



AIRLINE TRANSPORT PILOT LICENSE (ATPL)

AIR NAVIGATION ORDER

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A. AUTHORITY

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, revalidation and renewal of Airline Transport Pilot License (ATPL) and related ratings on Aeroplanes and Helicopters in conformance to ICAO Annex – 1 and other enabling documents of personnel licensing, PCAA.

C. SCOPE

C1. This ANO relates to the rules concerning the Airline Transport Pilot License; policy and licensing procedures for license issued under Part V, VII and XIX of CARs, 94 and ICAO Annex – 1.

C2. All pilots, wishing to be licensed or who are already licensed shall comply with the instructions contained in this ANO and all relevant air navigation orders.

C3. This ANO establishes the requirements for the grant, revalidation and renewal of ATPL and associated ratings and the conditions of their validity and use. Any person applying for or holding an Airline Transport Pilot License granted or renewed under this ANO shall comply with these requirements and all amendments, which may be made from time to time.

C4. Failure to comply with any of these requirements may result in suspension or the revocation of the Airline Transport Pilot License and may lead to the penalties as provided in CAA 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 ANO. Unless contrary intentions appear, this ANO shall also be read in conjunction with the other personnel licensing ANOs and instructions issued by the CAA from time to time.

D. DESCRIPTION

D1. INTRODUCTION

D1.1 The ANO provide information for the issue of an Airline Transport Pilot License and its associated ratings for a person to act as pilot of a Pakistan registered aircraft.

D1.2 The DG CAA may grant this license (ATPL) and ratings subject to being satisfied that the applicant is a fit person to hold an ATPL or associated rating and is appropriately qualified to act in the capacity to which the license 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: 009221-99072640
Fax: 009221-99242776
Email:director.pel@caapakistan.com.pk

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 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 **“Dual instruction time”** means flight time or instrument ground time during which a person is receiving flight instruction from a properly authorized instructor.



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D2.20 **“Error”** means an action or inaction taken by the flight crew which leads to deviation from organizational or flight intentions or expectations.

D2.21 **“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.

D2.22 **“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.

D2.23 **“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.

D2.24 **“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.

D2.25 **“Flight Instructor” (FI)** means a flight instructor who can conduct training of abnitiio pilots, within the scope of his privileges, on aircraft of weight category of 5700 KG and below.

D2.26 **“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.

D2.27 **“Instrument flight time”** means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.

D2.28 **“Instrument ground time”** means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices.

D2.29 **“Multi-pilot aircraft”** means an operation requiring at least 2 pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes.

D2.30 **“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.

D2.31 **“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.

D2.32 **“Pilot-in-Command (PIC/P-1)”** means the pilot designated as being in command and charged with the safe conduct of the flight.

D2.33 **“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.

D2.34 **“Proficiency check”** means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

D2.35 **“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.

D2.36 **“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.

D2.37 **“Single-pilot aircraft”** means an aircraft certificated for operation by one pilot.

D2.38 **“Skill test”** means the demonstration of skill for a license or rating issue, including such



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oral examination as may be required.

D2.39 **“Solo flight time”** means flight time during which a student pilot is the sole occupant of an aircraft.

D2.40 **“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.

D2.41 **“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. **AIRLINE TRANSPORT PILOT LICENSE (AEROPLANE & HELICOPTER)**

D3.1 **ELIGIBILITY**

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

D3.1.2 **Age:** Applicants for an ATPL shall be at least 21 years of age;

D3.1.3 **Medical Standards:** The applicant for an ATPL 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 ATPL, the candidate shall pass English language proficiency (ELP) test from PCAA approved institute/person (**Not required if endorsed on lower license**);

D3.1.5 **Educational Qualification:** An applicant shall hold an educational qualification of at least Higher Secondary School Certificate or equivalent;

D3.1.6 **Security Clearance:** Applicant shall have security clearance from local police, special branch police and Intelligence Bureau (IB);

D3.1.7 **No Objection Certificate (NOC):** Serving personnel from armed forces and government departments shall provide NOC from their respective organizations;

D3.1.8 **Flying Training Organization (FTO):** The flying training / testing organization conducting the skill test / experience training for issuance of ATPL shall hold a valid approval from PCAA as a flying training organization (FTO); and

D3.1.9 **Flight Radio Telephony Operator License (FRTOL):** The applicant shall undergo the training for a flight radiotelephony operator; and FRTOL privileges shall be incorporated in the privileges of Airline Transport Pilot License. (**Training is not required if FRTOL privileges are endorsed on lower license**).

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

D4.1 An application for the issue, revalidation or renewal of ATPL 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 license as well as associated ratings or endorsements, established in this ANO.

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



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D4.3 An application for the issue of an ATPL 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. **AIRLINE TRANSPORT PILOT LICENSE - PRIVILEGES**

D5.1 The exercise of the privileges granted by a license shall be dependent upon the validity of the ratings contained therein, if applicable, and of the medical certificate. Privileges of the holder of an Airline Transport Pilot License shall be:

D5.1.1 To exercise all the privileges of the holder of private and commercial pilot license and of an instrument rating – aeroplane; and

D5.1.2 To act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certified for operation with more than one pilot.

D5.2 An ATPL holder employed in commercial air transport operation shall meet the additional requirements as prescribed in the operations manual of the air operator.

D5.3 An ATPL holder shall not exercise privileges of the license on more than one aircraft, of weight category 5700 Kgs and above, simultaneously in commercial air transport operations.

D5.4 Instrument rating is an essential component of ATPL and ATPL (A) will not be issued unless the applicant has qualified for inclusion in the license of an instrument rating.

D5.5 Applicants for the issue of an ATPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.

Note: *Restriction of privileges for pilots previously holding an MPL: When the holder of an ATPL-(A) has previously held only an MPL, the privileges of the license shall be restricted to multi-pilot operations.*

Note: *Should the instrument rating at any time become lapsed; the privileges of the license will be restricted accordingly.*

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

D6. **ATPL - THEORETICAL KNOWLEDGE EXAMINATION**

D6.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an Airline Transport Pilot License and appropriate to the category of aircraft intended to be included in the license.

D6.2 The validity period of the Airline Transport Pilot License theoretical knowledge examination results for obtaining an ATPL is five years. In case the examination is taken in parts, each part's validity will be determined from the date the exam was passed.

D6.3 The Airline Transport Pilot License theoretical knowledge examination credit must be valid at the time of license issuance.

D6.4 Refer to ANO-002-LCXX for details including syllabus and reading material of Airline Transport Pilot License theoretical knowledge examination.

D7. **ATPL – AERONAUTICAL EXPERIENCE (AEROPLANE)**

D7.1 The applicant shall have completed as pilot of aeroplane not less than 1500:00hours flight time, including at least:

D7.1.1 500:00 hours as PIC under supervision or 250:00 hours, either as PIC, or made up by not less than 70:00 hours as PIC and the necessary additional flight time as PIC under supervision;

D7.1.2 200:00 hours of cross-country flight time, of which not less than 100:00 hours shall be as PIC or as PIC under supervision;



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D7.1.3 75:00 hours of instrument time, of which not more than 30:00 hours may be instrument ground time; and

D7.1.4 100:00 hours of night flight as PIC or as co-pilot.

D7.2 The licensing authority shall determine whether experience as pilot under instruction in a FSTD is acceptable as part of the total flight time of 1500:00 hours. Credit for such experience shall be limited to a maximum of 100:00 hours, of which not more than 25:00 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

Note-1: Detailed breakdown of flying hours i.e. aeronautical experience (aeroplane) for the issuance of Airline Transport Pilot License is given in Appendix-B to this ANO. The experience required in D7.1 shall be completed before the skill test for the ATPL (A) 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.

D8. ATPL – AERONAUTICAL EXPERIENCE (HELICOPTER)

D8.1 The applicant shall have completed as pilot of helicopter not less than 1000:00hours flight time, including at least:

D8.1.1 250:00 hours, either as PIC, or made up of not less than 70:00 hours as PIC and the necessary additional flight time as PIC under supervision;

D8.1.2 200:00 hours of cross-country flight time, of which not less than 100:00 hours shall be as PIC or as PIC under supervision;

D8.1.3 30:00 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

D8.1.4 50:00 hours of night flight as PIC or co-pilot.

D8.2 The licensing authority shall determine whether experience as a pilot under instruction in a FSTD is acceptable as part of the total flight time of 1000:00 hours. Credit for such experience shall be limited to a maximum of 100:00 hours, of which not more than 25:00 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

Note-1: Detailed breakdown of flying hour's i.e. aeronautical experience (helicopter) for the issuance of Airline Transport Pilot License is given in Appendix - B to this ANO. The experience required in D9.1 shall be completed before the skill test for the ATP-L (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: Instrument and night flight time during training for ATPL-H, does not authorize a pilot to operate under instrument meteorological conditions unless, he has a current instrument rating endorsed on his license.

D9. CREDITING OF FLIGHT TIME

D9.1 Unless otherwise specified in this ANO, flight time to be credited for a license or rating shall have been flown in the same category of aircraft for which the license or rating is sought.

D9.2 An applicant for a license or rating shall be credited in full with all solo, dual instruction or PIC flight time towards the total flight time required for the license or rating.

D9.3 The holder of commercial pilot license (CPL), when acting:



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D9.3.1 As a co-pilot of an aircraft required 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 requirement for issue of airline transport pilot license.

D9.3.2 As a co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, shall be entitled to be credited in full toward the total flight time requirement for issue of airline transport pilot license.

D10. **FLIGHT INSTRUCTION FOR INITIAL ISSUANCE OF ATPL**

D10.1 The applicant shall have received the dual flight instructions required for the issue of the commercial pilot license and for the issue of instrument rating.

D11. **ATPL - SKILL TEST (AEROPLANE)**

D11.1 The applicant for an ATPL shall undergo the skill test to demonstrate the ability to perform, as pilot-in-command of a multi-pilot /engine aeroplane under IFR, the relevant procedures and maneuvers with the competency appropriate to the privileges granted.

D11.2 The applicant in his skill test shall have:

D11.2.1 Operate the aeroplane within its limitations;

D11.2.2 Recognize and manage threats and errors;

D11.2.3 Complete all maneuvers with smoothness and accuracy;

D11.2.4 Exercise good judgment and airmanship;

D11.2.5 Maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or maneuver is never in doubt;

D11.2.6 Operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

D11.2.7 Understand and apply crew co-ordination and incapacitation procedures; and

D11.2.8 Communicate effectively with the other flight crewmembers.

D11.3 The skill test shall be taken in the appropriate type of aeroplane or an adequately qualified full flight simulator (FFS), representing the same type.

D11.4 For a skill test in a multi-crew cockpit, the other crew complement shall be qualified and meet the recency requirements on the aeroplane.

D11.5 The ATPL skill test may serve at the same time as a skill test for the issue of the license and a proficiency check for the revalidation of the type rating for the aeroplane.

Note-1: For details on skill test also refer to personnel licensing ANO-004-XXLC (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 ATPL.

Note-3: Candidate in individual capacity, if unable to arrange multi-crew operation aircraft he may obtain authorization from CAA for skill test on multi-engine aircraft required for issuance of an ATPL.

D12. **ATPL - SKILL TEST (HELICOPTER)**

D12.1 The applicant for an ATPL shall undergo the flight instructions and demonstrate the skills and ability to perform as pilot-in-command of a multi-engine helicopter, the procedures and maneuvers for the issue of license:-

D12.2 The applicant shall have demonstrated the ability to perform the procedures and maneuvers with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot license (ATPL-H), and to:-



- D12.2.1 Operate the helicopter within its limitations;
- D12.2.2 Complete all maneuvers with smoothness and accuracy;
- D12.2.3 Exercise good judgment and airmanship;
- D12.2.4 Recognize and manage threats and errors;
- D12.2.5 Apply aeronautical knowledge;
- D12.2.6 Maintain the helicopter in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- D12.2.7 Maintain control of the helicopter at all times in a manner such that the successful outcome of a procedure or maneuver is never in doubt;
- D12.2.8 Understand and apply crew co-ordination and incapacitation procedures; and
- D12.2.9 Communicate effectively with the other flight crewmembers.
- D12.3 The skill test shall be conducted in the appropriate type of helicopter or an approved full flight simulator (FFS), representing the same type of helicopter.
- D12.4 For a skill level test in a multi-crew cockpit, the other crew complement must be qualified and meet the recency requirements on the helicopter.

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

D13. **ATPL SKILL TEST – ERROR MARGINS (AEROPLANE & HELICOPTER)**

D13.1 During the skill test, following error margins are applicable for a successful test:

Altitude or Height	Margin
Normal flight	±100 Feet
Starting a Go-Around at decision height	+50 / -0 Feet
Minimum descent height/MAP/altitude	+50 / -0 Feet
Tracking	Margin
On radio aids	±05°
Precision approach	Half scale deflection, azimuth and glide path.
Heading	Margin
All engines operating	±05°
With simulated engine failure	±10°
Speed	Margin
All engines operating	±05 Knots
With simulated engine failure	+10 / -5 Knots

D14. **ATPL – EXAMINATIONS AND TESTS (AEROPLANE & HELICOPTER)**

D14.1 Applicant beside passing Airline Transport Pilot License theoretical knowledge examination and completion of required flying experience has to also complete:



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- D14.1.1 ATPL theoretical knowledge exams including ATPL-H papers for helicopter pilots.
- D14.1.2 Applicant shall pass the aircraft type technical examination to qualify for the inclusion of an aircraft rating in the license.
- D14.1.3 Pass the skill test on the multi-crew / multi-engine aircraft.
- D14.2 An applicant who fails to pass a flight test may apply for a retest only when he has carried out training as determined by the examiner who conducted the test.
- D14.3 Unless otherwise approved by the PCAA, the same examiner shall **NOT** conduct the re-test.
- D14.4 An applicant for initial issue, revalidation or renewal of Airline Transport Pilot License, shall arrange a suitable multi-crew / multi-engine aircraft or qualified flight simulation-training device (FSTD) as applicable for the purpose of skill check.
- D14.5 The Airline Transport Pilot License 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.
- D14.6 If the Airline Transport Pilot License test is conducted in an aircraft certificated for multi-pilot operation; and the check pilot / examiner conducting the test occupies a control seat, he shall during the test, perform all duties of a pilot not flying (PNF) / pilot monitoring (PM).
- D14.7 Except for the FTOs CFI, the same examiner shall not take more than two consecutive tests of the same applicant. In case of operators who have less number of DCPs, PCAA may grant waiver of this rule on a specific application by the concerned operator.

D15. **AIRLINE TRANSPORT PILOT LICENSE - LIMITATIONS**

- D15.1 The holder of an ATPL shall not act as pilot-in-command of an aircraft engaged in formation flight unless he is certified on his flying logbook as competent to do so, by a duly qualified flight instructor for this purpose.
- D15.2 The holder of ATPL 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 on his flying log book by a duly qualified flight instructor as being competent to recover from fully developed spins.
- D15.3 The holder of ATPL 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 on his flying log book by a flight instructor for this purpose as competent in the maneuvers to be performed.
- D15.4 The holder of an ATPL shall not pilot an aircraft engaged in regular public transport (RPT) operations and international charter if the license holder has attained 65th birthday.
- D15.5 The holder of an ATPL – 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).
- D15.6 Prior to operating as pilot of an aircraft engaged in regular public transport operations, the holder of an ATPL shall meet the minimum experience requirement appropriate to the type of aircraft. Refer to Appendix-E to this ANO.

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 the PCAA approves them.*

D16. **ENGLISH LANGUAGE PROFICIENCY**

- D16.1 Holder(s) of an ATPL, who are required to use the radiotelephone, shall not exercise the privilege of their license and rating unless English language proficiency (ELP) is endorsed on their license.



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D16.2 The applicant must have an at least the operational level (Level 4) of the ICAO language proficiency rating scale.

D16.3 The English language proficiency (ELP), level and validity date must be endorsed on their license.

D16.4 Only persons authorized by or otherwise acceptable to the licensing authority shall perform the evaluation and certification of language proficiency.

D16.5 Only approved organization shall conduct the language proficiency test and submit the test result along-with the answer sheet to personnel licensing office PCAA.

D16.6 Refer to ANO-006-XXLC for details on language proficiency and FRTOL.

D17. **MAINTENANCE OF LICENSE – ATPL**

D17.1 **ATPL – VALIDITY**

D17.1.1 An ATPL 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-XXAM current and valid;

D17.1.2.2. Passing of skill test;

D17.1.2.3. Meeting the requirements of instrument rating (IR-A); and

D17.1.2.4. Meeting the recency requirements on the aircraft type

D17.2 **ATPL – CURRENCY (RECENT EXPERIENCE)**

D17.2.1 An Airline Transport Pilot License 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 Currency on a type of aircraft with similar performance and handling characteristics, as defined by the PCAA regulations, is acceptable provided an endorsement on license is also held for that type of aircraft.

D17.2.5 Flight crewmembers whose duties also require them to operate in the right-hand seat and carry out the duties of co-pilot, or flight crewmembers required to conduct training or examining duties from the right-hand seat, shall complete additional training and checking as specified in the approved operations manual, concurrent with the operator's proficiency checks.

D18. **ATPL – YEARLY REQUIREMENT**

D18.1 To keep an ATPL current and valid, following yearly requirements shall be met:-

D18.2 **MULTI ENGINE AIRCRAFT BELOW 5700 KGS**

D18.2.1 A minimum 06:00 hours of flying in the last 06 months and an instrument rating skill test of at least 01:00 hour; or

D18.2.2 Submission of verifiable flying record (logbook) of last 06 months, duly authenticate by Chief Pilot; and

D18.2.3 Submission of valid medical Class-1 certificate.

D18.3 **MULTI ENGINE AIRCRAFT 5700 KGS AND ABOVE**



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D18.3.1 A minimum 06:00 hours of flying in the last 06 months and an instrument rating skill test of at least 01:00 hour; or

D18.3.2 An ATPL 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 not flying / pilot monitoring (PNF/PM);

D18.3.3 Submission of verifiable flying record (logbook) of last 06 months, duly verified by Chief Pilot; and

D18.3.4 Submission of valid medical Class-1 certificate.

D19. **ATPL – FIVE YEARLY RENEWAL REQUIREMENT**

D19.1 To renew an ATPL after a five year period, following requirements shall be met:-

D19.2 **MULTI ENGINE AIRCRAFT BELOW 5700 KGS**

D19.2.1 A minimum 06:00 hours of flying in the last 06 months and an instrument rating skill test of at least 01:00 hour; or

D19.2.2 An ATPL-A or ATPL-H renewal skill test of minimum 02:00 hours;

D19.2.3 Submission of valid medical Class-1 certificate;

D19.2.4 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 airline transport pilot license cyclic year.*

D19.3 **MULTI ENGINE AIRCRAFT OF 5700 KGS AND ABOVE**

D19.3.1 A minimum 06 hours of flying in the last 06 months and a pilot proficiency check (PPC) of at least 04:00 hours;

D19.3.2 An ATPL-A or ATPL-H 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 not flying / pilot monitoring (PNF/PM);

D19.3.3 Submission of current medical Class-1 certificate; and

D19.3.4 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 airline transport pilot license cyclic year.*

D20. **ATPL – LAPSED (NOT RENEWED AFTER FIVE YEARS)**

D20.1 If an Airline Transport Pilot License is not renewed after a five year period, following provisions shall become applicable:-

D20.2 **LAPSED PERIOD IS LESS THAN 06 MONTHS** An ATPL which is lapsed (not renewed), and the last flight was less than 06 months, from the end date of validity, following requirements must be met:-

D20.2.1 An oral test – Air law and instrument flying procedures; and

D20.2.2 Completion of all the license renewal requirements

D20.3 **LAPSED PERIOD IS BETWEEN 06 TO 12 MONTHS** An ATPL which is 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:-



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D20.3.1 Passing the ATPL Revalidation exam; and

D20.3.2 Meeting all the license renewal requirements

D20.4 **LAPSED PERIOD IS MORE THAN 12 MONTHS** An ATPL which is lapsed (not renewed) and the last flight was more than 12 months from the end date of validity, following requirements must be met:-

D20.4.1 Passing the ATPL Comprehensive exam;

D20.4.2 Undergoing the complete type technical of the aircraft;

D20.4.3 Undergo the complete transition requirements of the aircraft type; and

D20.4.4 Meeting all the license renewal requirements

D20.5 **LAPSED PERIOD IS MORE THAN 60 MONTHS**

D20.5.1 Passing the complete set of theoretical knowledge examination for the license; and

D20.5.2 Meeting all the license renewal requirements

D21. **AIRCRAFT / FSTD TO BE USED FOR FLIGHT TRAINING AND TESTS**

D21.1 All flying training and tests shall be carried out in a Pakistan registered aircraft or a PCAA approved flight simulation training device where applicable.

D21.2 Notwithstanding paragraph D21.1, an applicant enrolled in an approved aviation training organization (ATO) located outside Pakistan may carry out the required flying training and skill test in a non-Pakistan registered aircraft that is accepted for use under that ATO's certificate of approval.

D22. **RECORDING OF FLIGHT TIME /LOGBOOK OF PILOTS**

D22.1 The pilot shall keep a reliable record of the details of all flights flown in a form and manner established by the licensing authority.

D22.2 ATPL holder shall maintain a flying logbook in accordance with the PCAA prescribed regulations. All entries of simulator flying must be duly recorded in the "Record of Simulator / Link Training Practice" pages available at the end of the flying logbook.

D22.3 The Chief Pilot / Chief of Flight Operations must duly authenticate a flying logbook (monthly flying and simulator record).

D22.4 Operator shall ensure that all flight crew assessment, check reports and training records are readily available for inspections whenever required by the regulator (PCAA).

D23. **ATPL – FEE SCHEDULE**

D23.1 Refer to ANO-021-LCXX for licensing and examination fee schedule.

D24. **ATPL - DOCUMENTATION**

D24.1 **FOR INITIAL ISSUE OF ATPL**

D24.1.1 For the initial issue of an ATPL the applicant shall furnish the following documents to personnel licensing office, PCAA:-

- a) Application Form CAAF-013-LCXX;
- b) Medical certificate CAAF-005-LCAM;
- c) NOC (for Military/Govt. Departments), duly verified from the respective departments;
- d) Security clearance, (if not available with CAA);

- e) Educational qualification certificates, (Duly verified by the concerned Education Board/University/HEC/IBCC);
- f) 04 coloured photographs 1'x1' (both ears visible, head uncovered & blue background);
- g) Certified photocopies of foreign licenses, if applicable;
- h) Aircraft type technical course completion certificate;
- i) Copies of first and last three pages of logbook, duly verified by an approved person;
- j) Flying hours breakdown (exercise wise);
- k) Course certificates (Military or Contracting States) – if applicable;
- l) Skill test report CAAF-602 or CAAF-028-LCXX; and
- m) Fee voucher

D24.2 FOR RENEWAL OF ATPL

D24.2.1 For the renewal of an ATPL the applicant shall furnish the following documents to personnel licensing office, PCAA:-

- a) Application Form CAAF-014-LCXX;
- b) Medical certificate CAAF-005-LCAM;
- c) Copies of first and last three pages of logbook, duly verified by an approved person;
- d) Skill test report CAAF-023-LCXX or CAAF-028-LCXX;
- e) Revalidation / Comprehensive refresher exams (as applicable); and
- f) Fee voucher

D24.3 FOR ENDORSEMENT ON ATPL

D24.3.1 For any endorsement on ATPL, the applicant shall furnish the following documents to personnel licensing office, PCAA:-

- a) Application Form

D25. INSTRUMENT RATING (AEROPLANE & HELICOPTER)

D25.1 GENERAL

D25.1.1 For aircraft below 5700 kgs, instrument rating test can be conducted on an aircraft. For aircraft above 5700 Kgs, having an approved simulator (FSTD), the instrument rating check shall be conducted in the simulator.

D25.1.2 For the issuance of an instrument rating (IR-A / IR-H) for an ATPL, the applicant must hold a valid PPL, CPL or ATPL-H.

D25.2 VALIDITY OF INSTRUMENT RATING

D25.2.1 The privileges of an instrument rating may not be exercised unless the license contains a valid certificate of test. The period of validity of certificate of test in relation to an instrument rating is 12 months from the date of the completion of the test.

D25.3 INSTRUMENT RATING – REVALIDATION OR RENEWAL

D25.3.1 As instrument rating is an essential component of ATPL-A, as such an Airline Transport Pilot License cannot be issued or renewed without an instrument rating. The skill test or



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pilot proficiency check embodies the check of instrument flying as such this check will revalidate or renew the instrument rating.

D25.3.2 In case an Airline Transport Pilot License currency lapses, the instrument rating also lapses and the requirements of lapse license as outlined in the previous paragraphs have to be met to renew the instrument rating.

D26. **AIRCRAFT RATING REQUIREMENTS**

D26.1 **INTRODUCTION**

D26.1.1 The privileges of an ATPL may only be exercised in an aircraft type as specified in the aircraft rating of the license in conjunction with a valid certificate of competency.

D26.1.2 An ATPL will not be issued unless the applicant has qualified for inclusion in the aircraft rating of the license, either in Part I (entitling the holder to fly as PIC) or in Part II (entitling the holder to fly as co-pilot), of at least one aircraft type.

D26.1.3 In the case of the issue of an Airline Transport Pilot License, the applicant must qualify for inclusion, in Part I of an aircraft rating of a multi-crew aircraft.

D26.1.4 To qualify for endorsement of an aircraft rating in the Airline Transport Pilot License, the applicant shall:

D26.1.4.1. Pass the aircraft type technical examination for the aircraft type to be endorsed on the license;

D26.1.4.2. Complete an approved training program to PIC standards; and

D26.1.4.3. Pass the aircraft-rating test on the aircraft type to be endorsed on the license to PIC standards.

Note. *The aircraft type technical examination shall be passed for that variant of the aircraft on which the aircraft-rating test is conducted. Once the aircraft rating is issued, it entitles the holder to exercise privileges on other variants of the same aircraft type unless otherwise stated.*

D26.1.5 Approved examiner shall conduct the aircraft-rating test.

D26.1.6 The aircraft-rating test requires the applicant to demonstrate his competence in carrying out normal and emergency manoeuvres and drills appropriate to the particular aircraft type. The contents of test are specified in the application form for the inclusion of an aircraft type in aircraft rating.

D26.1.7 In aircraft, which are required to be flown by two pilots, the applicant shall be tested to PIC standards.

D26.1.8 In some cases, certain of the manoeuvres and drills included in the form may be conducted in a flight simulation-training device, which must be approved for the purpose by the PCAA.

D26.1.9 On satisfactory completion of the skill test, the examiner will certify to that effect against each of the manoeuvres and drills specified in the form where any of the items are carried out in an approved flight simulation-training device.

D26.1.10 An application for grant of an ATPL shall be made in a form and manner prescribed by the PCAA. If it is satisfactory and that other licensing requirements have been met, including the ground examination requirements in respect of the aircraft rating, the PCAA will issue the licensee with the type of aircraft upon which the skill test and associated ground examination were passed entered in the aircraft rating, either in Part II, and I as appropriate. The aircraft-rating certificate of test in respect of that type will be endorsed with a date effective from the date on which all the items in the flight test were satisfactorily completed.

D26.1.11 The procedure for inclusion of a further type in the aircraft rating subsequent on the first is similar to D26.1.10.

D26.1.12 All the items in the aircraft-rating test shall be satisfactorily completed within 90 days.



D26.2 CURRENCY ON AIRCRAFT TYPE / LAPSE OF RATING (5700 Kg & above)

D26.2.1 In case of lapse of aircraft rating, following conditions are required to be fulfilled to regain the aircraft currency:

- D26.2.1.1. From 91 to 180 days 3 x Takeoff & Landing
- D26.2.1.2. From 181 to 365 days Recurrent SIM + 1 x additional SIM
- D26.2.1.3. From 366 to 550 days Recurrent SIM + 2 x additional SIM & route check
- D26.2.1.4. From 551 to 1825 days Recurrent SIM + Min 4 x additional SIM & route check
- D26.2.1.5. Beyond 1825 days Complete Transition Training + PPC & Route Check

D26.3 CURRENCY ON AIRCRAFT TYPE / LAPSE OF RATING (below 5700 Kg)

D26.3.1 If aircraft endorsed on license was not flown since last 550 days, then currency of that particular aircraft may be regained by one hour flying training and one hour of flight check.

D27. VARIATION, SUSPENSION AND CANCELLATION OF AN ATPL OR RATING

D27.1 Any person who makes a false or misleading statement in his logbook, license application or any other documents submitted to the licensing authority are guilty of an offence. He is liable to be penalized under CARs 94 and PCAA enforcement manual.

D27.2 License, its associated ratings and 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 License
- 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



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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 License
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-013-LCXX	(Application for issue of license)
E2.2	CAAF-014-LCXX	(Application for renewal of aircrew license& 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 1st October, 2020 and the part of ATPL mentioned in ANO 90.0011 (Issue 1) has been replaced by this ANO.

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

Dated: September 2020

(M.NAEEM IQBAL QURESHI)
Director Personnel Licensing

Dated: September 2020

APPENDIX-A

**AIRLINE TRANSPORT PILOT LICENSE
(AERONAUTICAL KNOWLEDGE)**

A1 ATPL – AERONAUTICAL KNOWLEDGE (AEROPLANE)

A1.1 For the Initial issue of ATPL, a pilot must be knowledgeable and appear in the full set of written or computerized exams.

A1.2 ATPL examination syllabus and reading material details are given in ANO -011-LCXX.

A1.3 ATPL theoretical knowledge examinations are as follows:

Airline Transport Pilot License	<ol style="list-style-type: none"> 1. Aircraft general knowledge & Principles of flight 2. Air law, ATC and operational procedures 3. Meteorology and flight planning 4. Performance, human performance & behavior 5. Mass & balance and General navigation 6. Radio navigation and Instrumentation 7. Instrument procedures 8. VFR and IFR communication
ATPL Revalidation	Civil Aviation Rules and Air Law
ATPL Comprehensive	CARs, Air Law; Instrument Procedures; Aircraft Performance & Operations Procedures
ATPL Conversion	CARs, Air Law and Instrument Procedures
ATPL Oral	

APPENDIX-B

AIRLINE TRANSPORT PILOT LICENSE
(EXAMINATION DETAILS)

B1 ATPL – EXAM DETAILS (AEROPLANE / HELICOPTER)

B1.1 Given below are the details of ATPL exams, duration, pass marks and validity of each exam pertaining to ATPL-A and ATPL-H.

Airline Transport Pilot License (ATPL) Exam Details		
ATPL-A (Aeroplane)	❖ ❖ ❖ ❖	Questions – 100 Duration – 03:00 Hours Pass Marks – 70% Validity of Exams – 05 Years
ATPL-H (Helicopter) Applicable to helicopter pilots in addition to ATPL-A exams	❖ ❖ ❖ ❖	Questions – 50 Duration – 01:30 Hours Pass Marks – 70% Validity of Exams – 05 Years
ATPL-RV (Revalidation) Applicable to those whose license has expired for more than 6 months	❖ ❖ ❖ ❖	Questions –100 Duration – 03:00 Hours Pass Marks – 70% Validity of Exams – 02 Years
ATPL- COM (Comprehensive) Applicable to those whose license has expired for more than 12 months	❖ ❖ ❖ ❖	Questions – 200 Duration – 06:00 Hours Pass Marks – 70% Validity of Exams – 02 Years
ATPL-CON (Conversion) Applicable to those holding valid ATPL of EASA & other approved States	❖ ❖ ❖ ❖	Questions – 100 Duration – 03:00 Hours Pass Marks – 70% Validity of Exams – 02 Years
ATPL-O (Oral) Applicable to expired ATPL within 6 months	❖ ❖ ❖ ❖	Questions –As Required Duration – As Required Pass Marks – 70% Validity of Oral Exams – 30 Days

APPENDIX-C

AIRLINE TRANSPORT PILOT LICENSE
(FLYING HOURS BREAKDOWN – AEROPLANE)

C1 **ATPL – FLYING HOURS BREAKDOWN (AEROPLANE)**

C1.1 Given below are the prerequisite and flying hour's details for ATPL (Aeroplane)

Pre-requisite for ATPL-A (Aeroplane)			
<ul style="list-style-type: none"> ▪ License: SPL, PPL or CPL-A & IR ▪ ATPL theoretical knowledge exams passed and valid 			
Exercise	Min. Flying Hrs Requirement	Logging of Hours	Remarks
Pilot-in-Command	250:00 hours	P1 / P2	Not less than 70:00 hours as PIC and remaining time may be as co-pilot under supervision performing the duties and functions of PIC
Cross Country	200:00 hours	P1 / P2	Not less than 100:00 hours as PIC or as co-pilot under supervision performing the duties and functions of PIC
Simulator	100:00 hours	P1/P2	Not more than 25:00 hours on flight procedure trainer or basic instrument flight trainer
Instrument	75:00 hours	P1/P2	Not more than 30:00 hours as instrument ground time
Night	100:00 hours	P1/P2	As PIC / Co-Pilot
Total Hours	1500 hours (Aeroplane)	P1/P2/P3	-----

C1.2 The remainder of the 1500 hours experience required may comprise flight time on flying machine in any of the following capacities:

C1.2.1 as PIC;

C1.2.2 as pilot-under-instruction;

C1.2.3 as PIC U/S; or

C1.2.4 as co-pilot

Note: Verification of simulator time/hours would be done from the personal flying logbook, pages at the end of the flying logbook captioned "Simulator / Link Training Record" duly authenticated by the simulator instructor or the approved person.

APPENDIX-D

AIRLINE TRANSPORT PILOT LICENSE
(FLYING HOURS BREAKDOWN –HELICOPTER)

D1 **ATPL – FLYING HOURS BREAKDOWN (HELICOPTER)**

D1.1 Given below are the prerequisite and flying hour's details for ATPL (Helicopter)

Pre-requisite for ATPL-H (Helicopters)			
<ul style="list-style-type: none"> ▪ License: SPL, PPL or CPL ▪ ATPL theoretical knowledge exams including ATPL(H) paper passed and valid 			
Exercise	Min. Flying Hrs Requirement	Logging of Hours	Remarks
Pilot-in-Command	250:00 hours	P1 / P2	Not less than 70:00 hours as PIC and remaining time may be as co-pilot under supervision performing the duties and functions of PIC
Cross Country	200:00 hours	P1 / P2	Not less than 100:00 hours as PIC or as co-pilot under supervision performing the duties and functions of PIC
Simulator	100:00 hours	P1 / P2	Not more than 25:00 hours on flight procedure trainer or basic instrument flight trainer
Instrument	30:00 hours	P1/P2	Not more than 10:00 hours as instrument ground time
Night	50:00 hours	P1/P2/P3	As PIC / Co-Pilot
Total Hours	1000 hours (Helicopters)	P1/P2/P3	-----

D1.2 The remainder of the 1000 hours experience required may comprise flight time in helicopter in any of the following capacities:

D1.2.1 PIC, counted in full.

D1.2.2 as pilot under instruction, counted in full.

D1.2.3 as P1 U/S, counted in full.

D1.2.4 as co-pilot, counted as half.

Note: Verification of simulator time/hours would be done from the personal flying logbook, pages at the end of the flying logbook captioned "Simulator / Link Training Record" duly authenticated by the simulator instructor or the approved person.

APPENDIX-E

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 and training manual, which shall be approved by the CAA (Flight Standards Dte.).
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 Dte.) 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 crewmembers.
6. If a pilot meets the experience criterion for P-1 and the experience is exclusively on turbo prop aircraft, the pilot shall be required to be initially trained and fly as P-2 for at least 50:00 hours on jet aircraft before the jet PIC conversion.
7. Unless otherwise approved by the Licensing Authority, a pilot shall be employed to fly only one type of aircraft in regular public transport operations simultaneously.
8. The criterion prescribed in this Appendix shall also be applicable to all the aircraft, if weight exceeds 5700 Kg.

APPENDIX-F

RPT OPERATIONS – EXPERIENCE REQUIREMENTS
MULTI PILOT AIRCRAFT

Aircraft Weight Category	Pilot in Command (P-1)	Co-Pilot (P-2)
A MTOGW < 5700 kg	a) ATPL; b) Grand Total: 1500 Hours; c) Training as per CAA approved program.	a) CPL with IR; b) Training according to approved program
B MTOGW >5700 kg &<40,000 kg	a) ATPL; b) Grand Total: 1500 hours; c) 500 hours as PIC of multi-pilot aircraft in commercial air transport operations; or equivalent PIC experience in military multi-pilot aircraft of weight category B or higher weight.; or d) 500 hours as P-2 on weight category B or higher in commercial air transport operations; e) Training as per CAA approved program.	a) CPL with IR; b) Training according to approved program
C MTOGW ≥ 40,000 kg < 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; or • 1000 hours as P-2 of weight category C or higher in commercial air transport operations; c) Training as per CAA approved program.	a) CPL with IR; b) Training according to approved program; and c) A minimum of 50 hours of under supervision flying
D MTOGW ≥ 100,000 kg < 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 according to approved program; and d) A minimum of 50 hours of under supervision flying

Aircraft Weight Category	Pilot in Command (P-1)	Co-Pilot (P-2)
<p style="text-align: center;">E</p> <p>MTOW \geq 200,000 kg</p>	<p>a) ATPL;</p> <p>b) Total flying hours: 6000 hours with</p> <ul style="list-style-type: none"> • 2000 hours as PIC on aircraft of wt. category C or above or • more than 2000 hours as P-2 on weight category D, or higher weight, in commercial air transport operations; <p>c) Training as per CAA Approved Program.</p>	<p>a) ATPL or CPL/IR;</p> <p>b) Total flying of 2000 hours;</p> <p>c) 500 hrs on aircraft weight category B or higher, in commercial air transport operations;</p> <p>d) Training according to approved program; and</p> <p>e) A minimum of 50 hours of under supervision flying</p>