

**CIVIL AVIATION AUTHORITY OF BANGLADESH**  
**HEADQUARTERS, KURMITOLA, DHAKA-1229**  
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**Civil Aviation Circular (CAC-PEL) 03/2020**

**SUB: FLYING MORE THAN ONE TYPE OF AIRCRAFT/VARIANT**

In exercise of the powers conferred by Civil Aviation Authority Act 2017, Section-14 Chairman, Civil Aviation Authority of Bangladesh (CAAB) for the purpose of securing the safety of aircraft operations, with immediate effect, directs as follows:

**Airline Operation**

1. CAAB approved examiner/Flight Operation Inspector (FOI), during currency of his approval, may operate maximum two types of airplanes on which he has valid ratings. However, such types of airplanes are not permissible to be flown on the same day.
2. Pilots of an Airline shall not operate more than one type or variant (\*) of airplane except;
  - 2.1 CAAB approved "Common Type Rating (\*\*)" for variant aircrafts, subject to compliant with the following conditions:
    - 2.1.1 Prerequisite Experience
      - (a) Pilot has to be current and qualified as Pilot-in-Command (PIC) on the Base Aircraft (\*\*\*) with 1500 hrs as PIC on type and total of 10,000 hrs.
      - (b) Pilots having instructional experience in Airline.
    - 2.1.2 Training, Checking and Re-current requirements:
      - (a) Pilots successfully completed difference training and checking, in accordance with Operations Manual (OM) Part-D.
      - (b) Pilots who are qualified on the Common type rating shall complete proficiency checks alternately in either variant, provided the applicable differences of syllabus are covered.
      - (c) At least 1 (one) Take-off and landing shall be Carried out in 90 (ninety) days on both variant to remain current. In case of recurrence, 1 (one) take-off and landing should be carried out under supervision provided current on other variant.
    - 2.1.3 Other Conditions
      - (a) Only one type of airplane operation in a single day is allowed.
      - (b) "Common type rating" procedure should be incorporated in OM-D.
      - (c) No accident record of the individual pilot (if found responsible) in last 10 years.

- \* Variant - Means an aircraft or a group of aircraft within the same pilot type rating that has differences to the base aircraft requiring difference training or familiarization training.
- \*\* Common Type Rating - A number of aircraft approved by CAAB, to fly after completion of Difference of type rating course e.g. A330–A340, B777-B787, A-330–A350.
- \*\*\* Base Aircraft - Base aircraft means an aircraft used as a reference to compare differences with another aircraft.

### **Helicopter Operations**

3. A pilot who has a minimum of 1200 hours of total experience as Pilot-in-Command (PIC) in helicopter flying, may have endorsements on any number (Types) of helicopters, but may maintain currency concurrently on maximum three types.
  - 3.1 In a single day, a pilot can fly maximum 02 types of helicopters complying with the following conditions:
    - (a) The pilot has valid endorsements on both the types of helicopters to be flown;
    - (b) The pilot has at least 150 hours PIC experience on each type;
    - (c) The pilot has to be current on each type within last 30 days;
    - (d) The pilot shall fly only as a co-pilot in 2<sup>nd</sup> type of the day;
    - (e) In case of training flight, a pilot can also act as PIC in second type, provided that the pilot is an Examiner only. Clearance for such flight needs to be obtained from CAAB (FSR) before commencing; and
    - (f) The Proficiency Check/Skill test and Instrument Rating (IR) test shall be carried out on each type of helicopter to be flown as per the existing requirements.
4. CAAB FOI/DFOI can take tests on any two types of helicopters in a day.
5. This Circular will come into effect from the date of issue and will supersede previously issued Circular in this regard (Vide Ref: CAAB/52/01/73/FI/214, Date: 09/02/2010).



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