



BASIC FLYING LICENSES
STUDENT PILOT & PRIVATE PILOT LICENSE

AIR NAVIGATION ORDER

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A. AUTHORITY

A1. This Air Navigation Order (ANO) is issued by the Director General Civil Aviation Authority (DGCAA) in exercise of powers vested in him under Rule 4, 35, 36, 37, 38, 39, 40,41,42, 43, 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 student pilot license (SPL) and private pilot license (PPL).

C. SCOPE

C1. This ANO relates to the grant, revalidation and renewal of private pilot licenses (PPL).

C2. This ANO also relates to the grant and renewal of student pilot licenses (SPL).

C3. This ANO contains the requirements for the grant and renewal of SPL and PPL. Any person applying for or holding an SPL and PPL 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 SPL and/or PPL 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 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 CAA from time to time.

D. DESCRIPTION:

D1. INTRODUCTION

D1.1 The ANO provide information for the issue of a student pilot license and/or private pilot license and its associated ratings for a person to act as pilot / trainee pilot of a Pakistan registered aircraft.

D1.2 The DG CAA may grant these licenses (SPL or PPL) and ratings subject to being satisfied that the applicant is a fit person to hold an SPL and /or PPL 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 Office,
Civil Aviation Authority, Pakistan
Jinnah International Airport,
Old Terminal, Karachi.
Telephone: 009221-99072658
Fax: 009221-99242776
Email: adlreg@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 that 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 which 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 taking off until the moment it finally comes to rest at the end of the flight.
- D2.28 “**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.
- D2.29 “**Ground Training Organization**” (GTO) means an aviation training centre, approved by CAA and whose ground training is acceptable to the CAA for the purpose of issue, renewal and revalidation of a license, certificate, rating or an endorsement.
- D2.30 “**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 vertical axes.
- D2.31 “**Instrument flight time**” means the time during which a pilot is controlling an aircraft in flight solely by reference to instruments.
- D2.32 “**Instrument ground time**” means the time during which a pilot is receiving instruction in simulated instrument flight, in flight simulation training devices.
- D2.33 “**Licensing Authority**” means the authority, established by the Director General, Civil Aviation Authority, responsible for licensing of personnel under the CARs.
- D2.34 “**Medical Assessment**” The evidence issued by a Contracting State that the license holder meets specific requirements of medical fitness.
- D2.35 “**Multi-pilot aircraft**” means an operation requiring at least two pilots using multi-crew cooperation in either multi-pilot or single-pilot aeroplanes.

D2.36 **“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.

D2.37 **“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.

D2.38 **“Pilot-in-Command (PIC/P-1)”** means the pilot designated as being in command and charged with the safe conduct of the flight.

D2.39 **“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.

D2.40 **“Pilot Integrated Course”** means an integrated pilot license course comprising PPL, CPL, IR in continuation. The duration of the course shall begin from the date of the issuance of the student pilot license.

D2.41 **“Pilot Modular Course”** means courses for PPL, CPL and IR taken independently.

D2.42 **“Proficiency check”** means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required.

D2.43 **“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.

D2.44 **“Renewals”** means the administrative action taken after a rating or certificate has lapsed for renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfillment of specified requirements.

D2.45 **“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.

D2.46 **“Single-pilot aircraft”** means an aircraft certificated for operation by one pilot.

D2.47 **“Skill test”** means the demonstration of skill for a license or rating issue, including such oral examination as may be required.

D2.48 **“Solo flight time”** means flight time during which a student pilot is the sole occupant of an aircraft.

D2.49 **“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.

D2.50 **“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. **STUDENT PILOT LICENSE (SPL)**

D3.1 **STUDENT PILOT ISSUE PREREQUISITS**

D3.1.1 **AGE:** Applicant shall be at least 16 years of age;

D3.1.2 **MEDICAL:** Applicant for SPL must have minimum Class 2 medical assessment and shall hold a valid PCAA Class 2 medical fitness. For Micro-light Competency Certificate (MCC), applicant must have a minimum Class 3 medical assessment;

D3.1.3 **LANGUAGE QUALIFICATION:** An applicant shall be capable of speaking, reading and understanding the English language. Passed a practical communication test to demonstrate language proficiency to at least operational level 4;

D3.1.4 **EDUCATION:** An applicant shall hold an educational qualification of at least Secondary School Certificate or equivalent;

D3.1.5 **SECURITY CLEARANCE:** Applicant shall have security clearance from local police, special branch police and intelligence bureau (IB). Without obtaining above named security clearances, no one is allowed to fly as trainee pilot;

D3.1.6 **NO OBJECTION CERTIFICATE (NOC):** Serving personnel from armed forces and government departments shall provide NOC from their respective organizations.

D3.1.7 **APPROVED TRAINING ORGANIZATION (FTO/GTO):** The training organization imparting flying and associated ground training for the issuance of a flying license and associated ratings shall hold a valid approval from the PCAA.

D3.1.8 **FLIGHT RADIO TELEPHONE OPERATOR LICENSE (FRTOL):** The applicant shall complete the training for flight radiotelephony operator license and Restricted FRTOL shall be endorsed on the SPL before flying the first solo flight.

D3.1.9 FRTOL can be held as a standalone license but is normally held in conjunction with another flight crew license.

D3.1.10 FRTOL shall be endorsed on the student pilot license on submission of under mentioned documents:

D3.1.10.1. Student pilot license CAAF-001-LCXX;

D3.1.10.2. FRTOL course completion certificate, along-with theory and practical examination record; and

D3.1.10.3. Application / Form

D3.2 **VALIDITY OF STUDENT PILOT LICENSE**

D3.2.1 The student pilot license shall have a lifetime validity subject to maintenance of minimum Class 2 medical fitness or higher.

D3.2.2 Student pilot license remains valid subject to a valid medical fitness unless suspended or revoked by the Director General CAA.

D3.2.3 Student pilot license is a non-expiry type license.

D3.3 **PRIVILEGES OF STUDENT PILOT LICENSE**

D3.3.1 The privileges of a student pilot license are to receive flying training for issue, renewal or a revalidation of a higher license.

D3.4 **LIMITATIONS OF STUDENT PILOT LICENSE**

D3.4.1 The holder of a student pilot license shall not undertake his first solo flight unless he has passed the pre-solo assessment in accordance with the requirements of the FTO.

D3.4.2 The holder of a student pilot license shall not undertake solo cross-country unless he has passed the pre-solo cross-country assessment in accordance with the requirements of the concerned FTO.

D3.4.3 The holder of a student pilot license shall not fly more than 4 hours, except for cross-country not exceeding 6 hours, in a single day.

D3.4.4 The holder of a student pilot license shall not carry any person on board other than an instructor.

D3.5 **FLYING LOGBOOK**

D3.5.1 Holder of a student pilot license shall maintain a logbook in accordance with the PCAA prescribed regulations.

D3.5.2 The student pilot shall keep reliable record of flying details of all flights in a form and manner established by the licensing authority.

D3.5.3 Flying logbook (monthly flying record) must be duly authenticated and signed by the Chief Flying Instructor (CFI).

D3.6 **FEE SCHEDULE**

D3.6.1 Fee applicable for licensing action is as per the revise CAA personnel licensing fee schedule (ANO-021-LCXX).

D3.7 **DOCUMENTS TO BE SUBMITTED**

D3.7.1 **FOR ISSUE OF SPL**

D3.7.1.1. Application Form CAAF-013-LCXX;

D3.7.1.2. Medical certificate from CAMB;

D3.7.1.3. FRTOL course certificate from FTO;

D3.7.1.4. Verified copies of educational certificates;

D3.7.1.5. Copy of CNIC, (For above 18 years and below 18 years applicant submit Form `B`);

D3.7.1.6. Copy of passport (foreign nationals only);

D3.7.1.7. No objection certificate (NOC) (for armed force/ government department from respective organizations);

D3.7.1.8. 04 colored photographs 1' X 1'(Both ears visible, head uncovered & blue background);

D3.7.1.9. Security clearance performa along-with IB performa.

D4. **PRIVATE PILOT LICENSE – AEROPLANE & HELICOPTER**

INTEGRATED PROGRAM – COMPLETION PERIOD WITHIN 8 MONTHS

D4.1 **PREREQUISITES**

D4.1.1 **SPL:** Applicant shall hold a valid student pilot license;

D4.1.2 **AGE:** Applicant for a PPL shall be at least 17 years of age;

D4.1.3 **MEDICAL:** Applicant for a PPL shall hold at least a class 2 medical fitness;

D4.1.4 **EDUCATION:** An applicant shall hold an educational qualification of at least Secondary School Certificate or equivalent;

D4.1.5 **FRTOL:** The applicant shall undergo the training for a flight radiotelephone operator license, and FRTOL privileges shall have been endorsed on the SPL. (Training and endorsement is not required if FRTOL privileges are endorsed on lower license)

D4.2 **APPLICATION FOR ISSUE, REVALIDATION & RENEWAL OF LICENSE AND RATINGS**

D4.2.1 An application for the issue, revalidation or renewal of private pilot license 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.

D4.2.2 Any limitation or extension of the privileges granted by a license and rating shall be endorsed in the license by the licensing authority.

D4.2.3 An application for the issue of a license 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.

D4.3 **APPROVED TRAINING ORGANIZATION (FTO / GTO)**

D4.3.1 The training organizations conducting flying and associated ground training for the issue of a private pilot license shall hold a valid approval from PCAA as a flying training organization (FTO).

D4.3.2 **ICAO GUIDANCE:** The ICAO Training Manual (Doc 7192) Part B-5 may be used as additional guidance material for training course of private pilot license.

D4.4 **ENGLISH LANGUAGE PROFICIENCY**

D4.4.1 Holders of private pilot license, who are required to use the radiotelephone, shall not exercise the privilege of their license and rating unless aviation English language proficiency (ELP) is endorsed on their license.

D4.4.2 The applicant must have an at least the operational level (Level 4) of the ICAO language proficiency rating scale.

D4.4.3 The aviation English language proficiency (ELP), level and validity date must be endorsed on the license.

D4.4.4 Only persons authorized by or otherwise acceptable to the licensing authority shall perform the training, evaluation and certification of language proficiency.

D4.4.5 Only approved organization shall conduct the ELP assessment test and submit the test result along-with the answer sheet to personnel licensing office PCAA.

D4.5 **AERONAUTICAL KNOWLEDGE (AEROPLANE)**

D4.5.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot license - aero plane in at least the following subjects:

D4.5.2 **AIR LAW**

Rules and regulations relevant to the holder of a private pilot license; rules of the air; appropriate air traffic services practices and procedures;

D4.5.3 **AIRCRAFT GENERAL KNOWLEDGE**

Principles of operation of aeroplane power plants, systems and instruments, operating limitations of airplanes and power plants; relevant operational information from the flight manual or other appropriate document;

D4.5.4 FLIGHT PERFORMANCE, PLANNING AND LOADING

Effects of loading and mass distribution on flight characteristics; mass and balance calculations; Use and practical application of take-off, landing and other performance data; Pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plan; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high density traffic;

D4.5.5 HUMAN PERFORMANCE AND LIMITATIONS

Human performance and limitations relevant to the private pilot license– aeroplane;

D4.5.6 METEOROLOGY

Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

D4.5.7 NAVIGATION

Practical aspects of air navigation and dead reckoning techniques; use of aeronautical charts;

D4.5.8 OPERATIONAL PROCEDURES

Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations; Appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

D4.5.9 PRINCIPLES OF FLIGHT

Principles of flight relating to airplanes;

D4.5.10 RADIOTELEPHONY

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

D4.5.11 The complete details of basic ground training syllabus are available in ANO-002-LCXX.

D4.6 AERONAUTICAL EXPERIENCE (AEROPLANE)

D4.6.1 An applicant must satisfactorily complete a course of basic flight training in accordance with the approved syllabus with approved flying training organization as under:

D4.6.2 Aeronautical experience of at least 40 hours of flight time, including skill test as a pilot of an aeroplane which includes:

D4.6.2.1. Not less than 10 hours of solo flight time under the supervision of a flight instructor, including 05 hours of solo cross-country with at least one cross-country flight totaling not less than 150 NM in the course of which full-stop landings at two different aerodromes shall be made. The 150 NM cross-country shall be the last exercise of private pilot license course.

D4.6.2.2. When 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 flight requirements can be reduced accordingly.

D4.6.2.3. Subject to approval by the licensing authority, the 40 hours flight time set out in above paragraphs may include up to 05 hours in an approved synthetic flight trainer.

D4.6.2.4. The detailed breakdown of flying training shall be approved by the CAA and available in Appendix –A.

D4.7 FLIGHT INSTRUCTION (AEROPLANE)

D4.7.1 An applicant shall have received flight instruction in the under mentioned areas:

D4.7.1.1. Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

D4.7.1.2. Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

D4.7.1.3. Control of the aeroplane by external visual reference;

D4.7.1.4. Flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;

D4.7.1.5. Normal and cross-wind take-off and landings;

D4.7.1.6. Maximum performance (short field and obstacle clearance) take-off; short-field landings;

D4.7.1.7. Flight by reference solely to instruments, including the completion of a level 180 degree turn;

D4.7.1.8. Cross-country flying using visual reference, dead-reckoning and, where available, radio navigation aids;

D4.7.1.9. Emergency operation, including simulated aeroplane equipment malfunctions;

D4.7.2 An applicant shall hold a recommendation from the chief flying instructor responsible for the applicant's ground and flying training that the applicant has reached the standard required for the examination and flight test.

D4.8 PRIVATE PILOT LICENSE – AEROPLANE AND HELICOPTER

MODULAR PROGRAM – COMPLETION PERIOD MORE THAN 8 MONTHS:

D4.8.1 Aeronautical experience of at least 50 hours of flight time, including skill test as a pilot of an aircraft.

D4.9 AERONAUTICAL KNOWLEDGE (HELICOPTER)

D4.9.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot license - helicopter in at least the following subjects:

D4.9.1.1. AIR LAW:

Rules and regulations relevant to the holder of a private pilot license- helicopter; rules of the air appropriate air traffic services practices and procedures;

D4.9.1.2. AIRCRAFT GENERAL KNOWLEDGE:

Principles of operation of helicopter power plants, transmission (power-trains),

systems and instruments; Operating limitations of helicopters and power plants; relevant operational information from the flight manual;

D4.9.1.3. FLIGHT PERFORMANCE AND PLANNING:

Effects of loading and mass distribution on flight characteristics mass and balance calculations Human performance and limitations; Use and practical application of take-off, landing and other performance data; Pre-flight and en-route flight planning appropriate to Private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high density traffic;

D4.9.1.4. HUMAN PERFORMANCE AND LIMITATIONS:

Human performance and limitations relevant to the private pilot license-Helicopter;

D4.9.1.5. METEOROLOGY:

Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

D4.9.1.6. NAVIGATION:

Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

D4.9.1.7. OPERATIONAL PROCEDURES:

Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations; Appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather and wake turbulence; settling with power, ground resonance, roll-over and other operating hazards;

D4.9.1.8. PRINCIPLES OF FLIGHT:

Principles of flight relating to helicopters; and

D4.9.1.9 RADIOTELEPHONY

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

D4.9.2 The complete details of basic ground training syllabus are available in ANO-002-LCXX.

D4.10 AERONAUTICAL EXPERIENCE (HELICOPTER)

D4.10.1 An applicant must satisfactorily complete a course of basic flight training in accordance with the approved syllabus with approved flying training organization.

D4.10.2 Aeronautical experience of at least 40 hours of flight time, including skill test as a pilot of a helicopter which includes:

D4.10.2.1. Not less than 10 hours of solo flight time under the supervision of a flight instructor, including 5 hours of solo cross-country with at least one cross-country flight totaling not less than 100 NM in the course of which full-stop landings at two points shall be made. The 100 NM cross-country shall be the last exercise of private pilot license course.

D4.10.2.2. When 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 flight requirements can be reduced accordingly.

D4.10.2.3. Subject to approval by the licensing authority, the 40 hours flight time set out in above paragraphs may include up to 5 hours in an approved synthetic flight trainer.

D4.10.2.4. The detailed breakdown of flying training shall be approved by the CAA and available in Appendix - B.

D4.11 FLIGHT INSTRUCTION (HELICOPTER)

D4.11.1 An applicant shall have received not less than 20 hours of dual instruction time in helicopters from a flying instructor in the under mentioned areas:

D4.11.1.1. Pre-flight operations, including mass and balance determination, helicopter inspection and servicing;

D4.11.1.2. Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

D4.11.1.3. Control of the helicopter by external visual reference;

D4.11.1.4. Recovery at the incipient stage from settling with power; recovery techniques from low-rotor RPM within the normal range of engine RPM;

D4.11.1.5. Ground maneuvering and run-ups; hovering; take-off and landings – normal, out of wind and sloping ground;

D4.11.1.6. Take-off and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

D4.11.1.7. Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

D4.11.1.8. Emergency operations, including simulated helicopter equipment malfunctions; authoritative approach and landing; and

D4.11.1.9. Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony and phraseology.

D4.11.1.10. An applicant shall hold a recommendation from the Chief Flying Instructor responsible for his ground and flying training that the applicant has reached the standard required for the examination and flight test.

D4.12 SKILL TEST – PRIVATE PILOT LICENSE

D4.12.1 The applicant shall have demonstrated to an examiner, his ability to carry out as pilot-in-command of aircraft, the procedures and maneuvers described hereunder with degree of competency appropriate to the privileges of the holder of a private pilot license;

D4.12.2 Operate the aircraft within its limitations;

D4.12.3 Complete all maneuvers with smoothness and accuracy;

D4.12.4 Exercise good judgment and airmanship;

D4.12.5 Apply aeronautical knowledge; and

D4.12.6 Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or maneuver is never seriously in doubt.

D4.13 SKILL TEST - ERROR MARGINS

Height

Normal flight ± 150 feet

With simulated engine failure ± 200 feet

Heading/Tracking of radio aid

Normal flight $\pm 10^0$

With simulated engine failure $\pm 15^0$

Speed

Take-off & approach +15/-5 Knots

Normal flight ± 10 Knots

With simulated engine failure ± 15 Knots

D4.14 EXAMINATION AND TESTS

D4.14.1 Pass complete set of private pilot license theoretical knowledge exams for aero plane; or

D4.14.2 Pass complete set of private pilot license theoretical knowledge exams and PPL-H for Helicopter.

D4.14.3 Pass aircraft type technical exams in FTO; and

D4.14.4 Skill test by the examiner.

D4.15 PRIVILEGES OF PRIVATE PILOT LICENSE

D4.15.1 The holder of a private pilot license may act, but not for remuneration, as pilot-in-command or co-pilot of any aircraft engaged in non-revenue flights for which his license is endorsed.

D4.15.2 Before exercising the privileges at night, the license holder shall have a Night Rating.

D4.15.3 Before carrying passenger, the license holder shall have a Passenger Rating.

D4.16 VALIDITY OF PRIVATE PILOT LICENSE

D4.16.1 A private pilot license PPL shall be valid for 24 months.

D4.17 CURRENCY REQUIREMENTS OF PRIVATE PILOT LICENSE

D4.17.1 The holder of a private pilot license shall remain current subject to 03 take-off and landings in preceding 90 days.

D4.17.2 The night currency shall remain current subject to 03 take-off and landings by night in preceding 90 days.

D4.17.3 Currency on a type of aircraft with similar performance and handling characteristics is acceptable provided an endorsement is also held for that type of aircraft.

D4.18 RENEWAL OF PRIVATE PILOT LICENSE

D4.18.1 Private pilot license shall be renewed subject to a flight check after 24 months or maintaining a higher license.

D4.19 REVALIDATION OF PRIVATE PILOT LICENSE

D4.19.1 Within 06 months of expiry of PPL, pass an oral examination.

D4.19.2 Between 06 to 60 months from the date of expiry of private pilot license, pass

PPL-Revalidation and aircraft type technical exams and meet the renewal requirements.

D4.19.3 After 60 months of expiry of private pilot license, meet the initial issue requirements.

D4.20 **NIGHT RATING**

D4.20.1 Private pilot license may be endorsed with a Night rating subject to a total experience of 50:00Hrs provided the applicant has:

D4.20.1.1. 25:00 Hrs as PIC;

D4.20.1.2. 05:00 Hrs as night flying with:

D.4.20.1.2.1. 03:00 Hrs as P-3 with 05 take-off and landings.

D4.20.1.3. 05:00 Hrs instrument training; and

D4.20.1.4. Flight check with CFI with logbook endorsement.

D4.21 **PASSENGER RATING**

D4.21.1 Private pilot license may be endorsed with a Passenger rating subject to a total experience of 100: 00 Hrs including:

D4.21.1.1. 30:00 Hrs solo flying and

D4.21.1.2. Flight check with CFI with logbook endorsement.

D4.22 **PRIVATE PILOT LICENSE - LIMITATIONS**

D4.22.1 The holder of a private pilot license may act as pilot-in-command of an aircraft carrying passengers, but not for remuneration, provided he/she has a passenger rating endorsed on license.

D4.22.2 The holder of a private pilot license not endorsed with an instrument rating shall not pilot an aircraft under instrument flight conditions.

D4.22.3 The holder of a private pilot license shall not act as pilot-in-command of an aircraft by night unless he has a night rating on his license.

D4.22.4 The holder of a private pilot license not endorsed with an instrument rating but having a night rating may fly at night only in visual meteorological conditions.

D4.22.5 The holder of a private pilot license shall not act as pilot-in-command of an aircraft engaged in spinning practice unless he/she has been certified in the logbook by a flight instructor as being competent to recover from fully developed spins.

D4.22.6 The holder of a private pilot license shall not act as pilot-in-command of an aircraft engaged in aerobatic flight unless he/she has been certified in the logbook by a flight instructor as being competent in the maneuvers to be performed.

D4.22.7 The holder of a private pilot license shall not act as pilot-in-command of an aircraft engaged in formation flight unless he/she has been certified in logbook as competent by a flight instructor as being competent to carry out formation flight.

D4.23 **FLYING LOGBOOK**

D4.23.1 A holder of a private pilot license shall be maintain a logbook in accordance with the CAA prescribed regulations.

D4.24 **FEE SCHEDULE**

D4.24.1 As per the revise CAA personnel licensing fee schedule ANO-021-LCXX.

D4.25 **DOCUMENTS TO BE SUBMITTED**

D4.25.1 **FOR ISSUE OF PPL**

- D4.25.1.1. Application Form CAAF-013-LCXX;
- D4.25.1.2. Medical Certificate, Form CAAF-005-LCAM;
- D4.25.1.3. Security Clearance, if not submitted in CAA;
- D4.25.1.4. 04 coloured photographs 1” X 1”
- D4.25.1.5. Copies of first and last pages of logbook;
- D4.25.1.6. PPL course completion certificate from FTO;
- D4.25.1.7. Cross-country flying certificate;
- D4.25.1.8. Aircraft type technical result along with answer sheet;
- D4.25.1.9. Pilot skill test report CAAF-023-LCXX; and
- D4.25.1.10. Fee voucher

D4.25.2 **FOR RENEWAL OF PPL**

- D4.25.2.1. Application Form CAAF-014-LCXX;
- D4.25.2.2. PPL CAAF-002-LCXX or CAAF-003-LCXX, as applicable;
- D4.25.2.3. Skill test CAAF-023-LCXX;
- D4.25.2.4. Medical certificate, CAAF-005-LCAM; and
- D4.25.2.5. Fee voucher

D4.25.3 **FOR REVALIDATION OF PPL**

- D4.25.3.1. Application Form CAAF-014-LCXX;
- D4.25.3.2. Oral test report, if applicable;
- D4.25.3.3. Aircraft type technical result , if applicable;
- D4.25.3.4. PPL CAAF-002-LCXX or CAAF-003-LCXX, as applicable;
- D4.25.3.5. Skill test CAAF-023-LCXX;
- D4.25.3.6. Medical certificate, CAAF-005-LCAM; and
- D4.25.3.7. Fee voucher

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
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-001-LCXX	SPL
E2.2	CAAF-002-LCXX	PPL (A)
E2.3	CAAF-003-LCXX	PPL (H)

E3

REFERENCES:

- E3.1 Civil Aviation Rules 1994
E3.2 ANO 90.0010 (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 SPL and PPL mentioned in ANO 90.0010 (Issue 1) has been superseded.

(HASSAN NASIR JAMY)
Director General,
Civil Aviation Authority

Dated: September, 2020

(M. NAEEM IQBAL QURESHI)
Director Personnel Licensing

Dated: September, 2020

FLYING HOURS BREAKDOWN PPL
PRIVATE PILOT LICENSE (AEROPLANE)

Integrated Course:(completion period within 8 months)

Pre-requisite for PPL Course	License: FRTOL & SPL
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Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	30	P-1/P-3/Solo	At the discretion of CFI (General flying, Circuits, Cross country)
Solo	10	P-1	Including 05 hours of solo cross-country with one cross-country totaling not less than 150 NM in the course of which two full stop landings at different aerodromes shall be made.
Total Hours	40 (Aeroplane)	P-1/P-3/Solo	May include upto 05 hours on approved simulator

Modular Course: (completion period more than 8 months)

Pre-requisite for PPL Course	License: FRTOL & SPL
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Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	40	P-1/P-3/Solo	At the discretion of CFI (General flying, Circuits, Cross country)
Solo	10	P-1	Including 05 hours of solo cross-country with one cross country totaling not less than 150 NM in the course of which two full stop landings at different aerodromes shall be made.
Total Hours	50 (Aeroplane)	P-1/ P-3/Solo	May include upto 05 hours on approved simulator

Note: Minimum of 10 hours to be flown in the last 03 months before PPL issue.

APPENDIX “B”

PRIVATE PILOT LICENSE (HELICOPTERS)

Integrated Course:(completion period within 8 months)

Pre-requisite for PPL Course	License: FRTOL & SPL
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Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	30	P-1/P-3/Solo	At the discretion of CFI (General flying, Circuits, Cross country)
Solo	10	P-1	Including 05 hours of solo cross-country with one cross country totaling not less than 100 NM in the course of which two full stop landings at different points shall be made.
Total Hours	40 (Helicopter)	P-1/P-3/Solo	May include upto 05 hours on approved simulator

Modular Course: (completion period more than 8 months)

Pre-requisite for PPL Course	License: FRTOL & SPL
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Note: Minimum of 10 hours to be flown in the last 03 months before PPL issue.

Exercise	Flying Hours: Min. Requirement	Logging	Remarks
General Flying	40	P-1/P-3/Solo	At the discretion of CFI (General flying, Circuits, Cross country)
Solo	10	P-1	Including 05 hours of solo cross-country with one cross country totaling not less than 100 NM in the course of which two full stop landings at different points shall be made.
Total Hours	50 (Helicopter)	P-1/P-3/Solo	May include upto 05 hours on approved simulator