

CIVIL AVIATION AUTHORITY, BANGLADESH
AIR NAVIGATION ORDERS
(Flight Operations Requirements)

PART – A – FLIGHT CREW LICENCING

**SUB : PART (OPS) A-15 – VALIDATION / CONVERSION OF
FOREIGN LICENCES OF OPERATING FLIGHT CREW**

SECTIONS

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SUBJECT: VALIDATION OF FOREIGN LICENCES OF OPERATING FLIGHT CREW ISSUED BY OTHER CONTRACTING STATES OF ICAO.

1. INTRODUCTION

An Operator may employ flight crew holding foreign licence issued by a contracting State of ICAO to operate Bangladesh registered aircraft as per Rule 21(3) of CAR'84. However, an Operator will make every possible endeavour to replace such flight crew at the earliest possible opportunity with citizens of Bangladesh holding Bangladesh licence issued by Chairman CAAB. This ANO gives the requirements and the procedure for validation of foreign licences and is issued under the provisions of Rules 21(3) and 43 of CAR'84.

2. LICENCE AND EXPERIENCE REQUIREMENTS

- (i) The flight crew should have been properly licenced and rated on the type of aircraft by the competent authority of a contracting State in accordance with the ICAO requirements and acceptable to CAAB.
- (ii) The foreign licence should be valid with current ratings on the type of aircraft proposed to be flown by operating crew.
- (iii) The flight crew should have current medical fitness certificates (Class I).
- (iv) for wide-body commercial-jet aircraft

- A. as PIC, the flight crew should have a:
- i) Minimum flying experience – 5000Hrs
 - ii) Minimum PIC experience -2500Hrs
 - iii) Minimum PIC on Type/variant – 700Hrs with current IR and Pilot's Proficiency check.
 - iv) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- B. as co-pilot, the flight crew should have a:
- i) Minimum flying experience – 3000Hrs
 - ii) Minimum P2 experience – 2000Hrs
 - iii) Minimum P2 on Type/variant-500Hrs with current IR/Pilot's Proficiency check.
 - iv) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- (v) for narrow-body commercial-jet aircraft
- A. as PIC, the flight crew should have a:
- i) Minimum flying experience – 4000Hrs
 - ii) Minimum PIC experience – 2000Hrs
 - iii) Minimum PIC on Type/variant – 500Hrs with current IR check/(Pilot's Proficiency Check)
 - iv) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- B. as co-pilot, the flight crew should have a:
- i) Minimum flying experience – 2000Hrs
 - ii) Minimum P2 experience – 1000Hrs
 - iii) Minimum P2 on Type/variant – 500Hrs with current IR check/(Pilot's Proficiency Check)
 - iv) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- (vi) for operation of Turbo-prop aircraft having AWW exceeding 5700 Kgs
- A. as PIC, the flight crew should have a:
- i) Minimum flying experience – 2000 Hrs
 - ii) Minimum PIC flying experience – 1000 Hrs
 - iii) Minimum PIC on type/variant – 100 hrs with current IR check/ (Pilot's Proficiency Checks).
 - iv) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.

- B. as co-pilot, the flight crew should have a:
- i) Minimum 500 hours total flying experience; and
 - ii) Minimum 100 hours on type/variant as P2, or
 - iii) Recent experience – at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- (vii) for operation of multi-pilot helicopters, having A UW exceeding 3175 Kg.
- A. as PIC, the flight crew should have a:
- i) Minimum flying experience on helicopters – 1000Hrs
 - ii) Minimum PIC on type/variant – 50Hrs
 - iii) Shall pass skill test or a test monitored by FOI CAAB.
 - iv) Minimum flying experience in preceding 90 days on class of helicopter to be flown in Bangladesh – 5Hrs or 3 takes-off and 3 landings.
- B. as co-pilot, the flight crew should have a:
- i) minimum flying experience on helicopters – 500 Hrs.
 - ii) on class of helicopter to be flown in any contracting state – 50Hrs.
 - iii) Shall pass skill test or a test monitored by FOI CAAB.
 - iv) Recent experience on class in preceding 90 days – at least 3 takes-off and 3 landings after endorsement.
- (viii) for aircraft having A UW below 5700 Kg or helicopters having A UW below 3175 Kg and certified for single crew operation:
- i) Professional Pilot licence with a minimum flying experience – 500Hrs.
 - ii) Minimum flying experience on class as PIC – 100 Hrs.
 - iii) Shall pass skill test or a test monitored by FOI CAAB.
 - iv) Recent experience on class in preceding 90 days – at least 3 takes-off and 3 landings after endorsement.
- (ix) instructor for Flying Training Institute on aircraft having A UW below 5700Kgs:
- The applicant shall:
- A. as Flight Instructor Aeroplane
- i) PIC of on class – 2000Hrs
 - ii) Instructional experience on class – 1000Hrs
 - iii) Current Instrument Rating on class, with minimum instructional flying experience of 100 Hrs, of which not more than 50Hrs shall be on approved synthetic flight trainer.
 - iv) Flying experience on class by night – 50Hrs.
 - v) Recent experience – at least 10 takes-off and landings within a preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.

- B. as Flight Instructor Helicopters
- i) PIC of on class – 1000Hrs
 - ii) Instructional experience on class – 550Hrs
 - iii) Current Instrument Rating on class, with minimum instructional flying experience of 50 Hrs, of which not more than 25Hrs shall be on approved synthetic flight trainer.
 - iv) Flying experience on class by night – 25Hrs
 - v) Recent experience – at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.
- (x) The flight crew should be fully proficient to communicate in English language.
- (xi) The flight crew shall have to pass a written examination on Air Law for the applicable licences conducted by CAAB.
- (xii) If required the flight crew is to pass the oral examination conducted by CAAB before the licence can be validated to ensure that he is fully conversant with the operating procedures, Minimum Equipment List (MEL), aircraft cockpit layout, type of equipment installed, Flight and Duty Time Limitations (FDTL) and the other policies of the operator. The original documents like licence, medical certificate of fitness, log books etc. would be examined during the oral examination and returned immediately, thereafter. On the basis of the examination, Chairman CAAB may prescribe flight/simulator check or any other test, which the flight crew will have to undergo.

Note-1: The requirement of para (xi) Air Law examination may not be applicable to the Check / Instructor/ Examiner pilots of manufacturers.

Note-2: When a foreign pilot with validation is required to fly for a Bangladesh operator, PPC shall be monitored by CAAB FOI for renewal of his validation.

Note-3: Copy of valid authorization of the simulator training facility and instructor's valid approval from local CAA along with PPC reports are to be submitted. In the case of simulator facility valid certificate from manufacturer may also be acceptable.

Note-4: The applicant shall have valid work permit for the job.

3. GENERAL REQUIREMENTS

- (i) The request for validation of foreign licence of flight crew would be considered only from Bangladesh operators when adequate number of such qualified personnel is not available in the country. For this purpose the operator shall furnish necessary details as per Appendix 'A' in duplicate. The operator shall furnish due justification for employing the foreign personnel and its plan of training Bangladesh flight crew to replace the foreign crew at the earliest.
- (ii) Validation of foreign pilot's licence may be accorded to Pilot-in-Command as well as Co-pilot.

- (iii) Security clearance of the foreign flight crew is required to be obtained from appropriate authority prior to the validation of their licences. For this purpose, the operator shall furnish necessary details, as per Appendix 'B'.
- (iv) The flight crew should not be above the age of 65 years in conformity with Rule 44 of CAR'84, provided that the contracting state which issued licence allows the flight crew to exercise such privileges of their licence up to the age of 65 years.
- (v) The flight crew operating on the basis of validation of their foreign licences, shall comply with all the applicable Bangladesh rules, ANO, procedures and directives issued from time to time, the operating and maintenance procedures, FDTL, weather minima, MEL, pre-flight medical check etc. and also the policies of the operator.
- (vi) The validation of foreign licence shall no longer be valid if the flight crew discontinues the employment with the Bangladesh operator which sought for his validation.
- (vii) CAAB shall verify the authenticity of documents of the applicant seeking for validation from their issuing authority. The sample of the Form to be used by CAAB meant for such purpose is attached as Appendix-C.
- (viii) Where an operator needs the services of flight crew of the aircraft manufacturers for carrying out training and checks of Bangladesh flight crew or route flying when a new aircraft type is introduced in the country, the requirements relating to minimum experience on the type and passing of examination of Air Law may be exempted.
- (ix) The validation of the foreign licence shall be subjected to suspension or cancellation under the provisions of Rule 297 of CAR'84.
- (x) The flight crew is required to keep in possession of the original licence along with the validation document issued by CAAB at all times while operating flights. For expire type the validity shall not be beyond the validity of the licence held. In case of non expiry type licence, the maximum period of validity shall not be beyond the validity or for a period of maximum 02 years whichever is less subject to licensee's fulfilling PPC, medical and currency requirements.
- (xi) The operator/ holder of the validation shall be responsible for keeping current the passport and employment visa as long as exercising the privileges of the validation.
- (xii) Foreign pilot Instructor/ Examiner and flight crew having authorization to conduct Cat-II/Cat-III operations, whose licences and ratings are validated under the provision of this ANO, may be subjected to an assessment check in simulator/aircraft by CAAB nominated Inspector if desired by Chairman.
- (xiii) The operator shall specifically mention during the application about the requirements with respect to the foreign pilots' utilization as Instructor/Examiner and on Cat-II/Cat-III operation.

4. LICENCE CONVERSION REQUIREMENTS

- (i) An applicant shall fulfill the following requirements:
 - (a) satisfactory written examination on Air Law
 - (b) satisfactory medical examination
 - (c) satisfactory type technical examination (when applicable)
 - (d) satisfactory flight check / PPC
 - (e) composite examination on technical subjects (Flight Performance & Planning, Human Performance, Navigation & Meteorology).
 - (f) security clearance from appropriate authority.
 - (g) a foreigner shall have valid work permit.

- (ii) The applicant shall submit proof / evidence to the satisfaction of CAAB that the conversion of foreign licence is required to exercise the privileges of the licence on Bangladesh registered aircraft.

This order is issued in pursuance of Rules 4, 21(3) and 43 of the Civil Aviation Rules 1984 and shall supersede and replace ANO (OPS) A-15 issue-2 dated 03-09-2009 and circular no. CAA/5544/1/AELD/644 dated 20 July 1994.

Chairman
Civil Aviation Authority, Bangladesh

APPENDIX 'A'

**INFORMATION REQUIRED FOR VALIDATION OF
FOREIGN LICENCE OF FOREIGN PILOTS, FLIGHT ENGINEERS**

1. Name of the Pilot/Flight Engineer
2. Nationality
3. Duration for which validation is sought
4. Details of the licence held to be validated
 - a) Country of issue
 - b) Type of Licence
 - c) Ratings and Endorsements
 - d) Validity of Licence
 - e) Validity of Medical Fitness
 - f) Whether holding current authorisation for Examiner/Instructor/Check Pilot
5. Type of aircraft to be flown.
6. Details of flying experience of Pilot/Flight Engineer.
 - a) Total experience on the type to be flown in Bangladesh (For a pilot, experience should be given separately as Pilot-in-Command and as Co-Pilot).
 - b) Experience as PIC during the past six months on type to be flown in Bangladesh.
 - c) Date when last flown as PIC on type
7. Level of knowledge of English language.
8. Whether previously operated Bangladesh registered aircraft? If so, name of the operator and period.
9. Past history (any accident, incident, suspension of licence etc.)
10. Photo copies of licence and Medical Fitness Certificate.
11. Validation of licence by another country.

Note: Enclose photocopy of licence.

12. Photo copy of work permit.
13. Whether Air Law examination of CAAB for validation was passed earlier, if so, details of the same.
14. Any other relevant information. It is certified that the information furnished above is correct.

Signature of Authorised Person of Bangladesh Operator

Name and Address of the Operator

Place:

Date:

APPENDIX 'B'

**INFORMATION REQUIRED FOR SECURITY CLEARANCE
OF PILOTS/FLIGHT ENGINEERS**

1. Name and address of Bangladesh operator desiring to employ foreign nationals.
2. Name in full of foreign Pilot/Flight Engineer
3. Nationality
4. Permanent address
5. Father's name in full
6. Date, place & country of birth
7. Details of passport (Number, date, place and country of issue, validity) with its photo copy.
8. Bangladesh VISA details, if available.
9. Name and address of foreign employer, if employed.
9. Any other relevant information It is certified that the information furnished above is correct.

Note : Enclose photo copy of passport.

(signature of the Authorised person of Bangladesh Operator)

Name and Address of the Operator

Place:

Date:

APPENDIX 'C'**LICENCE AUTHENTICATION FORM FOR ISSUE OF VALIDATION**

In accordance with the provision of ICAO Annex-I for the purpose of Validation/Conversion, the particulars of the applicant's licence should be verified from the issuing state. For this purpose the following details are required by Civil Aviation Authority, Bangladesh:

Issuing Authority Details	
State of Issue	
Issuing Authority	
Name of the Authorized Person	
Title of the Authorized Person	

We hereby certify the authenticity of the following licence. We also confirm that there are no outstanding actions on the mentioned licence and this licence:

Licence Details	
Name of the licence holder	
Licence type and number	
Date of issue of the licence	Lic Expiry Date
Type rating endorsed as PIC(P1)	1.
	2.
	3.
Type rating endorsed as Co-pilot(P2)	1.
	2.
	3.

Date of the last Proficiency Check	
Date of the Instrument Rating Check	
Instructor Rating endorsement date	

Signature of the authorized person		Date	
Telephone No		Stamp	
Fax No			
E-mail			

For any comments space below may be used: