



COMMERCIAL PILOT LICENCE AND INSTRUMENT RATING

AIR NAVIGATION ORDER

VERSION : 1.0
DATE OF IMPLEMENTATION : 01-10-2020
OFFICE OF PRIME INTEREST : Personnel Licensing Directorate

	NAME	DESIGNATION	SIGNATURE
PREPARED BY	PEL TEAM	VARIOUS	VARIOUS
REVIEWED BY	KHALID MEHMOOD	Additional Director Licensing Scrutiny & Processing	
	M. NAEEM IQBAL QURESHI	Director Personnel Licensing	
VERIFIED BY	NADIR SHAFI DAR	Dy. Director General (Regulatory)	
APPROVED BY	HASSAN NASIR JAMY	Director General Civil Aviation Authority	
TYPE OF DOCUMENT	AIR NAVIGATION ORDER (ANO)		
STATUS OF DOCUMENT	CONTROLLED		

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A1. This Air Navigation Order (ANO) is issued by the Director General, Civil Aviation Authority, Pakistan in pursuance of the powers vested in him under Rules 4, 35 to 44, 58, 340, 342, 347, 348, 354, 355, 357, 359, 360 and all other enabling provisions of the Civil Aviation Rules, 1994 (CARs, 94).

B. PURPOSE

B1. The purpose of this ANO is to give regulatory framework for grant, renewal and revalidation of commercial pilot licence (CPL) and related ratings including instrument rating (IR) on Aeroplanes and Helicopters.

C. SCOPE

C1. This ANO establishes the requirements for the issue of commercial pilot licence and associated ratings and the conditions of their validity and use.

C2. This ANO contains the requirements for the grant, revalidation and renewal of CPL. Any person applying for or holding a commercial pilot licence granted or renewed under this ANO shall comply with these requirements and all amendments, which may make from time to time.

C3. This ANO also establishes requirements for the issue, revalidation and renewal of instrument rating on pilot licenses.

C4. Failure to comply with any of these requirements may result in suspension or the revocation of the commercial pilot licence and may lead to the penalties as provided in PCAA enforcement manual and Civil Aviation Rules 1994 (CARs 94).

C5. All persons desiring to pilot an aircraft registered in Pakistan shall comply with the instructions contained in this Air Navigation Order (ANO). Unless contrary intentions appear, this ANO shall also be read in conjunction with the other personnel licensing ANOs and instructions issued by the PCAA from time to time.

D. DESCRIPTION:

D1. INTRODUCTION

D1.1 The ANO provide for the issue of a Commercial Pilot Licence and its associated ratings for a person to act as pilot of a Pakistan registered aircraft.

D1.2 The DG CAA may grant this licence (CPL) and ratings subject to being satisfied that the applicant is a fit person to hold a commercial pilot licence or associated rating and is appropriately qualified to act in the capacity to which the licence relates.

D1.3 Queries on flight crew licensing requirements should be referred to:

Personnel Licensing Directorate,
Civil Aviation Authority, Pakistan
Jinnah International Airport,
Old Terminal, Karachi.
Telephone: 009221-99072658
Fax: 009221-99242776
Email: adlreg@caapakistan.com.pk

D1.4 'Shall' is used to indicate a mandatory requirement and may appear in this ANO and 'Should' is used to indicate a recommendation.

D1.5 Whenever licenses, ratings, approvals or certificates are mentioned in this ANO, these are meant o be valid licenses, ratings, approvals or certificates issued in accordance with licensing ANOs. In all other cases, these documents are specified.

D2. **DEFINITIONS**

The following terms shall have the meanings assigned to them here under. Any other term used in this ANO but not defined here shall have the same meanings as given in Civil Aviation Ordinance, 1960, Pakistan Civil Aviation Ordinance, 1982, Civil Aviation Rules, 1994, and relevant ANOs, issued by Director General, CAA Pakistan.

D2.1 **“Aerobatic flight”** means an intentional manoeuvre involving an abrupt change in an aircraft’s attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight or for instruction for licenses or ratings other than the aerobatic rating.

D2.2 **“Aerial Work”** flight operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation, patrol, search and rescue, and aerial advertisement etc.

D2.3 **“Aeroplane”** means an engine-driven fixed-wing aircraft heavier than air which is supported in flight by the dynamic reaction of the air against its wings.

D2.4 **“Aeroplane required to be operated with a co-pilot”** means a type of aeroplane which is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

D2.5 **“Aeronautical experience”** experience gained during flight time as a member of an operating crew of an aircraft and experience gained during simulated flight as a member of the operating crew of an approved Synthetic Flight Trainer.

D2.6 **“Aircraft”** Any machine which can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface.

D2.7 **“Aircraft – Category”** means classification of aircraft according to specified basic characteristics e.g. aeroplane, helicopter, glider, free balloon.

D2.8 **“Airmanship”** means the consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

D2.9 **“Air Navigation Order” (ANO)** means orders issued by the Director General, Civil Aviation Authority (CAA) under CARs 1994.

D2.10 **“Authority”** means the Civil Aviation Authority, Pakistan, established under Section 3 of Civil Aviation Authority Ordinance 1982, to whom a person applies for the issue of pilot licenses or associated ratings or certificates.

D2.11 **“Basic Instrument Training Device”** means a ground-based training device which represents the student pilot’s station of a class of aeroplanes. It may use screen-based instrument panels and spring-loaded flight controls, providing a training platform for at least the procedural aspects of instrument flight.

D2.12 **“Certificate of Airworthiness” (C of A)** means a certificate of airworthiness issued to an aircraft by the Airworthiness Directorate subject to meeting the prescribed airworthiness requirements.

D2.13 **“Commercial air transport”** means the transport of passengers, cargo or mail for remuneration or hire.

D2.14 **“Competency”** A combination of skills, knowledge and attitude required to perform a task to the prescribed standard.

D2.15 **“Competency element”** means an action which constitutes a task that has a triggering event and a terminating event that clearly define its limits, and an observable outcome.

D2.16 **“Competent Authority”** means the Director General, Civil Aviation Authority (DG CAA) of Pakistan or a person authorized by the Director General.

- D2.17 “**Co-Pilot / P-2**” means a licensed pilot serving in any piloting capacity other than as pilot-in-command (PIC) but excluding a pilot who is on-board the aircraft for the sole purpose of receiving flight instruction.
- D2.18 “**Cross-country**” means a flight between a point of departure and a point of arrival following a pre-planned route, using standard navigation procedures.
- D2.19 “**Designated Check Pilot**” (DCP) means an approved person who may conduct tests and checks on behalf of the CAA. His privileges may include those of a training pilot.
- D2.20 “**Designated Examiner**” means a person authorized to conduct a skill test on behalf of the CAA where typically a CAA inspector is required. Unlike the DCP, Designated Examiner is not a permanent position.
- D2.21 “**Dual instruction time**” means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorized instructor.
- D2.22 “**Error**” means an action or inaction taken by the flight crew which leads to deviation from organizational or flight intentions or expectations.
- D2.23 “**Error management**” means the process of detecting and responding to errors with countermeasures which reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft states.
- D2.24 “**Flight Instructor**” (FI) means a flight instructor who can conduct training of abnatio pilots, within the scope of his privileges, on aircraft of weight category of 5700 KG and below.
- D2.25 “**Flying Training Organization**” (FTO) means an aviation training centre, approved by CAA and whose flying training is acceptable to the PCAA for the purpose of issue, renewal and revalidation of a license, certificate, rating or an endorsement.
- D2.26 “**Full Flight Simulator**” (FFS) means a full size replica of a specific type or make, model and series aircraft flight deck, including the assemblage of all equipment and computer programs necessary to represent the aircraft in ground and flight operations, a visual system providing an out-of-the-flight deck view, and a force cueing motion system.
- D2.27 “**Flight time**” means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
- D2.27 “**Flight and Navigation Procedures Trainer**” (FNPT) means a training device which represent the flight deck or cockpit environment, including the assemblage of equipment and computer programs necessary to represent an aircraft type or class in flight operations to the extent that the systems appear to function as in an aircraft.
- D2.28 “**Helicopter**” means 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.
- D2.29 “**Instrument flight time**” means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.
- D2.30 “**Instrument ground time**” means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices.
- D2.31 “**Licensing Authority**” means the authority, established by the Director General, Civil Aviation Authority, responsible for licensing of personnel under the CARs.
- D2.32 “**Medical Assessment**” The evidence issued by a Contracting State that the license holder meets specific requirements of medical fitness.
- D2.33 “**Multi-pilot aircraft**” means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes.

D2.34 “**Other training devices**” (OTD) means training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.

D2.35 “**Performance-Based Navigation**” (PBN) means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

D2.36 “**Pilot-in-Command (PIC/P-1)**” means the pilot designated as being in command and charged with the safe conduct of the flight.

D2.37 “**Pilot-in-command under supervision**” (PICUS) means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command.

D2.38 “**Pilot Integrated Course**” means an integrated pilot licence course comprising PPL, CPL, IR in continuation. The duration of the course shall begin from the date of the issuance of the student pilot licence.

D2.39 “**Pilot Modular Course**” means courses for PPL, CPL and IR taken independently.

D2.40 “**Proficiency check**” means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

D2.41 “**Rating**” means an authorization entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license.

D2.42 “**Renewals**” means the administrative action taken after a rating or certificate has lapsed for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfillment of specified requirements.

D2.43 “**Revalidation**” means the administrative action taken within the period of validity of a rating or certificate which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfillment of specified requirements.

D2.44 “**Single-pilot aircraft**” means an aircraft certificated for operation by one pilot.

D2.45 “**Skill test**” means the demonstration of skill for a licence or rating issue, including such oral examination as may be required.

D2.46 “**Solo flight time**” means flight time during which a student pilot is the sole occupant of an aircraft.

D2.47 “**Threat**” means events or errors which occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

D2.48 “**Threat management**” means the process of detecting and responding to the threats with countermeasures which reduce or eliminate the consequence of threats, and mitigate the probability of errors or undesired aircraft states.

Note: *All words and terms used in this ANO shall be interpreted and construed as defined. In all other cases, the International Civil Aviation Organization, Civil Aviation Rules 1994 and relevant ANOs shall construe them as defined and used.*

D3. **COMMERCIAL PILOT LICENCE (AEROPLANE AND HELICOPTER)**

D3.1 **ELIGIBILITY**

D3.1.1 **Prerequisites:** Applicant shall hold a valid student pilot (SPL), or private pilot licence (PPL);

D3.1.2 **Age:** Applicants for a CPL shall be at least 18 years of age;

D3.1.3 **Medical Standards:** The applicant for a CPL must pass the class I medical examination and shall hold a valid PCAA **class 1** medical fitness;

D3.1.4 Language Proficiency: An applicant shall be capable of speaking, reading and understanding English language. Before issue of CPL, the applicant shall passed a practical language communication test and demonstrate language proficiency (ELP) to atleast operational level 4;

D3.1.5 Training Course: Applicant for a CPL shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instructions appropriate to the privileges given;

D3.1.6 Conditions: Applicant for the issue of a CPL shall have fulfilled the requirements for the type rating for the aircraft used in the skill test;

D3.1.7 Educational Qualification: An applicant shall hold an educational qualification of at least Higher Secondary School Certificate or equivalent;

D3.1.8 Security Clearance: Applicant shall have security clearance from local police, special branch police and Intelligence Bureau (IB);

D3.1.9 No Objection Certificate (NOC): Serving personnel from armed forces and government departments shall provide NOC from their respective organizations; and

D3.1.10 Flight Radio Telephone Operator Licence (FRTOL): The applicant shall undergo the training for a flight radio-telephone operator and FRTOL privileges shall be endorsed on the commercial pilot license. (Training / assessment is not required if FRTOL privileges are endorsed on lower licence).

D3.2 FLYING TRAINING ORGANIZATION

D3.2.1 The flying training organization conducting flying training for the issue of a commercial pilot licence and instrument rating shall hold a valid approval from PCAA as a flying training organization (FTO).

D3.2.2 The ground training organization conducting basic ground training for commercial pilot licence and instrument rating shall hold a valid approval from PCAA as a ground training organization (GTO).

D3.2.3 ICAO GUIDANCE MATERIAL The ICAO training manual (DOC 7192), Part B-5, contains guidance material for a course of training for the commercial pilot licence.

D4. APPLICATION AND ISSUE, REVALIDATION & RENEWAL OF LICENSES & RATINGS

D4.1 An application for the issue, revalidation or renewal of commercial pilot licence and associated ratings shall be submitted to the licensing authority in a form and manner established by this authority. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence as well as associated ratings or endorsements, established in this ANO.

D4.2 Any limitation or extension of the privileges granted by a licence and rating shall be endorsed in the licence by the licensing authority.

D4.3 An application for the issue of a licence for another category of aircraft, or for the issue of further ratings, as well as amendment, revalidation or renewal of those licenses and ratings shall be submitted to the licensing authority.

D5. ENGLISH LANGUAGE PROFICIENCY

D5.1 Holders of a commercial pilot licence, who are required to use the radiotelephone, shall not exercise the privilege of their licence and rating unless English language proficiency (ELP) is endorsed on their licence.

D5.2 The applicant must have an at least the operational level (Level 4) of the ICAO language proficiency rating scale.

D5.3 The English language proficiency (ELP), level and validity date must be endorsed on their licence.

D5.4 Only persons authorized by or otherwise acceptable to the licensing authority shall perform the evaluation and certification of language proficiency.

D5.5 Only approved organization shall conduct the language proficiency test and submit the test result along-with the answer sheet to personnel licensing office PCAA.

D5.6 Refer to ANO-006-LCXX for details on language proficiency and FRTOL.

D5.7 List / details of PCAA approved ELP Assessor can be obtained from Personnel Licensing Office.

D6. COMMERCIAL PILOT LICENCE - PRIVILEGES

D6.1 The exercise of the privileges granted by a licence shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate. Privileges of the holder of a commercial pilot licence shall be:

D6.1.1 Exercise all the privileges of the private pilot licence;

D6.1.2 Act as pilot-in-command in any Pakistan registered aircraft engaged in operations other than commercial air transportation for which he has the group 1 endorsement.

D6.1.3 Act as pilot-in-command in commercial air transport operation, a Pakistan registered aircraft certified for single-pilot operation, for which he has the group 1 endorsement.

D6.1.4 Act as co-pilot of a Pakistan registered aircraft in commercial air transportation required to be operated with a co-pilot.

D6.1.5 A commercial pilot licence holder employed in commercial air transport operation shall meet the additional requirements as prescribed in the operations manual by the operator.

D6.1.6 A commercial pilot licence holder shall not exercise privileges of the licence on more than one aircraft, of weight category above 5700 Kg simultaneously in commercial air transport operations.

D6.2 Applicants for the issue of a commercial pilot licence shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.

Note: *Certain privileges of the licence are curtailed when licence holders attain their 65th birthday.*

D7. COMMERCIAL PILOT - THEORETICAL KNOWLEDGE EXAMINATION

D7.1 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 aircraft intended to be included in the license.

D7.2 The validity period of the commercial pilot licence theoretical knowledge examination results for obtaining a commercial pilot licence is thirty six months. In case the examination is taken in parts, each part's validity will be determined from the date the exam was passed.

D7.3 The commercial pilot theoretical knowledge examination credit must be valid at the time of licence issuance.

D7.4 Refer to ANO-002-LCXX for details including syllabus, reading and training material of commercial pilot licence theoretical knowledge examination.

D8. CPL - AERONAUTICAL EXPERIENCE (AEROPLANE)

D8.1 The applicant shall have completed not less than 200:00 hours of flight time in a **Modular Course**, or 150:00 hours in an **Integrated Course** as pilot of aeroplanes. The licensing authority shall determine whether experience as a pilot under instruction in a synthetic flight trainer, which it has approved, is acceptable as part of the total flight time of 200:00 hours or 150:00 hours, as the case may be. Credit for such experience shall be limited to a maximum of 10:00 hours.

D8.2 The applicant shall have completed in aeroplanes not less than:

D8.2.1 100:00 hours as PIC in **Modular Course** and 70:00 hours as PIC in an **Integrated Course**.

D8.2.2 20:00 hours of cross-country flight time as pilot-in-command including one solo cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made.

D8.2.3 10:00 hours of instrument instruction time of which not more than 05:00 hours may be instrument ground time.

D8.2.4 05:00 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.

Note-1: Detailed breakdown of flying hour's i.e. aeronautical experience (aeroplane) for the issuance of commercial pilot licence is given in Appendix - A to this ANO. The experience required in D8.1 shall be completed before the skill test for the commercial pilot licence-aeroplane is taken.

Note-2: Where the applicant has flight time as a pilot of aircraft in other categories, the licensing authority shall determine whether such experience is acceptable and, if so, the extent to which the total flight time requirements can be reduced accordingly.

D9. **CPL - AERONAUTICAL EXPERIENCE (HELICOPTER)**

D9.1 The applicant shall have completed not less than 200:00 hours of flight time in a **Modular Course**, or 150:00 hours in an **Integrated Course** as pilot of helicopters. The licensing authority shall determine whether experience as a pilot under instruction in a synthetic flight trainer, which it has approved, is acceptable as part of the total flight time of 200:00 hours or 150:00 hours, as the case may be. Credit for such experience shall be limited to a maximum of 10:00 hours.

D9.2 The applicant shall have completed in helicopters not less than:

D9.2.1 35:00 hours as pilot-in-command.

D9.2.2 10:00 hours of cross-country flight time as pilot-in-command including one solo cross-country flight in the course of which landings at two different points shall be made.

D9.2.3 10:00 hours of instrument instruction time of which not more than 05:00 hours may be instrument ground time.

D9.2.4 05:00 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.

Note-1: Detailed breakdown of flying hour's i.e. aeronautical experience (helicopter) for the issuance of commercial pilot licence is given in Appendix - A to this ANO. The experience required in D9.1 shall be completed before the skill test for the CPL-(H) is taken.

Note-2: Where the applicant has flight time as a pilot of aircraft in other categories, the licensing authority shall determine whether such experience is acceptable and, if so, the extent to which the total flight time requirements can be reduced accordingly.

Note-3: The instrument and night flight time during training for CPL-H, does not authorize a pilot to operate under instrument meteorological conditions unless, he has a current instrument rating endorsed on his licence.

D10. **CREDITING OF FLIGHT TIME**

D10.1 Unless otherwise specified in this ANO, flight time to be credited for a licence or rating shall have been flown in the same category of aircraft for which the licence or rating is sought.

D10.2 An applicant for a licence or rating shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the licence or rating.

D11. FLIGHT INSTRUCTION FOR INITIAL ISSUANCE OF CPL

D11.1 The applicant shall have received the dual flight instructions required for the issue of the commercial pilot licence and for the issue of instrument rating in aeroplanes 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:

D11.1.1 Recognize and manage threats and errors;

D11.1.2 Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

D11.1.3 Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

D11.1.4 Control of the aircraft by external visual reference;

D11.1.5 Flight at critically slow airspeeds; spin recognition of, and recovery from, incipient and full stalls;

D11.1.6 Flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

D11.1.7 Normal and cross-wind take-off and landings;

D11.1.8 Maximum performance (short field and obstacle clearance) take-off; soft field and short-field landings;

D11.1.9 Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

D11.1.10 Cross-country flying using visual reference, dead-reckoning and radio navigation aids; diversion procedures;

D11.1.11 Abnormal and emergency procedures and manoeuvres;

D11.1.12 Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;

D11.1.13 The applicant shall have received dual instruction in aeroplanes in night flying, including takeoffs, landings and navigation; and

D11.1.14 Flight with asymmetrical power for multi-engine class or type ratings.

D11.2 Beside above mentioned requirements, helicopter pilot shall also received following instructions:

D11.2.1 Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm.

D11.2.2 Ground maneuvering and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches.

D11.2.3 Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops.

D11.2.4 Hovering out of ground effect; operations with external load, if applicable; flight at high altitude.



D11.2.5 **پاکستان سول ایوی ایشن اتھارٹی** Abnormal and emergency procedures, including simulated helicopter equipment malfunctions, auto-rotative approach, and landing.

D11.2.6 The applicant shall have received dual instruction in helicopters in night flying, including take-offs, landings and navigation

Note: *The instrument experience and the night flying experience specified do not entitle the holder of a commercial pilot licence — helicopter to pilot helicopters under IFR unless instrument rating is endorsed on the licence.*

D12. **COMMERCIAL PILOT LICENCE - SKILL TEST (AEROPLANE)**

D12.1 The applicant for a commercial pilot licence shall undergo the skill test to demonstrate the ability to perform, as pilot-in-command of an aeroplane, the procedures and manoeuvres with the competency appropriate to the privileges granted:

D12.1.1 Operate the aeroplane within its limitations;

D12.1.2 Complete all manoeuvres with smoothness and accuracy;

D12.1.3 Exercise good judgment and airmanship;

D12.1.4 Maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never in doubt;

D12.1.5 Apply aeronautical knowledge;

D12.1.6 Recognize and manage threats and errors

Note-1: *For details on skill test also refer to personnel licensing ANO-004-LCXX (Licensing and Rating – Aircrew).*

Note-2: *Before a skill test for the issuance of a license and rating is taken, the applicant shall have passed the required theoretical knowledge examination pertaining to the issuance of commercial pilot licence.*

D13. **COMMERCIAL PILOT LICENCE - SKILL TEST (HELICOPTER)**

D13.1 The applicant shall have demonstrated the ability to perform as pilot-in-command of a helicopter, the procedures and maneuvers described with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence — helicopter, and to:

D13.1.1 Operate the helicopter within its limitations.

D13.1.2 Complete all maneuvers with smoothness and accuracy.

D13.1.3 Exercise good judgment and airmanship.

D13.1.4 Apply aeronautical knowledge.

D13.1.5 Maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or maneuver is never seriously in doubt.

D13.1.6 Recognize and manage threats and errors

D13.2 For skill test, also refer to Air Navigation Order 004 (Licences & Ratings – Air Crew).

Note: *For a skill level test in a multi-crew cockpit, the other crew complement shall be qualified on the aircraft.*

D14. **COMMERCIAL PILOT LICENCE – ERROR MARGINS**

D14.1 During the skill test, following error margins are applicable for a successful test:

Height

Normal flight	± 100 feet
With simulated engine failure	± 150 feet
Tracking of radio aid	± 5 ⁰
Heading	
Normal flight	± 10 ⁰
With simulated engine failure	± 15 ⁰
Speed	
Take-off & approach	+ 5/- 0 Knots
Normal Flight	± 10 Knots
With simulated engine failure	+ 10/- 0 Knots

D15. **COMMERCIAL PILOT LICENCE - EXAMINATIONS AND TESTS**

- D15.1 Pass complete set of commercial pilot theoretical knowledge examinations; and CPL - H if applicable.
- D15.2 Applicant shall pass the aircraft type technical examination to qualify for the inclusion of aircraft rating on the licence.
- D15.3 Pass the skill test on the aircraft.
- D15.4 An applicant who fails to pass a flight test may apply for a retest only when he has carried out the training determined by the examiner who conducted the test.
- D15.5 Unless otherwise approved by the PCAA, the same examiner shall NOT conduct the re-test.
- D15.6 An applicant for initial issue and renewal of a commercial pilot licence shall provide a suitable dual control aircraft or approved synthetic flight trainer as applicable for the purpose of demonstration of his skill.
- D15.7 The commercial pilot licence skill test shall be conducted with the minimum flight crew complement specified in the aircraft flight manual and any additional crew required under an approved training and checking program of the operator.
- D15.8 If the commercial pilot licence skill test is conducted for issue or renewal of instrument rating, on single pilot operation aircraft, the examiner conducting the test shall not, during the test, perform any duty essential to the operation of the aircraft.
- D15.9 If the commercial pilot licence is skill test conducted in an aircraft certificated for multi-pilot operation; and the examiner conducting the test occupies a control seat, he shall during the test, perform all duties of a pilot not flying.
- D15.10 Prior to scheduling for flight /skill test, obtained flight check authority from PCAA.
- D15.11 CFI / Examiner must review of requirements for adequacy and capability QMS-CL04.
- D15.12 Except for the FTOs CFI, the same examiner shall not take more than two consecutive skill tests of the same applicant.

D16. COMMERCIAL PILOT LICENCE - MULTI - CREW AIRCRAFT RATING

D16.1 A commercial pilot licence holder shall be required to undergo an approved multi-crew cooperation course (MCC) or pass a PCAA MCC examination before first endorsement of a multi-crew aircraft.

D17. COMMERCIAL PILOT - MAINTENANCE OF LICENCE

D17.1 CPL – VALIDITY

D17.1.1 A CPL shall remain valid for five (05) years, after initial issue.

D17.1.2 The validity period of five (05) years will be subject to:-

D17.1.2.1. Medical fitness – CAAF-005-LCAM current and valid;

D17.1.2.2. Passing of CPL skill test; and

D17.1.2.3. Meeting the recency requirements on the aircraft type

D17.2 CPL – CURRENCY (RECENT EXPERIENCE)

D17.2.1 A commercial pilot license (CPL) shall remain current subject to three take offs and landings in the last 90 days.

D17.2.2 An aircraft type rating shall remain current subject to three take offs and landings in the last 90 days.

D17.2.3 Aircraft currency may be regained by flying with an appropriately qualified flying instructor, TRI, or TRE.

D17.2.4 The night currency shall remain valid subject to three night take offs and three night landings in the last 90 days.

D17.2.5 Currency on a type of aircraft with similar performance and handling characteristics, as defined by the PCAA regulations, is acceptable provided an endorsement is also held for that type of aircraft.

D17.2.6 Currency / experience requirements must be duly log and authenticated in personal flying logbook.

D17.3 CPL – MAINTENANCE REQUIREMENTS (YEARLY)

D17.3.1 To keep a CPL current and valid following requirements shall be met; minimum of 06:00 hours of flying in the last 06 months or a skill test of at least 01:00 hour.

D17.4 CPL – RENEWAL REQUIREMENTS (FIVE YEARS)

D17.4.1 To renew a commercial pilot licence after a five years period following requirements shall be met:

D17.4.1.1. SINGLE-ENGINE, SINGLE-PILOT AIRCRAFT (BELOW 5700 KGS)

D.17.4.1.1.1. A minimum 06 hours of flying in the last 06 months as pilot-in-command, pilot-in-command under supervision; or

D.17.4.1.1.2. a flight check; or

D.17.4.1.1.3. maintaining a higher pilot licence (ATPL)

Note: *If all renewal requirements have been met prior to the expiry date, 30 days of grace period may be given for completion of documentation.*



D17.4.1.2. MULTI-ENGINE AIRCRAFT (BELOW 5700 KGS)

- D.17.4.1.2.1. A minimum 06:00 hours of flying in the last 06 months as pilot-in-command, pilot-in-command under supervision; or
- D.17.4.1.2.2. A commercial pilot licence renewal skill test of minimum 01:00 hours;
- D.17.4.1.2.3. Submission of valid medical class – 1 fitness certificate;
- D.17.4.1.2.4. Submission of verifiable flying record (logbook) of last 06 months, duly authenticated by Chief Pilot.

Note: *Aforementioned documents must reach personnel licensing office PCAA, 07 days before the end of the CPL cyclic year.*

D17.4.1.3. MULTI-ENGINE, MULTI-CREW AIRCRAFT (5700 KGS AND ABOVE)

- D.17.4.1.3.1. A minimum 06:00 hours of flying in the last 06 months and a pilot proficiency check (PPC) of at least 02:00 hours;
- D.17.4.1.3.2. A CPL renewal skill test / pilot proficiency check (PPC) of minimum 04:00 hours – 02:00 hours as pilot flying (PF) and 02:00 hours as pilot monitoring (PNF/PM);
- D.17.4.1.3.3. Submission of current medical class-1 certificate; and
- D.17.4.1.3.4. Submission of verifiable flying record (logbook) of last 06 months, duly authenticated by Chief Pilot.

Note: *Aforementioned documents must reach personnel licensing office PCAA, 07 days before the end of the CPL cyclic year.*

D18. COMMERCIAL PILOT LICENCE – LAPSED (NOT RENEWED AFTER FIVE YEARS)

D18.1 If a commercial pilot licence is not renewed after a five year period, following provisions shall become applicable:-

D18.2 **LAPSED PERIOD IS LESS THAN 06 MONTHS** A CPL which was lapsed (not renewed), and the last flight was less than 06 months, from the end date of validity, following requirements must be met:-

D18.2.1 An oral test; and

D18.2.2 Completion of all the licence renewal requirements

D18.3 **LAPSED PERIOD IS BETWEEN 06 TO 12 MONTHS** A CPL which was lapsed (not renewed) and the last flight was more than 06 months but less than 12 months, from the end date of validity, following requirements must be met:-

D18.3.1 Passing the revalidation exam (CPL-RV), and

D18.3.2 Meeting all the licence renewal requirements

D18.4 **LAPSED PERIOD IS MORE THAN 12 MONTHS** A CPL which was lapsed (not renewed) and the last flight was more than 12 months from the end date of validity, following requirements must be met:-

D18.4.1 Passing the comprehensive exam (CPL-COM);

D18.4.2 Undergoing the complete type technical of the aircraft;

D18.4.3 Undergo the complete transition requirements of the aircraft type; and

D18.4.4 Meeting all the licence renewal requirements

D18.5 LAPSED PERIOD IS MORE THAN 60 MONTHS



D18.5.1 پاسان رسول ایوی ایشن Passing the complete set of CPL theoretical knowledge examination for the licence; and

D18.5.2 Meeting all the licence renewal requirements

D19. **COMMERCIAL PILOT LICENCE – LIMITATIONS**

D19.1 The holder of a commercial pilot licence not endorsed with an instrument rating shall not act as pilot-in-command of an aircraft in other than visual meteorological conditions.

D19.2 The holder of a commercial pilot licence shall not act as pilot-in-command of an aircraft engaged in formation flight unless he is certified in his logbook as competent by a flight instructor.

D19.3 The holder of commercial pilot licence shall not act as pilot-in-command of an aircraft engaged in spinning practice unless the aircraft is certified for spinning and he has been certified in his logbook by a flight instructor.

D19.4 The holder of commercial pilot licence shall not act as pilot-in-command of an aircraft engaged in aerobatics flight unless the aircraft is certified for aerobatics; and he has been certified in his logbook by a flight instructor.

D19.5 The holder of a commercial pilot licence shall not pilot an aircraft engaged in regular public transport operations and international charter if the licence holder has attained 65th birthday.

D19.6 Prior to operating as pilot of an aircraft engaged in regular public transport operations, the holder of a commercial pilot licence shall meet the minimum experience appropriate to the type of aircraft. Refer to Appendix “C”.

D19.7 The holder of a CPL – H, which is not endorsed with an instrument rating (IR), shall not act as pilot-in-command of a helicopter in other than visual meteorological conditions (VMC).

Note: *One pilot shall operate aircraft specified for single pilot operation by the manufacturer. Where the operator wishes to operate the same aircraft with two pilots, the PCAA may permit such operation provided the operator has formulated the required SOPs and operation details; and approved by PCAA.*

D20. **COMMERCIAL PILOT LICENCE - LOGBOOK**

D20.1 A holder of a commercial pilot licence shall maintain a personal flying logbook in accordance with the PCAA prescribed regulations.

D20.2 The pilot shall keep reliable record of flying details of all flights in a form and manner established by the licensing authority.

D20.3 Flying logbook (monthly flying and simulator record) must be duly authenticated and signed by the Chief Pilot.

D21. **COMMERCIAL PILOT LICENCE - FEE SCHEDULE**

D21.1 Refer to ANO-021-LCXX for personnel licensing and examination fee schedule.

D22. **COMMERCIAL PILOT LICENCE – DOCUMENTATION**

D22.1 **FOR ISSUE OF CPL**

D22.1.1 Application Form CAAF-013-LCXX.

D22.1.2 Medical certificate CAAF-005-LCAM.

D22.1.3 Security clearance, if not available with CAA.

D22.1.4 NOC from department, if applicable.

D22.1.5 Photocopies of foreign licenses, if applicable.



D22.1.6 04 color photographs 1" X 1" (both ears visible, head uncovered).

D22.1.7 Aircraft type technical result, as applicable.

D22.1.8 Photocopy of first and last three pages of logbook.

D22.1.9 Flying hour breakdown.

D22.1.10 CPL course completion certificate.

D22.1.11 Cross-country certificate.

D22.1.12 Logbook certificate CAAF-024-LCXX.

D22.1.13 Skill test report CAAF-023-LCXX.

D22.1.14 Fee voucher.

D22.2 FOR RENEWAL OR REVALIDATION OF CPL

D22.2.1 Application Form CAAF-014-LCXX.

D22.2.2 Skill test report CAAF-023-LCXX.

D22.2.3 Medical certificate CAAF-005-LCAM.

D22.2.4 Fee voucher

D23. INSTRUMENT RATING - AERONAUTICAL KNOWLEDGE

D23.1 Refer to the ANO-002-LCXX for details including syllabus, reading and training material of instrument rating.

D24. INSTRUMENT RATING - AERONAUTICAL EXPERIENCE

D24.1 Refer to the Appendix ``B``.

D24.2 The applicant shall have completed not less than:

D24.2.1 50:00 hours cross country flight time as pilot-in-command, of which at least 10:00 hours shall be on the aeroplane or helicopter for which the rating is sought.

D24.2.2 40:00 hours instrument time in aeroplane or helicopters of which not more than 20:00 hours on basic instrument flight trainer, or 30:00 hours where a flight simulator is used, may be instrument ground time.

D24.3 FLIGHT INSTRUCTION

D24.3.1 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:

D24.3.1.1. 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.

D24.3.1.2. Pre-flight inspection, use of checklists, taxiing and pre-takeoff checks.

D24.3.2 Procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

D24.3.2.1. Transition to instrument flight on take-off.

D24.3.2.2. Standard instrument departures and arrivals.

D24.3.2.3. En-route IFR procedures.

D24.3.2.4. Holding procedures.



D24.3.2.5. Instrument approaches to specified minima.

D24.3.2.6. Missed approach procedures.

D24.3.2.7. Landings form instrument approaches.

D24.3.2.8. In-flight manoeuvres and particular flight characteristics.

D24.3.2.9. If instrument rating – multi-engine is sought, the applicant shall have received dual instrument flight instruction on multi-engine aircraft. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.

D25. **INSTRUMENT RATING - SKILL TEST**

D25.1 The applicant shall have demonstrated to an examiner the ability to perform the procedures and manoeuvres with the degree of competency appropriate to the privileges granted to the holder of an instrument rating – aeroplane or helicopter as appropriate, and to:

D25.1.1 Operate the aircraft within its limitation.

D25.1.2 Complete all manoeuvres with smoothness and accuracy.

D25.1.3 Exercise good judgment and airmanship.

D25.1.4 Apply aeronautical knowledge.

D25.1.5 Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

D25.2 The applicant shall have demonstrated the ability to operate multi-engine aircraft solely by reference to instruments with one engine inoperative, or simulated inoperative, if the instrument rating – multi-engine is sought.

D25.3 For skill test, also refer to ANO-004-LCXX (Licences & Ratings – Air Crew).

D25.4 For a skill level test in a multi-crew cockpit, the other crew complement shall be qualified on the aircraft.

D26. **INSTRUMENT RATING - ERROR MARGINS**

D26. During the skill test, following error margins are applicable for a successful test:

Height

Generally ± 100 feet

Starting a go-around at DH +50/-0 feet

MDH/ MAP/altitude +50/-0 feet

Tracking

On radio aid ± 5°

Precision approach Half scale deflection, azimuth and glide path

Heading

All engines operating ± 5°

With simulated engine failure ± 10°

Speed

All engines operating ± 5 Knots

With simulated engine failure

+ 10/- 0 Knots

D27. **INSTRUMENT RATING - EXAMINATIONS AND TESTS**

D27.1 An applicant shall be eligible to appear in the written examination of instrument rating provided a private pilot licence (PPL) or a commercial pilot licence (CPL) or an airline transport pilot licence (ATPL – Helicopter) has already been issued and is valid; and the applicant has completed at least 80% of the required flying experience for the issue of the instrument rating.

D27.2 Pass instrument rating examination.

D27.3 Qualify skill test by the examiner.

D27.4 An applicant who fails to pass a flight test may apply for a retest only when he has carried out the further training determined by the examiner who conducted the test.

D27.5 Unless otherwise approved by the PCAA, the same examiner shall NOT conduct the re-test.

D27.6 An applicant for initial issue and renewal of an instrument rating shall provide a suitable dual control aircraft or approved synthetic flight trainer as applicable for the purpose of demonstrating of his skill.

D27.7 The instrument rating test shall be conducted with the minimum flight crew complement specified in the aircraft flight manual and any additional crew required under an approved training and checking program of the operator.

D27.8 If the instrument rating skill test is conducted for issue or revalidation of instrument rating, on single pilot operation aircraft, the designated examiner conducting the test shall not, during the test, perform any duty essential to the operation of the aircraft.

D27.9 If the instrument rating skill test is conducted in an aircraft certificated for multi-pilot operation; and the examiner conducting the skill test occupies a control seat, he shall during the test, perform all duties of a pilot not flying.

D27.10 Prior to scheduling for flight /skill test, obtained flight check authority from PCAA.

D27.11 CFI / Examiner must review of requirements for adequacy and capability QMS-CL04.

D27.12 Except for the FTOs CFI, more than two consecutive skill tests of the same applicant shall not be taken by the same examiner.

D28. **INSTRUMENT RATING ENDORSEMENT**

D28.1 When the holder of a pilot licence satisfies the requirements for the issue or renewal of an instrument rating of a particular grade, the rating shall be endorsed on the licence.

D28.2 An instrument rating shall only be endorsed on a licence when proficiency has been satisfactorily demonstrated in the use of NDB/VOR and ILS.

D28.3 For initial issue of an instrument rating of any grade, the applicant shall demonstrate his proficiency on ADF/VOR and ILS.

D28.4 If proficiency has not been demonstrated on ILS during an instrument rating renewal skill test, the rating will be endorsed "Not valid for ILS." Where the aircraft is fitted with only one aid i.e. ADF or VOR, the rating endorsed on the licence shall be limited to "valid for ADF only" or "valid for VOR only."

D29. **INSTRUMENT RATING - PRIVILEGES OF RATING**

D29.1 Subject to the specific instrument rating endorsement (i.e. single/multi-engine), an instrument rating authorizes the holder of the licence on which the rating is endorsed:

D29.1.1 To act as pilot-in-command or to act as pilot-in-command under supervision, of an aircraft for which the licence is valid while the aircraft is flying under IFR; and

D29.1.2 To act as co-pilot of an aircraft for which the licence is valid while the aircraft is flying under IFR.

D29.1.3 An instrument rating holder employed in commercial air transport operation shall meet the additional requirements as prescribed in the operations manual by the operator.

D30. **INSTRUMENT RATING - MAINTENANCE OF INSTRUMENT RATING**

D30.1 **INSTRUMENT RATING - VALIDITY**

D30.1.1 An instrument rating shall remain valid for 12 months from the date of endorsement on the licence provided the licence is valid on which the rating is endorsed.

D30.2 **INSTRUMENT RATING - CURRENCY**

D30.2.1 An instrument rating shall remain current subject to currency of licence and its period of validity.

D30.3 **INSTRUMENT RATING – REVALIDATION / RENEWAL**

D30.3.1 An applicant for renewal of an instrument rating shall be required to submit a duly completed renewal application form to the licensing authority, accompanied by satisfactory evidence that he has passed the appropriate instrument rating renewal skill test.

D30.3.2 An instrument rating test will include a check on the use of one non-precision approach and one precision approach.

D30.3.3 If all renewal requirements have been met prior to the expiry date, 30 days of grace period may be given for completion of documentation.

D30.3.4 If an instrument rating has not been renewed upto 06 months after the expiry date, the instrument rating shall be renewed subject to:

D30.3.4.1. An oral test;

D30.3.4.2. And meeting all renewal requirements.

D30.3.5 If an instrument rating has not been renewed between 06 months to 60 months after the expiry date, the instrument rating shall be renewed subject to:

D30.3.5.1. Passing the IR – R examination;

D30.3.5.2. And meeting all renewal requirements.

D30.3.6 If an instrument rating has not been renewed for 60 months after the expiry date, the instrument rating shall be renewed subject to:

D30.3.6.1. Passing the IR theoretical knowledge examination related to instrument rating.

D30.3.6.2. And meeting all renewal requirements.

D31. **INSTRUMENT RATING - LIMITATIONS OF RATING**

D31.1 If a holder of an instrument rating attempts the instrument rating renewal skill test and fails to satisfy the test requirements; he shall not exercise the privileges of instrument rating.

D32. **INSTRUMENT RATING - FEE SCHEDULE**

D32.1 Refer to ANO-021-LCXX for personnel licensing and examination fee schedule.

D33. **INSTRUMENT RATING - DOCUMENTATION**

D33.1 **FOR ISSUE OF INSTRUMENT RATING**

- D33.1.1 Application Form CAAF-013-lcxx.
D33.1.2 Medical certificate CAAF-005-LCAM.
D33.1.3 IF hours breakdown.
D33.1.4 Skill test report CAAF-023-LCXX.
D33.1.5 Logbook certificate CAAF-024-LCXX.
D33.1.6 Fee voucher.

D33.2 **FOR RENEWAL OR REVALIDATION OF INSTRUMENT RATING**

- D33.2.1 Application Form CAAF-014-LCXX.
D33.2.2 Skill test report CAAF-023-LCXX.
D33.2.3 Fee voucher.

D34. **VARIATION, SUSPENSION AND CANCELLATION OF A LICENCE OR RATING**

D34.1 Any person who makes a false or misleading statement in his logbook, licence application or any other documents submitted to the licensing authority is guilty of an offence. He is liable to be penalized under CARs 94 and PCAA enforcement manual.

D34.2 Licenses and its associated ratings or endorsements may be varied, suspended or cancelled in accordance with CARs 94, ANOs and PCAA Enforcement Manual.

E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. **ACRONYMS:**

A	Aeroplane
ADF	Automatic Direction Finding
AFM	Aircraft Flight Manual
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information regulation and control
AIS	Aeronautical Information Services
AeMC	Aero-medical Centre
ANO	Air Navigation Order
AOC	Air Operator Certificate
AOM	Aircraft Operating Manual
ATIS	Automatic Terminal Information Service
ATO	Approved Training Organisation
ATS	Air Traffic Service
BITD	Basic Instrument Training Device
CAAF	CAA Forms
CFI	Chief Flying Instructor
CGI	Chief Ground Instructor
CP	Co-pilot
CPL	Commercial Pilot Licence
CRM	Crew Resource Management

ETA	Estimated Time of Arrival
FCL	Flight Crew Licensing
FE	Flight Examiner
FFS	Full Flight Simulator
FI	Flight Instructor
FIS	Flight Information Service
FNPT	Flight and Navigation Procedures Trainer
FS	Flight Simulator
FSTD	Flight Simulation Training Device
ft	feet
FTD	Flight Training Device
H	Helicopter
hrs	Hours
IAS	Indicated Air Speed
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
ISA	International Standard Atmosphere
kg	Kilogram
m	Meter
ME	Multi-Engine
MEP	Multi-engine Piston
METAR	Meteorological Aerodrome Report
MTOM	Maximum Take-off Mass
NM	Nautical Miles
NOTAM	Notice to Airmen
OML	Operational Multi-pilot Limitation
PF	Pilot Flying
PIC	Pilot-In-Command
PICUS	Pilot-In-Command under supervision
PLO	Personnel Licensing Office (of CAA Pakistan)
PNF	Pilot Not Flying
PPC	Pilot Proficiency Check
PPL	Private Pilot Licence
R/T	Radiotelephony
SE	Single-engine
SEP	Single-engine Piston
SOP	Standard Operating Procedure
TAF	(Terminal Area Forecasts) Aerodrome Forecast
TAS	True Air Speed
TEM	Threat and Error Management
TR	Type Rating
UTC	Coordinated Universal Time
V	Velocity
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

E2

RECORDS:

E2.1

CAAF-014-LCXX

(Application for renewal of aircrew licence & ratings)

E3

REFERENCES:

E3.1

Civil Aviation Rules 1994

E3.2

ANO 90.0011 (Issue 1)

E3.3

ICAO Annex 1

IMPLEMENTATION:

This Air Navigation Order shall be implemented with effect from 01st October, 2020 and supersedes the ANO 90.0011 (Issue 1) (CPL & IR Part).

(HASSAN NASIR JAMY)
Director General,
Pakistan Civil Aviation Authority

Dated: September, 2020

(M. NAEEM IQBAL QURESHI)
Director Personnel Licensing

Dated: September, 2020

FLYING HOURS BREAKDOWN CPL COURSES

COMMERCIAL PILOT LICENCE (AEROPLANE)

Integrated Course: (completion period within 10 months)

Pre-requisite for CPL Course		Licence: PPL	
Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General flying	30:00	P-1/P-3	At the discretion of CFI. P-1/P-3/Solo hours as required for the exercises.
PIC	45:00	P-1	May include any exercise/ solo.
Cross-country	20:00	P-1	Including cross-country with one solo cross country totaling not less than 300 NM in the course of which two full stop landings at different points shall be made. May include Solo.
Instrument	10:00	P-3	May include upto 05:00 hours on approved simulator
Night	05:00	P-1	At least 05 take offs and 05 landings. May include Solo.
Total Hours	110:00 (Aeroplane)	P-1/P-3	Excluding PPL hours.

Modular Course: (completion period more than 10 months)

Pre-requisite for CPL Course		Licence: PPL	
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Note: Minimum of 25:00 hours to be flown in the last 06 months before CPL issue.

Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	70:00	P-1/P-3	At the discretion of CFI. P-1/P-3/Solo hours as required for the exercises.
PIC	45:00	P-1	May include any exercise/ solo.
Cross-country	20:00	P-1	Including cross-country with one solo cross country totaling not less than 300 NM in the course of which two full stop landings at different points shall be made. May include Solo.
Instrument	10:00	P-3	May include upto 05:00 hours on approved simulator
Night	05:00	P-1	At least 05 take offs and 05 landings. May include Solo.
Total Hours	150:00 (Aeroplane)	P-1/P-3	Excluding PPL hours.

COMMERCIAL PILOT LICENCE (HELICOPTERS)

Integrated Course: (completion period within 10 months)

Pre-requisite for CPL Course		Licence: PPL	
Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	55:00	P-1/P-3	At the discretion of CFI. P-1/P-3/Solo hours as required for the exercises.
PIC	20:00	P-1	May include any exercise/ solo.
Cross-country	10:00	P-1	Including solo cross-country with two full stop landings at different points shall be made. May include Solo.
Instrument	10:00	P-3	May include upto 05:00 hours on approved simulator
Night	05:00	P-1	At least 05 take offs and 05 landings. May include Solo.
Total Hours	100:00 (Helicopter)	P-1/P-3	Excluding PPL hours.

Modular Course: (completion period more than 10 months)

Pre-requisite for CPL Course		Licence: PPL	
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Note: Minimum of 25:00 hours to be flown in the last 06 months before CPL issue.

Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	105:00	P-1/P-3	At the discretion of CFI. P-1/P-3/Solo hours as required for the exercises.
PIC	20:00	P-1	May include any exercise/ solo.
Cross-country	10:00	P-1	Including solo cross-country with two full stop landings at different points shall be made. May include Solo.
Instrument	10:00	P-3	May include upto 05:00 hours on approved simulator
Night	05:00	P-1	At least 05 take offs and 05 landings. May include Solo.
Total Hours	150:00 (Helicopter)	P-1/P-3	Excluding PPL hours.

FLYING HOURS BREAKDOWN IR COURSE

INSTRUMENT RATING (AEROPLANE)

Integrated Course: (completion period within 6 months)

Pre-requisite for IR course	Licence: PPL or CPL Experience: cross-country: 50:00 hours (P-1) with a minimum of 10:00 hours on aeroplane
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Exercise	Flying Hours: Min. Requirements	Logging	Remarks
Instrument P-3	20:00	P-3	
Instrument P-1	20:00	P-1 U/S	May be flown as IFR cross country.
Instrument time	40:00		May include 20:00 hours instrument ground time on an approved flight simulator

Modular Course: (completion period more than 6 months)

Pre-requisite for IR course	Licence: PPL or CPL Experience: cross-country: 50:00 hours (P-1/Solo) with a minimum of 10:00 hours on aeroplane
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.Note: Minimum of 10:00 hours to be flown in the last 03 months before Issue of IR

Exercise	Flying Hours: Min. Requirements	Logging	Remarks
Instrument P-3	25:00	P-3	-
Instrument P-1	25:00	P-1 U/S	May be flown as IFR cross country.
Instrument time	50:00		May include 20:00 hours instrument ground time on an approved simulator

INSTRUMENT RATING (Helicopters)

Integrated Course: (completion period within 6 months)

Pre-requisite for IR course	Licence: PPL(H) or CPL(H) or ATPL(H) Experience: cross-country: 50:00 hours (P-1) with a minimum of 10:00 hours on helicopters
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Exercise	Flying Hours: Min. Requirements	Logging	Remarks
Instrument P-3	20:00	P-3	-
Instrument P-1	20:00	P-1 U/S	May be flown as IFR cross country.
Instrument time	40:00	P-1 U/S / P-2 /P-3	May include 30:00 hours instrument ground time on an approved flight simulator

Modular Course: (completion period more than 6 months)

Note: Minimum of 10:00 hours to be flown in the last 03 months before Issue of IR.

Pre-requisite for IR course	Licence: PPL(H) or CPL(H) or ATPL(H) Experience: cross-country: 50:00 hours (P-1) with a minimum of 10:00 hours on helicopters
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Exercise	Flying Hours: Min. Requirements	Logging	Remarks
Instrument P-3	25:00	P-3	-
Instrument P-1	25:00	P-1 U/S	May be flown as IFR cross country.
Instrument time	50:00		May include 20:00 hours instrument ground time on an approved simulator

MINIMUM EXPERIENCE REQUIREMENT (PILOTS) FOR INITIAL POSITIONS ON DIFFERENT WEIGHT CATEGORY AIRCRAFT FOR REGULAR PUBLIC TRANSPORT OPERATIONS (RPT)

1. Only multi-pilot aircraft shall be employed in regular public transport operations.
2. The crew utilization shall be in accordance with the criterion prescribed in this Air Navigation Order.
3. The operator may prescribe a more stringent criterion in the operations manual which shall be approved by the CAA (Flight Standards).
4. The training manual containing the detailed training policy and the training program, including the under supervision flying, shall be submitted to the CAA (Flight Standards) for approval before implementation.
5. The training and checking organization of the operator shall include provision for making in each calendar year, but not at intervals of less than four months, of two checks of a nature sufficient to test the competency of the crew members.
6. If a pilot meets the experience criterion for P-1 and the experience is exclusively on turbo prop aeroplanes, the pilot shall be required to be initially trained and fly as P-2 for at least 50 hours on jet aeroplanes before the Jet PIC conversion.
7. Unless otherwise approved by the authority, a pilot shall be employed to fly only one type of aeroplane in regular public transport operations simultaneously.
8. If an aircraft weight exceeds 5700 KG, the criterion prescribed in this Air Navigation Order shall also be applicable to the charter/cargo operations.

RPT OPERATIONS – EXPERIENCE REQUIREMENTS

Aircraft Category	PIC	P-2
A Multi-Pilot aircraft less than 5700 kg	a) ATPL a) Total: 1500 Hours b) Training as per CAA approved program.	a) CPL with IR. b) Training as per CAA approved program.
B Multi-Pilot aircraft 5700 kg or more and less than 40,000 kg	a) ATPL b) Total: 1500 hours. c) 500 hours as PIC of Multi-engine aircraft in Commercial Air Transport Operations; or equivalent PIC experience in military multi-pilot transport aircraft of weight Category B or higher weight.; or 500 hours as P-2 on weight Category B or higher in Commercial Air Transport Operations. d) Training as per CAA approved program.	a) CPL with IR. b) Training as per CAA approved program.
C Aircraft of equal to or more than 40,000 kg but less than 100,000 kg	a) ATPL b) Total Flying hours: 2500 hours or more with 500 hours as PIC in Commercial Air Transport Operations or equivalent experience in military multi-pilot transport aircraft of weight category B or higher weight; or 1000 hours as P-2 of weight category C or higher weight in Commercial Air Transport Operations. c) Training as per CAA approved program.	a) CPL with IR. b) Training as per CAA approved program with Minimum of 50 hours of Under Supervision flying.
D Aircraft of equal to or more than 100,000 kg and less than 200,000 kg	a) ATPL. b) Total Flying hours: 4000 hours or more with 500 hours as PIC on aircraft of weight. Category B or higher weight; or 1000 hours as P-2 of category C or higher weight, in Commercial Air Transport Operations. c) Training as per CAA approved program.	a) CPL with IR. b) Total flying: 1000 hours or more. c) Training as per CAA approved program with Minimum of 50 hours of Under Supervision flying.
E Aircraft of equal to or more than 200,000 kg	a) ATPL. b) Total Flying hours: 6000 hours with 1000 hours as PIC on aircraft of wt. category D or above or 1500 hours as P-2 on weight category D, or higher weight, in Commercial Air Transport Operations. c) Training as per CAA approved program.	a) ATPL Or CPL/IR with 2000 hours and; b) 500 hours on aircraft wt. category B or higher weight, in Commercial Air transport Operations. c) Training as per CAA approved program with Minimum of 50 hours of Under Supervision flying.