL)

S/N	ITEM	OPERATOR's	CAAB USE

		Response	Page No.	Verified.
1.	Name of the applicant			□ Accepted □ Not accepted
2.	NID/ Birth Registration Copy attached	□ Yes □ No		□ Accepted □ Not accepted
3.	Date of Birth (dd/mm/yy)			□ Accepted □ Not accepted
4.	Age, as of application date (dd/mm/yy)			□ Accepted □ Not accepted
5.	Permanent Address			□ Accepted □ Not accepted
6.	Mailing Address			□ Accepted □ Not accepted
7.	Email: Tel no.:			□ Accepted □ Not accepted
8.	License Details	□ SOLI: □ FOOL No.: □ Valid Till: □ Non-Expiry /Expiry Type		□ Accepted □ Not accepted
9.	Competency/currency issued by SOLI (attached)	□ FOOL		□ Accepted □ Not accepted
10.	Experience certificate in compliance Attached (if applicable)	□ Yes □ No		□ Accepted □ Not accepted
11.	Others (mention)			□ Accepted □ Not accepted

N.B: 1. Attach evidence as applicable. 2. Add separate paper, if required. 3. √ (tick) the appropriate box. 4. Not Applicable N/A).

_____
Applicant's Name
Signature with date

_____(for CAAB use) _____

□ **Recommended for issuance of NOC and valid till:**

□ **NOT recommended for issuance of NOC (reason):**

_____
Inspector's Name, Signature & Seal

LICENCE AUTHENTICATION FORM FOR FLIGHT OPERATIONS OFFICER

Issuing Authority Details	
State of Issue	
Issuing Authority Name of the Authorized Person	
Title of the Authorized Person	

We hereby certify the authenticity of the following licence. We also confirm that there are no outstanding actions on this licence:

Licence Details				
Name of the holder of the licence				
Licence type and number		**FOOL#**		
Date of the issue of Licence		Date (dd/mm/yy)	Date of License Expiry (dd/mm/yy)	Non-Expiry licence
				□ Yes □ No
Signature of the authorized Person			Date	
Telephone No	+88-02-8901406		Stamp	
Fax No	+88-02-8901418			
E-mail	pel@dfsrcaab.gov.bd mfsr@caab.gov.bd dfsr@caab.gov.bd adfsr@caab. gov.bd			

For any comments (e.g. violation, accident & incident history), the space below may be used:

CAAB Form: PEL/LIC-143 (c)

(Template)

CIVIL AVIATION AUTHORITY OF BANGLADESH
Flight Standard & Regulations Division
Headquarters, Kurmitola, Dhaka

No. 30.31.0000. 114.xxxxxxxxxxxxxx Date:

Applicant's Name
Address

Sub: **No Objection Certificate for Conversion of Foreign Licence (FOOL)**

Ref: Application reference number date:

Reference is made to the above-mentioned letter.

Civil Aviation Authority of Bangladesh is pleased to issue "No Objection Certificate" (NOC) in connection to rendering the foreign licence valid for the undermentioned FOOL holder.

Name of the applicant	NID/ Birth Registration No.	Foreign LicenceNo.	Remarks

Civil Aviation Authority of Bangladesh has "No Objection" for issuance NOC for conversion of the licence subject to fulfilment of other requirements.

The NOC shall remain valid for 120 days unless cancelled or revoked.

(**NAME**)
(Appointment)
Flight Standard & Regulations Division CAAB, HQ, Dhaka.
Tel: +88-02-8901914, Exn-3592
Email:

CAAB Form: PEL/LIC-164 (a)

APPLICATION FOR ISSUANCE OF GROUND INSTRUCTOR APPROVAL

(other than subjects on IR, Aircraft Type Rating)

S/N	REFERENCE	ITEM	CANDIDATE's		Operator Use
			Response	Page No	
	ANO-1				
1	Para 5.2.1 (IV)	Name of the Candidate			□ Accepted □ Not Accepted
	Para 5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
	ANNEXURE 12 to ANO 1				
2	2.1	Name of the ground subject for approval			□ Accepted □ Not Accepted
	3.1.1	Passed IT/FIR/CFTI/RTI/BTI/SFI/SFE/ DCP/TRI/TRE/QFI/QHI/ToT or under CAA of a contracting state	□ Passed □ Not Passed Attached □ Yes □ No		□ Accepted □ Not Accepted
	3.1.2	Demonstrated level of knowledge (CPL/ATPL), (CAAB Certificate attached)	□ Passed □ Not Passed □ Yes □ No		□ Accepted □ Not Accepted
	3.1.3	Report of completion of Level I, II & III class (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
	3.1.3.4	Recommendation by the instructor monitoring the performance of Level III class (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	3.1.4	Assessment of demonstration class by an approved instructor (Attached)	□ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for operator use) _____

□ **Recommended** for Issue of Ground Instructor Approval (Subject):

□ **Not Recommended** for Issue of Ground Instructor Approval (reason):

_____
Company official's Name, Signature & Seal

APPLICATION FOR ISSUANCE OF GROUND INSTRUCTOR APPROVAL

(Instrument Rating subject)

S/N	REFERENCE	ITEM	CANDIDATE's		Operator Use
			Response	Page No	
1	**ANO-1**				
	5.2.1 (IV)	Name of the Candidate			□ Accepted □ Not Accepted
	5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
2	**ANNEXURE 12 to ANO-1**				
	2.1	Name of the ground subject for approval			□ Accepted □ Not Accepted
	4.1.1	Passed IT/FIR/CFTI/RTI/BTI/SFI/SFE/ DCP/TRI/TRE/QFI/QHI/ToT or under CAA of a contracting state	□ Passed □ Not Passed Attached □ Yes □ No		□ Accepted □ Not Accepted
	4.1.2	Demonstrated level of knowledge (Certificate attached)	□ Passed □ Not Passed □ Yes □ No		□ Accepted □ Not Accepted
	4.1.3	Report of completion of Level I, II & III class (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
	4.1.3.4	Recommendation by the instructor monitoring the performance of Level III class (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	4.1.4	Assessment of demonstration class by 'B' or above category flight instructor (Attached)	□ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for operator use) _____

□ **Recommended** for Issue of Ground Instructor Approval (IR):

□ **Not Recommended** for Issue of Ground Instructor Authorization (reason)

_____
Company official's Name, Signature & Seal

APPLICATION FOR ISSUANCE OF GROUND INSTRUCTOR APPROVAL

(Subjects for Aircraft Class/Type Rating)

S/N	REFERENCE	ITEM	CANDIDATE's		Operator Use
			Response	Page No	
1	**ANO-1**				
	5.2.1 (IV)	Name of the Candidate			□ Accepted □ Not Accepted
	5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
2	**ANNEXURE-12 to ANO 1**				
	2.1	Name of the ground subject for approval			□ Accepted □ Not Accepted
	5.1.1	Passed IT/FIR/CFTI/RTI/BTI/SFI/SFE/DCP/TRI/TRE/QFI/QHI/ToT or under CAA of a contracting state	□ Passed □ Not Passed □ Yes □ No		□ Accepted □ Not Accepted
	5.1.2	Passed class/type rating subject (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	5.1.3	Completed type specific SIM as crew, or as an observer Or, six sectors of flight observation on specific type if no FSTD available (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	5.1.4	Report of completion of Level I, II & III class (Attached)	□ Yes □ No		□ Accepted □ Not Accepted
	5.1.4.4	Recommendation by the instructor monitoring the performance of Level III class (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	5.1.5	Assessment of demonstration class by an approved instructor (Attached)	□ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for operator use) _____

□ **Recommended** for Issue of Ground Instructor Approval (Aircraft Class/Type Rating):

□ **Not Recommended** for Issue of Ground Instructor Approval (reason):

_____
Company official's Name, Signature & Seal

APPLICATION FOR RENEWAL OF GROUND INSTRUCTOR APPROVAL

S/N	REFERENCE	ITEM	CANDIDATE's		Operator Use
			Response	Page No	
	ANO-1				
1	Para 5.2.1 (IV)	Name of the Candidate			□ Accepted □ Not Accepted
	Para 5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
	Annexure-12 to ANO 1				
2	2.1	Name of the ground subject for renewal			□ Accepted □ Not Accepted
	Para 8.1.1	Completed IT refresher within last 5-years period (Certificate attached)	□ Passed □ Not Passed □ Yes □ No		□ Accepted □ Not Accepted
	Para 8.1.2	Conducted 02 hours of ground training during preceding 12 months (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted
	Para 8.1.3 (For Aircraft Class/Type Rating subject)	Observed Simulator training of two sessions on each aircraft type within 5 years period. (Certificate attached) Or, Observed 02 sectors of flight on each type of aircraft, if no FSTD available. (Certificate attached)	□ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for operator use) _____

□ **Recommended** for Renewal of Ground Instructor Approval (subject):

□ **Not Recommended** for Renewal of Ground Instructor Approval (reason):

_____
Company official's Name, Signature & Seal

RE-ESTABLISHMENT OF GROUND INSTRUCTOR APPROVAL

S/N	REFERENCE	ITEM	OPERATOR/CANDIDATE		Operator Use
			Response	Page No	
1.	**ANO-1**				
	Para 5.2.1 (IV)	Name of the Candidate			□ Accepted □ Not Accepted
	Para 5.2.1 (VI)	Mailing Address & Mobile No			□ Accepted □ Not Accepted
2.	**Annexure-12 to ANO 1**				
	Para 2.7	Name of the ground subject for re-establishment			□ Accepted □ Not Accepted
	Para 9.1.1	Completed IT refresher within last 5-years period (Certificate attached)	□ Passed □ Not Passed Attached: □ Yes □ No		□ Accepted □ Not Accepted
	Para 9.1.2	Completion of 02 x classes on respective subject	Attached: □ Yes □ No		□ Accepted □ Not Accepted
	Para 9.1.3	Assessment of demo class in CAAB	Attached: □ Yes □ No		□ Accepted □ Not Accepted
	Para 9.1.4 (For Aircraft Class/ Type Rating subject)	i. Observed Simulator training of minimum two sessions on each type of aircraft within 5 years period. Or, ii. Observed at least 02 sectors of flight on each type of aircraft if no FSTD available.	Attached: □ Yes □ No		□ Accepted □ Not Accepted

N.B: √ (tick) the appropriate box. 2. Attach certificates/result/report/evidence. 3. N/A- Not applicable. 4. Add paper, if required.

_____
Applicant's Name
Signature with date

_____ (for operator use) _____

□ **Recommended** for re-establishment of Ground Instructor Approval (subject):

□ **Not Recommended** for re-establishment of Ground Instructor Approval (reason)

_____
Company official's Name, Signature & Seal

Civil Aviation Authority of Bangladesh

Ground Instructor Evaluation Form

Name of the Instructor:

Type of Evaluation : □ Initial □ Renewal □ Re-establishment

Capacity : □ PPL □ CPL □ ATPL □ FOOL □ TYPE RATING □ IR □ IT

Subject/Area :

Date of Evaluation :

S/N	Items	Scale									
		1	2	3	4	5	6	7	8	9	10
1	Compliance and relevance with requirements, syllabus, topic, etc										
2	Subject knowledge and resourcefulness										
3	Organization of Thought										
4	Analytical Ability										
5	Self Confidence										
6	Language Clarity										
7	Postures and Gestures										
8	Art of Speaking and Communication Skills										
9	Use of Conventional Audio-Visual Aids										
10	Use and management of CBT (Computer Based Training) or Power Point Presentations										
11	Time Management										
12	Question and Answer handling										

Evaluation on items 9 and 10 are conditional and may not always be applicable.
Pass Marks is 70% on the average and 50% on individual items.

Marks obtained _____ out of _____, i.e. _____ %.

The candidate has □ **Passed** □ **Failed**

_____
(Signature, Name, Designation and
Approval No. of Evaluator)

CAAB Form: PEL/LIC-164 (g)

CIVIL AVIATION AUTHORITY OF BANGLADESH
FLIGHT STANDARD AND REGULATIONS DIVISION

GROUND INSTRUCTOR APPROVAL CERTIFICATE

Ref: CAAB…… Date……

Mr./Mrs/Ms…… ……...

is hereby approved as an instructor for conducting technical course and conducting the examination/test on the technical subject(s). The holder is authorized to conduct the under mentioned technical subjects in accordance with the CAAB approved training syllabus:

S/N	Name of Technical Subjects	Validity	Remarks/Restrictions
01			
02			
03			
04			
05			

ANNEXURE-34

TYPE RATING AND LICENCE ENDORSEMENT LIST - FLIGHT CREW

(Chapter 2, A, 2.1.3, refers)

1. **General**

1.1 Two separate type rating and licence endorsement lists-flight crew are established, one for helicopters and one for all other aircraft. These lists constitute the class and type of aircraft categorizations in accordance with ANO-1, Chapter 2, A, 2.1.3 (class and type ratings). Furthermore, the lists provide aircraft-specific references relevant to flight crew qualifications and air operations. Aircraft referred to in this Annexure is listed in the tables in support of harmonized licence endorsements, or when their operation could be subject to requirements relevant to flight crew qualifications and air operations (i.e. used in commercial air transport).

2. **Explanation of terms as follows**

a. Type of aircraft' means a categorization of aircraft requiring a type rating as determined in the ANO-1, Chapter 2, A, 2.1.3.2 and which includes all aircraft of the same basic design including all modifications thereto except those which result in a change in handling or flight characteristics.

b. Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.

c. Familiarization requires the acquisition of additional knowledge.

d. Variant - means an aircraft or a group of aircraft within the same pilot type rating that has differences to the base aircraft requiring difference training or familiarization training.

e. Common Type Rating - A number of aircraft, approved by the authority, to fly after completion of a (Difference or Familiarization) type rating course e.g. B777/B787, A-330/A350, ATR 42/72.

f. Base Aircraft - Base aircraft means an aircraft or group of aircraft used as a reference to compare differences with another aircraft.

3. **Aircraft class ratings**

3.1 Aircraft class rating designations are incorporated within the lists. Aircraft within a class rating are not individually listed, except for other aircraft with specific provisions.

4. **Type rating and licence endorsement lists**

4.1 These lists provide with a consolidated overview of established type rating designations and associated licence endorsements. The type rating and licence endorsement lists do not include information for all aircraft. In particular, aircraft may not be included if they are part of a class rating. The lists also indicate whether aircraft have been classified as variants. Flight crew type rating and variant designations that are established by EASA through the last updated Operational Evaluation Guidance Material (OE GM) or Operational Suitability Data (OSD) flight crew evaluation process and are accepted by Chairman without further assessment. Flight crew type rating and variant designations established by EASA, including any superseding designations, shall be adopted on an interim basis by circulating a "CAAB instruction" until they are incorporated through a subsequent amendment to this ANO.

5. **Licence endorsement**

5.1 The endorsement of aircraft type on licence is established in accordance with ANO-1, Chapter 2, A, 2.1.3 (class and type ratings). Occasionally, the addition of a new aircraft variant or change of crew capacity may lead to a change in an existing licence endorsement. In these cases, the previous licence endorsement remains valid but should be replaced with the amended endorsement on the licence.

6. **Aircraft variants**

6.1 **Aircraft within class ratings**

a. The type rating and licence endorsement lists-flight crew provide categories of class ratings and indicate aircraft which are considered as variants.

b. Aircraft within the same class rating which are separated by a horizontal line in the tables require differences training, whereas those aircraft which are contained in the same cell require familiarization when transitioning from one aircraft to another. As an example, a SE (land) aeroplane with variable pitch propeller and a SE Piston (land) aeroplane with retractable undercarriage require differences training, whereas two different SE (land) aeroplanes, both with cabin pressurization require familiarization.

c. All aircraft within the same class rating ME require differences training, unless indicated otherwise in the list.

7. **Aircraft with type ratings**

a. Where more than one aircraft model/name are listed in column 2 under the same licence endorsement, these aircraft are designated as variants of the same type of aircraft. This is indicated by ‘X’ in column 4.

b. Aircraft models/names of variants which are separated by a horizontal line require differences training (for example, B737-500 series and B737-600 series), whereas those variants which are contained in the same cell only require familiarization (for example, B737-300 series and B737-400 series), when transitioning from one variant to another.

c. Normally, the variant designation is the result of an Operational Evaluation Guidance Material (OE GM) or Operational Suitability Data (OSD) flight crew evaluation process and column 6 (remarks). The referenced document(s) may contain specific details regarding pilot training, checking and currency, as well as prerequisites, credits, or limitations, and must be consulted. Transitioning between variants may not have been evaluated between all models or in all directions.

d. Where variant determinations are established without an operational evaluation, operators, ATOs or competent authorities should assess the differences, as applicable.

8. **Single-pilot (SP) /Multi-pilot (MP)**

8.1 Column 5 indicates if an aircraft is certified for a minimum of one pilot (SP) or certified for a minimum of two pilots (MP).

8.1.1 Aircraft which are certified for SP may be operated in a multi-crew environment for a variety of reasons. Applicable requirements relevant to flight crew qualifications and air operations apply; Operational Evaluation Guidance Material (OE GM) or Operational Suitability Data (OSD) for flight crew may contain additional provisions, where available.

9. **Remarks**

9.1 The remarks column 6 references available OE GM or OSD flight crew documents, a class rating determination, or any other pertinent information.

10. The aircraft rating and licence endorsement lists constitute the class and type of aeroplane categorizations in accordance with Chapter 2, A, 2.1.3.1 (class) and Chapter 2, A, 2.1.3.2 (a) (type ratings) of this ANO-1. Furthermore, the lists provide aircraft-specific references relevant to flight crew qualifications and air operations. Additional information concerning these lists is provided in the para 1 to para 9 above.

10.1 **Class Rating and Licence Endorsement List: Flight Crew – Aeroplane**

Manufacturer 1	Aircraft Model Name 2	Licence Endorsement 3	Variants 4	SP/MP 5	Remarks 6
All manufacturers	Single-engine piston (land)	SEP (land)	X	SP	Class rating SEP (land) Aircraft within the class rating SEP (land) are not listed individually in this table, unless specific provisions have been established
	Single-engine piston (land) with variable pitch propellers (VP)				
	Single-engine piston (land) with retractable undercarriage (RU)				
	Single-engine piston (land) with turbo- / super-charged engines (T)				
	Single-engine piston (land) with cabin pressurisation (P)				
	Single-engine piston (land) with tail wheels (TW)				
	Single-engine piston (land) with electronic flight instrument system (EFIS) Single-engine piston (land) with single lever power control (SLPC)				
All manufacturers	Single-engine turbo-prop engines	SE (land)	X	SP	All aircraft within the class rating require differences training, unless indicated otherwise in the list. Check for each aircraft must be accomplished individually, unless indicated otherwise in the list.
All manufacturers	Single-engine piston (sea)	SEP (Sea)	X	SP	Class rating SEP (sea) Aircraft within the class rating SEP (sea) are not listed individually in this table unless specific provisions have been established.
	Single-engine piston (sea) with variable pitch propellers (VP)				
	Single-engine piston (sea) with turbo- / super-charged engines (T)				
	Single-engine piston (sea) with cabin pressurisation (P)				
	Single-engine piston (sea) with electronic flight instrument system (EFIS)				
	Single-engine piston (sea) with single lever power control (SLPC)				
All manufacturers	Multi-engine piston (land)	MEP (land)	X	SP	Class rating MEP (land) Aircraft within the class rating MEP (land) are not listed individually in this table, unless specific provisions have been established. All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list.
All manufacturers	Multi-engine piston (sea)	MEP (sea)	X	SP	Class rating MEP (sea) Aircraft within the class rating MEP (sea) are not listed individually in this table, unless specific provisions have been established. All aircraft within the same class rating MEP require differences training, unless indicated otherwise in the list

10.2 Type Rating and Licence Endorsement List: Flight Crew– Aeroplane

Manufacturer 1	Aircraft Model Name 2	Licence Endorsement 3	Variants 4	SP/MP 5	Remarks 6
Airbus	A300 - 600ST (Beluga)	A300-600ST	-	MP	
	A318 - 100 series A319 - 100 series A320 - 100 series - 200 series - neo A321 - 100 series - 200 series - neo	A320	X	MP	
	A330 - 300 series - 200 series - 200 F - 200 MRTT FAF STC - 900 series - 800 series	A330/350	X	MP	
	A330 - 700L				
	A350 - 900 series -1000 series				
	A340 - 200 series - 300 series - 500 series - 600 series	A340	X	MP	
Airbus Canada Limited Partnership (ACLP)	BD500-1A10 (A220-100) BD500-1A11 (A220-300)	BD-500	X	MP	
ATR	ATR 42 (not PEC equipped) - 42-200 / -300 / -320	ATR42/72	X	MP	PEC (propeller electronic control)
	ATR 42 (PEC equipped) -42-400/-500 ATR 72 (not PEC equipped) -72-101/-102/-201/-202/-211/-212 ATR 72 (PEC equipped) -72-101/-102/-201/-202 (with mod 4371) -72-211/-212 (with mod 3973 or 4371)				
BAE Systems (Operations) Ltd	HS 748 series	HS748	-	MP	

Manufacturer 1	Aircraft Model Name 2	Licence endorsement 3	Variants 4	SP/MP 5	Remarks 6
Boeing	B737 -100 series -200 series	B737 100-200	X	MP	
	B737 CL -300/-400/-500 Series	B737 300-900			
	B737 NG -600/-700/800/-900/-900 ER Series				
	B737 MAX -8/-8200/-9 Series				
	B747 - 100 series B747 - 200 series B747 - 300 series	B747 100-300			
	B747-SP				
	B747 - 400 series - 400 F series	B747-400			
	B747 - 8 series - 8F series				
	B757 - 200 series - 300 series	B757/767			
	B767 - 200 series - 300 series - 300 F series				
	B767 - 400 ER				
	B777 -200 series -300 series B777 F	B777/787	X	MP	
	B787 - 8 series - 9 series -10 series				
Bombardier Inc.	DHC8 -100 series -200 series -300 series	DHC8	X	MP	OSD FC DHC8
	DHC8 -400 series				
Textron Aviation	208 208 (sea)	Cessna SET	X	SP	Training levels between Cessna SET land and sea aircraft have not been evaluated.
Manufacturer 1	Aircraft Model Name 2	Licence endorsement 3	Variants 4	SP/MP 5	Remarks 6

Cirrus Aircraft Company	SR 20	SE (Land)	-	SP	
Diamond Aircraft Industries GmbH	DA 42 (DA 42, DA 42 M, DA 42 NG, DA 42 M-NG)	MEP (land)	X	SP	
	DA 62				
Fokker / Fairchild	FH 227 F 27A/F/J F 27 series	F 27	X	MP	
	F 50	F 50	-	MP	
	F70 F100	F70/100	X	MP	
Hawker Beechcraft Corporation	BAE 125 - 800 series - 1000 series	HS125	X	MP	Differences training is applicable when equipped with an EFB software package. When the EFB software package is not installed Level B familiarisation is required.
McDonnell Douglas / Boeing	DC9 80 series	DC9 80/ MD88/ MD90	X	MP	
	MD 88 series MD 90 series				
Piaggio Aero Industries S.p.A.	P180 Avanti	Piaggio 180	X	SP/MP	
	P180 Avanti II P180 Avanti EVO				
Pilatus	PC-12/47E (PC-12 NG)	Pilatus PC12 SET	X	SP/MP	
	PC-12/47E (PC-12 NGX)				
	PC-12 PC-12/45 PC-12/47 PC-12/41				
Saab	SAAB SF340 series	SAAB340	-	MP	

11. The aircraft rating and licence endorsement lists constitute the class and type of helicopter categorizations in accordance with ANO-1, Chapter 2, A, 2.1.3.1.1, class rating and Chapter 2, A, 2.1.3.2 (a) (b), type ratings of this ANO. Furthermore, the lists provide aircraft-specific references relevant to flight crew qualifications and air operations. Additional information concerning these lists is provided in the para 1 to para 9 above.

11.1 Type Rating & License Endorsement List: Flight Crew – Helicopters

Manufacturer 1	Helicopter Model / Name 2	Differences 3	License Endorsement 4	Remarks 5
Agusta Bell – SE Turbine -	Agusta Bell 206 A Agusta Bell 206 B	**(D)**	Bell 206	
	Agusta Bell 206 L			
	Agusta Bell 204	**(D)**	Bell 204/205/UH-1D	
	Agusta Bell 205			
Agusta Bell - ME Turbine -	Agusta Bell 212	**(D)**	Bell 212/412	
	Agusta Bell 412 Agusta Bell 412 SP			
Airbus Helicopters -SE Turbine-	EC 130 B4-Ecureuil EC 130 T2-Ecureuil	**(D)**	EC130	
Leonardo - SE Turbine -	A119 –A119 IDS	**(D)**	A119	
	AW119MKII (Ke)			
	AW119MKII (Kx)			
Leonardo - ME Turbine -	A109 A A109 A II A109 C	**(D)**	A109	A139 has to be modified in AW139, as license endorsement, at the first opportunity. A139 remains valid till 31.12. 2024 as license endorsement
	A109 K2			
	A109 LUH			
	AB139 & AW139 Phase 4 AW139 Phase 5 AW139 Phase 7	**(D)**	AW139	
	AW139 Phase 8			
	A109E	**(D)**	AW109	
	A109S			
	A109S Trekker			
	AW109SP			
Manufacturer 1	**Helicopter Model / Name 2**	**Differences 3**	**License Endorsement 4**	**Remarks 5**

Bell Helicopters - SE Turbine -	Bell 407	**(D)**	Bell 407	
	Bell 407GX			
	Bell 407GXi			
	Bell 505		Bell 505	
Bell Helicopters - ME Turbine -	Bell 206 LT Twin Range		Bell 206 LT	
	Bell 212	**(D)**	Bell 212/412	
	Bell 412 Bell 412 SP Bell 412 HP Bell 412 EP			
	Bell 412 EPI			
	Bell 230	**(D)**	Bell 230/430	
	Bell 430			
	Bell 427		Bell 427	
	Bell 429		Bell 429	
Robinson -SE Piston-	R 22 R 22 Alpha R 22 Beta R 22 Mariner		R 22	
	R 44 R 44 Rave R 44 Raven II		R 44	
Robinson -SE Turbine-	R 66		R 66	