

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

PART – A – FLIGHT CREW LICENCING

**SUB : PART (OPS) A-3 – REQUIREMENTS FOR TRAINING AND FLYING
 EXPERIENCE OF PILOTS ENGAGED IN SCHEDULED AIR SERVICES.**

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1. INTRODUCTION

In exercise of the powers conferred by Rule 4 of the Civil Aviation Rule-1984, the Chairman is pleased to issue the following orders relating licence requirement and flying experience of pilots engaged in Scheduled Air Services as provided for in sub-rule (16) of Rule 21 of the CAR-84 taking into account the specifications required as per ICAO Annex – 1, Paragraphs 2.1.3.2 and 2.4.2.

2. SCOPE

The pre-requisite for Aircraft Rating/Endorsement for Pilots shall be to fulfill the ‘Specifications’ as shown below against the respective ‘Aircraft Weight Category’, including the following:

- 2.1 An applicant for Pilot-in Command or Co-pilot who has not flown at least 100 hrs during the preceding three years shall have flown a minimum of 50 hrs under supervision in case of Pilot in command and with Training Captains/Supervisory Captains in case of co-pilot prior to being permitted to fly independently as a member of the flight crew.
- 2.2 After endorsement as Pilot-in-Command an applicant shall have flown minimum 25 hrs Pilot-in-Command under supervision on type to fly independently as Pilot-in-Command. However, this is not applicable for all those applicants who have availed the made up experience of at least 25 hrs required as per Rule 26 of CAR’84.

3. Aircraft gross weight of less than 100000 kg ‘A’:

Pilot-in-Command	Co-pilot
<p>i) ATPL.</p> <p>ii) Minimum 1500 hrs of total flying including multi engine aircraft experience to meet the requirements for issue of ATPL as prescribed in rule 26(3) of CAR 84.</p> <p>iii) 750 hrs as Co-pilot on type or equivalent type.</p> <p style="text-align: center;">OR</p> <p>500 hrs Co-Pilot on aircraft of a higher weight category.</p> <p>iv) Satisfactory completion of flight training syllabus followed by satisfactory check.</p> <p style="text-align: center;">OR</p> <p>Full Command course on type simulator followed by satisfactory day and night aircraft training and checks.</p> <p>v) Minimum 14 sectors of route training and attaining proficiency level followed by satisfactory check.</p> <p>(For first conversion into glass cockpit:)</p> <p>A minimum 20 sectors of route training and attaining proficiency level followed by satisfactory check.</p>	<p>i) CPL with Instrument Rating.</p> <p>ii) Satisfactory completion of flight training syllabus followed by satisfactory check.</p> <p style="text-align: center;">OR</p> <p>Full Co-Pilot course on type simulator followed by satisfactory day and night aircraft training and checks.</p> <p>iii) Minimum 14 sectors of route training and attaining proficiency level followed by satisfactory check.</p> <p>(For first conversion into glass cockpit:)</p> <p>A minimum 20 sectors of route training and attaining proficiency level followed by satisfactory check.</p>

4. Aircraft gross weight of equal or more than 100000 kg 'B':

Pilot-in-Command	Co-pilot
<p>i) ATPL.</p> <p>ii) Minimum 3500 hrs of total flying including multi engine experience.</p> <p>iii) 1500 hrs Co-pilot on type or equivalent type.</p> <p style="text-align: center;">OR,</p> <p>500 hrs Pilot-in-Command on aircraft weight category 'A'.</p> <p>iv) Full Command course on type simulator followed by satisfactory day and night aircraft training and checks.</p> <p>v) Minimum 14 sectors of route training and attaining proficiency level followed by satisfactory check.</p> <p>(For first conversion into glass cockpit:) A minimum 20 sectors of route training and attaining proficiency level followed by satisfactory check.</p>	<p>i) CPL with Instrument Rating.</p> <p>ii) Minimum 1500 hrs of total flying including multi engine aircraft experience.</p> <p style="text-align: center;">OR,</p> <p>1000 hrs of total flying including multi engine aircraft experience with 500 hrs on aircraft weight category 'A'</p> <p>iii) Full Co-pilot course on type simulator followed by satisfactory day and night aircraft training and checks.</p> <p>iv) Minimum 14 sectors of route Training and attaining proficiency level followed by satisfactory check.</p> <p>(For first conversion into glass cockpit:) A minimum 20 sectors of route training and attaining proficiency level followed by satisfactory check.</p>

5. Instructions/Information for scheduled air operators:

- 5.1 All Scheduled Air Operators are informed that the above specifications in respect of training & flying hours requirement for relevant weight categories are minimum values. Therefore, Operators may prefer to increase the minimum requirement of training & flying hours experience with the increase in aircraft weight.
- 5.2 All Scheduled Air Operators are to prepare Flight and/or Simulator training syllabi for each category of aircraft they operate and ensure that those are duly approved by CAAB.
- 5.3 The ANO is applicable for commercial air transportation in aeroplanes required to be operated with minimum crew of at least two pilots.
- 5.4 The Chairman may authorize any Inspector/Officer to be on board any training, check or simulator flying when considered necessary.
- 5.5 This order shall supersede and replace ANO (OPS) A-3 issue-3 dated 03-11-2008 and shall have immediate effect.

Chairman
Civil Aviation Authority, Bangladesh