CIVIL AVIATION AUTHORITY OF NEPAL

PERSONNEL LICENSING REQUIREMENTS

THIRD EDITION 2016

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FOREWORD

Personnel Licensing Requirements, known hereafter as PELR, is issued by the Director General of Civil Aviation Authority of Nepal (CAAN) pursuant to Nepal's obligations to the International Civil Aviation Organization (ICAO) under Article 37 of the Chicago Convention Annex 1 to it on Personnel Licensing using the authority vested in him by Rule 82 of Civil Aviation Regulations, 2058 B.S. (2002 A.D.)

These Regulations, in so far as practicable, are similar to the language employed in Annex 1 while amplifying the Articles 5d and 5e of the Civil Aviation Authority of Nepal Act, 2053 as well as the Rules 32 and 33 of the Civil Aviation Regulations, 2058 B.S. These Regulations are applicable to personnel seeking the issue and renewal of licenses necessary for the operations and maintenance of Nepalese civil registered aircraft.

This Third Edition of the PELR has been brought forward to streamline the requirements herein while making it compatible with the latest edition of ICAO Annex 1, Flight Operations Requirements (FOR) and other CAAN documents. All concerned are required to comply with the

Any discrepancies noted may be forwarded to the Director, Flight Safety Standards Department, Sinamangal.

(SanjivGautam)
Director General
Civil Aviation Authority of Nepal

April 2016

RECORD OF AMENDMENTS

Number	*Date Applicable*	*Date Entered*	*Entered by*

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DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for personnel licensing, they have the following meanings:

Accepted/acceptable means not objected to by the authority and as suitable for the purpose intended.

Accredited Medical Conclusion The conclusion reached by one or more medical experts acceptable to the CAAN for the purposes of the case concerned, in consultation with Flight Operations or other experts as necessary.

Aeronautical experience means 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.

Aerial work means 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.

Aerodrome: a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome Control Service: Air Traffic Control Service for aerodrome traffic.

Aerodrome Control Tower: a unit established to provide Air Traffic Control Service to aerodrome traffic.

Aerodrome Traffic: all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Aeronautical Information Publication (AIP): a publication issued by or with the authority of a state and containing aeronautical information of a lasting character essential to air navigation.

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

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.

Aircraft avionics. A term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.

Aircraft— category. Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

Aircraft certificated for single-pilot operation. A type of aircraft that may be operated with a single flight crewmember, as specified in the aircraft flight manual.

Aircraft required to be operated with a co-pilot. A type of aircraft that is required to be operated with a co-pilot, as specified in the aircraft flight manual or by the air operator certificate.

Air Traffic: all aircraft in flight or operating on the manoeuvring area of an aerodrome.

Air Traffic Control Clearance: authorization for an aircraft to proceed under conditions specified by an Air Traffic Control Unit.

Air Traffic Control Service: a service provided for the purpose of:

- preventing collisions:
  - between aircraft, and
  - on the maneuvering area between aircraft and obstructions; and
- Expediting and maintaining an orderly flow of air traffic.

Air Traffic Control Unit: a generic term meaning variously, Area Control Centre, Approach Control Unit or aerodrome control tower.

Air Traffic Service: a generic term meaning variously, flight information service, alerting service, Air Traffic Advisory Service, Air Traffic Control Service (Area Control Service, Approach Control Service or Aerodrome Control Service).

Alerting Service: a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

Alternate Aerodrome: an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing alternate aerodromes include the following:

- **Take-Off Alternate**. An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.
- **En-Route Alternate.** An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
- **Destination Alternate.** An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Altitude: the vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

Aircraft — type of. All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

Aircraft – similar type of. All aircraft of the same basic design including modifications thereto except those modifications, which result in a change in handling or flight characteristics.

Airmanship. The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Airship. A power-driven lighter-than-air aircraft.

Air Operator Certificate means an Air Operator Certificate (AOC) as a certificate authorizing an operator to carry out specified commercial air transport operations.

AME logbook is a verifiable record of maintenance and engineering activities of a person.

Approach Control Service: air traffic control service for arriving or departing controlled flights.

Approach Control Unit: a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Appropriate ATS Authority: the relevant authority designated by the state responsible for providing air traffic services in the airspace concerned.

Apron: a defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Area Control Centre: a unit established to provide Air Traffic Control Service to controlled flights in control areas under its jurisdiction.

Area Control Service: Air Traffic Control Service for controlled flights in control areas.

ATS Route: a specified route designed for channeling the flow of traffic as necessary for the provision of Air Traffic Services.

Automatic Terminal Information Service (ATIS): the automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof:

- Data Link-Automatic Terminal Information Service (D-ATIS). The provision of ATIS via data link.
- Voice-Automatic Terminal Information Service (Voice-ATIS). The provision of ATISby means of continuous and repetitive voice broadcasts.

Approved maintenance organization. (AMO) An organization approved by a contracting state, in accordance with the requirements of Annex 6, Part 1, Chapter 8 —aeroplane maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that state. *Note. — Nothing in this definition is intended to preclude that the organization and its supervision be approved by more than one state.*

Approved training. Training conducted under special curricula and supervision approved by a Contracting State.

Approved training organization An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.

Approved by the authority means approved by the Director General, CAAN or his/her delegated representative.

Approved person means a person approved in writing by an authorized person as a designated examiner / instructor.

Approved training program means a training program established by an operator and approved by the competent authority.

ATS surveillance service: A term used to indicate a service provided directly by means of an ATS surveillance system

ATS surveillance system :A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Authorised person. Authorised person mean a person authorized by the operator in writing to communicate on personnel licensing matters with the licensing office.

Authority means the Director General of the Civil Aviation Authority of Nepal.

Base Turn: a turn executed by the aircraft during the Initial Approach between the end of the outbound track and the beginning of the intermediate or Final Approach track. The tracks are not reciprocal.

Basic Rating-the first endorsements of any of the ATC ratings of any ATS unit/airport on the license of an ATCO.

Balloon. A non-power-driven lighter-than-air aircraft. For the purposes of this regulation, this definition applies to balloons.

CAAN means Civil Aviation Authority of Nepal.

CAAN Inspector means a licensing officer/inspector or an operations inspector in accordance with the prescribed qualification.

Cabin crew a crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft; but who shall not act as a flight crew member.

Cabin Crew Certificate (CCC) is an authorization issued by the CAAN to a cabin crew to exercise the privileges of a cabin crew.

Civil Aviation Medical Assessor (CAMA): A physician appointed by the CAAN, assess the medical reports submitted by the civil aviation medical examiners

Note 1.— Medical assessors evaluate medical reports submitted to the CAAN by medical examiners.

Note 2.— Medical assessors are expected to maintain the currency of their professional knowledge.

Civil Aviation Medical Examiner (CAME):A physician designated by the CAAN to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

Category (basic) a particular area of aircraft/equipment identified for maintenance purposes.

Certify as airworthy (to). To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

Certificate Of Airworthiness (C OF A) means a certificate issued to an aircraft by the airworthiness inspection division subject to meeting the prescribed airworthiness requirements.

Check pilot means designated check pilot,

Company authorized person a person nominated by the company to communicate with CAA on licensing matters on behalf of the company.

Control Area: a controlled airspace extending upwards from a specified limit above the earth.

Controlled Aerodrome: an aerodrome at which Air Traffic Control Service is provided to aerodrome traffic.

Controlled Airspace: an airspace of defined dimensions within which Air Traffic Control Service is provided in accordance with the airspace classification.

Controlled Flight: any flight, which is subject to an Air Traffic Control Clearance.

Control Zone: a controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Cruising Level: a level maintained during a significant portion of a flight.

Commercial air transport operation. An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Competency. A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

Competency element. An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and desired outcome.

Competency unit. A discrete function consisting of a number of competency elements.

Competent authority means the Director General, CAAN or a person authorized by the DG.

Contracting State means a state that is a member state of the ICAO.

Co-pilot. A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

Credit. Recognition of alternative means or prior qualifications.

Cross-Country. A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

Dangerous Goods Articles or substances which are capable of posing significant risk to health, safety or property when transported by air.

Designated Check ATCO (DCATCO) a CAA ATCO duly designated by the CAAN for the assessment of ATCOs for the purpose of issue, renewal and revalidation of ATC license or ratings.

Designated Check Pilot means an approved person who may conduct tests and checks on behalf of the CAAN. His privileges may include those of a training pilot.

Designated Examiner means a person authorized to conduct a skill test on behalf of the CAAN where typically a CAAN Licensing Officer/Inspector is required. Unlike the DCP, Designated Examiner is not a permanent position.

Distress Phase: a situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

Dry, wet and damp lease. For regulatory purposes, the two basic types of aircraft leases are *dry* leases, where the aircraft is leased without crew, and *wet* leases, where the aircraft is leased with crew. Wet leases with partial crew are sometimes referred to as *damp* leases.

Downstream Clearance: a clearance issued to an aircraft by an Air Traffic Control Unit that is not the current controlling authority of that aircraft.

Dual controls means an arrangement of ground, flight and engine controls such that either pilot can operate the aircraft in a normal or conventional manner during ground and flight operations. Notwithstanding the foregoing, nose wheel steering is excepted where an aircraft is designed to have nose wheel steering operated only from the left seat.

Dual instruction time. Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

Dual flight instruction time (P-3) means flight time during which a pilot is receiving flight instruction from a properly authorized or rated flight instructor pilot on board a dual control aircraft.

Dual instrument flight instruction time (P-3) means time during which a pilot is piloting an aircraft solely by reference to instruments under instruction from a properly authorized or rated flight instructor pilot.

EDTO critical fuel. The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure.

Error. An action or inaction by the flight crew that leads to deviations from organizational or flight crew intentions or expectations.

Error management. The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of further errors or undesired aircraft states.

ETOPS means extended twin engine operation.

Experimental aircraft mean an uncertified flying machine.

Examination means written and/or oral test of theoretical knowledge.

Final Approach: that part of an Instrument Approach Procedure which commences at the specified Final Approach Fix or point, or where such a fix or point is not specified,

- at the end of the last procedure turn, base turn or inbound turn of a racetrack

procedure, if specified; or

- at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which:
  - a landing can be made; or
  - A Missed Approach Procedure is initiated.

Flight Check means a test of theoretical and practical knowledge and skill.

Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight Dispatcher means FOO/FD or flight operations officer.

Flight Information Centre: a unit established to provide flight information service and alerting service.

Flight Information Region: an airspace of defined dimensions within which Flight Information Service and Alerting Service are provided.

Flight Information Service: a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight Instructor (FI) means a flight instructor who can conduct pilot training, within the scope of his privileges.

Flight Level: a surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hpa), and is separated from other such surfaces by specific pressure intervals.

Flight Plan: specified information provided to Air Traffic Services Units, relative to an intended flight or portion of a flight of an aircraft.

Flight procedures trainer. *See* Flight simulation training device.

Flight simulator. *See* Flight simulation training device.

Flight Time means the total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment at which it comes to rest at the end of a flight.

Flight time — aeroplanes. The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Note. — flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.

Flight time — helicopters. The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Glider flight time. The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

Height: the vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Helicopter. 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.

Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

Incident: an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Instrument means a device using an internal mechanism to show visually or aurally the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.

Instrument flight time. Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

Instrument ground time. Time during which a pilot is practicing, on the ground, simulated instrument flight in a synthetic flight trainer approved by the CAAN

Instrument Meteorological Conditions (IMC): meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for Visual Meteorological Conditions.

Instrument time. Instrument flight time or instrument ground time.

Lessor and Lessee. *Lessor* means the party from which the aircraft is leased; the term *lessee* means the party to which the aircraft is leased. For example, if Air Carrier A leases an aircraft to Air Carrier B, Air Carrier A is the *lessor* and Air Carrier B is the *lessee*.

Level: a generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

Licensing authority. The authority is Director General of the Civil Aviation Authority of Nepal responsible for the licensing of personnel.

Licensing and Examination Division means the office of the CAAN which implements the personnel licensing policy and PELR and functions under the Flight Safety Standards Department, handling all matters dealing with personnel licensing.

Lighter-than-air aircraft means an aircraft supported chiefly by its buoyancy in the air.

Likely. In the context of the medical provisions, "likely" means with a probability of occurring that is unacceptable to the medical assessor.

Maintenance. The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

Maintenance experience it is a detailed record of all maintenance performed by a TTC/LWTR holder, as reflected in his/her AME logbook and duly verifiable by the CAA. It is the responsibility of the owner of the logbook to maintain and keep it updated.

Manoeuvring Area: that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Medical Assessment means the evidence issued by CAAN that the holder meets specific requirements of medical fitness. It is issued following an evaluation by the

CAAN of the reports submitted by the authorized Medical Examiner(s) who conducted the examination of the applicant for the license.

Microlight :means a mechanism, engine, appliance, apparatus, contraption and piece of equipment, device or an instrument.

Microlight Competency Certificate (MCC) : means a certificate issued by the licensing authority for piloting an uncertified flying machine below 600 kg. An uncertified flying machine above 600 kg shall be piloted by the holder of a PPL of a higher license.

Microlight Organization (MO) : means an organization , approved by the licensing authority that conducts and monitors the activities of the microlights, including which are registered with it; and the operating crew.

MNPS means minimum navigation performance specifications.

Movement Area: that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Night. The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

Note: *Civil twilight ends in the evening when the center of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.*

NOTAM: a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

"OJT" a system of on the job training conducted by an approved person in an approved organization.

OJT instructor (OJTI) an ATCO, with an OJTI endorsement on ATC license, authorized to supervise and conduct on job training of ATCOs.

Operational control means the authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

Operational Flight Plan (OFP) means specified information provided to a pilot-in-command relative to an intended flight or series of flights or portion of a flight from one destination to another destination.

Performance criteria. A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

"PELR" means Personnel Licensing Requirements.

Pilot-In-Command. The pilot designated by the owner or operator as being in command and charged with the safe conduct of a flight.

Pilot-In-Command Under Supervision. Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.

Powered-lift. A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine

thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

Problematic Use of Substances. the use of one or more psychoactive substances by aviation personnel in a way that:

- constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or
- causes or worsens an occupational, social, mental or physical problem or disorder.

Psychoactive Substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psycho-stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality assurance means all those planned and systematic actions necessary to provide adequate confidence that all training activities satisfy given standards and requirements, including the ones specified by the approved training organization in relevant manuals.

Quality manual means the Document containing the relevant information pertaining to the approved training organization's quality assurance system.

Quality System. Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

Radiotelephony: a form of radio communication primarily intended for the exchange of information in the form of speech.

Rating an authorization entered on or associated with a license or certificate and forming part thereof, stating conditions, privileges or limitations pertaining to such license or certificate.

Repair the restoration of an aeronautical product to an airworthiness condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

Rendering (a license) valid the action taken by CAAN, as an alternative to issuing its own license, in accepting a license issued by any other contracting state as an equivalent of its own license

Note.— CAAN which, without formality, render valid a licence issued by another Contracting State for use in private flights are encouraged to notify this facility in their Aeronautical Information Publications.

Reporting Point: a specified geographical location in relation to which the position of an aircraft can be reported.

Recognized Flight Time means flight time that is:

- in the case of flight time in an aeroplane – flown by the holder of an aeroplane pilot license or a student pilot license as pilot-in-command or in dual flying; and
- in the case of flight time in a helicopter – flown by the holder of a helicopter pilot license or a student pilot license as pilot-in-command or in dual flying; and

- in the case of flight time in a powered-lift – flown by the holder of a powered-lift pilot license or a student pilot license as pilot-in-command or in dual flying; and
- in the case of flight time in an airship – flown by the holder of an airship pilot license or a student pilot license as pilot-in-command or in dual flying; and
- in the case of flight time in a glider, power assisted glider or self-launching glider-flown by the holder of a glider pilot license or a student pilot license as pilot-in-command or in dual flying; and
- in the case of flight time in a recreational vehicle – as specifically approved by the authority, and
- Balloon time.

Registered Aircraft means an aircraft registered in a Contracting State.

Rendering (a license) valid. The action taken by a contracting state, as an alternative to issuing its own license, in accepting a license issued by any other contracting state as the equivalent of its own license.

Runway: a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway Visual Range (RVR): the range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

RVSM means reduced vertical separation minima.

Safety Management System A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

SIGMET Information: information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

Significant Point: a specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

Special VFR Flight: a VFR flight cleared by Air Traffic Control to operate within a control zone in meteorological conditions below VMC.

Sign a Maintenance Release (to). To certify that maintenance work has been completed satisfactorily in accordance with the applicable standards of airworthiness, by issuing the Maintenance Release referred to in Annex 6.

Significant. In the context of the medical provisions, significant means to a degree or of a nature that is likely to jeopardize flight safety.

Solo flight time. Flight time during which a student pilot is the sole occupant of an aircraft.

Solo Flight means when the person acting as a pilot is the sole occupant of the aeroplane, helicopter, balloon, glider or a Microlight.

State of Registry means a *State* on whose register the aircraft is entered.

State of the Operator means a State in which the operator's principal place of business is located or, if there s no such place of business, the operator's permanent residence or the State which is the hub of its corporate activity.

State Safety Program- An integrated set of regulations and activities and activities aimed at improving safety.

Synthetic Flight Trainer. any one of the following three types of apparatus in which flight conditions are simulated on the ground:

- **a Flight Simulator**, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- **a Flight Procedures Trainer**, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
- **a Basic Instrument Flight Trainer**, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

Track: the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (True, Magnetic or Grid).

Trainee technician card (TTC) a card issued by the licensing authority authorizing the holder to work under supervision and acquire on the job training/experience in maintenance related work dealing with aircraft and/or its equipment.

Transfer Agreement means a bilateral agreement between the state of operator and the state of registry of aircraft/state of issue of license; where some, all or none of functions have been transferred from the state of registry of aircraft/state of issue of license to the state of operator.

Temporary Permit temporary permit is a specific authorization issued by the licensing office to an applicant who has lost his ATCL or the license has expired; and the applicant wishes to meet the revalidation requirement to revalidate the license/rating.

Terminal Control Area: a control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

Tethered Flight means a flight in a captive balloon of at least 5 minutes.

Tethered Flight Time means the moment a balloon tethered to the surface becomes airborne until the envelope is deflated after landing.

Threat. Events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

Threat Management. The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired states.

Uncertainty Phase: a situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

VFR: the symbol used to designate the Visual Flight Rules.

VFR Flight: a flight conducted in accordance with the Visual Flight Rules.

Visual Meteorological Conditions (VMC): meteorological conditions expressed in

terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Responsibilities of the Civil Aviation Authority of Nepal

In the provisions of this PELR, the CAAN is deemed to have been given the following responsibilities of the contracting State:

a) approval of Aviation Training Organizations.

b) assessment of an applicant's qualifications to hold a license, certificate or rating;

c) issue and endorsement of licenses, certificates and ratings;

d) designation and authorization of approved persons;

e) approval of training and procedure manuals;

f) approval of the use of synthetic flight trainers and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a license or rating; and

g) validation of licenses issued by other contracting States.

h) any other licensing activities as deemed necessary to discharge the obligation of standard and recommended practices of Annex 1 to the Chicago Convention.

1. **Other Regulatory References**

These Personnel Licensing Requirements are to be read in conjunction with other related regulatory documents such as:

1.1. Civil Aviation Regulations 2002.

1.2. Flight Operations Requirements (FOR) Aeroplane, General Aviation and Helicopter

1.3. Nepalese Civil Aviation Airworthiness Requirements (NCAR)

1.4. Aeronautical Information Publications Nepal (AIP)

1.5. Personnel Licensing Manual (PLM)

1.6. Dangerous Goods Handling Requirements (DGHR)

1.7. Medical Requirements

1.8. Aviation Enforcement Procedure Manual

1.9. CAAN DCP manual

PART – 1

PERSONNEL LICENSING AND MEDICAL PROCEDURES - GENERAL

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1.1 ADMINSTRATION OF PELR

The PELR will be amended to keep the information updated in line with the latest standards and recommended practices (SARPs) of Annex 1 to the Chicago Convention. The applicable procedure will be followed as outlined in the procedure manual of ICAO, International Affairs and Legal Department for the management of regulatory documents. The Deputy Director of Licensing and Examination Division of Flight Safety Standards Department (FSSD) will be the custodian of the PELR.

1.2 ATTACHMENTS

Refer to the relevant attachments

1.3 STATE LEGISLATION

1.3.1 The State regulatory function of `Personnel Licensing' in aviation has been backed by the State legislation at the highest level i.e. Civil Aviation Authority Act, 2053 BS.

1.4 LICENSING AUTHORITY

1.4.1 The Director General of Civil Aviation Authority of Nepal shall issue and renew licenses and ratings subject to such conditions as he thinks fit in the interest of flight safety, authorizing the holder to act as a member of a flight crew of an aircraft registered in Nepal, when he is satisfied that the applicant for a license or a rating is a fit person to hold the license or rating and is qualified by reason of his knowledge, experience, competence, skill and physical and mental fitness to act in the capacity authorized by the license or rating. The term CAAN has been used extensively for Director General.

1.4.2 An applicant for a license or rating shall furnish such evidence and undergo such examinations and tests as the Director General may require of him/her.

1.4.3 A license granted by the Director General shall entitle the holder to exercise specified privileges, subject to such conditions and limitations as the Director General may specify.

1.5 RULEMAKING PROCEDURE AND ITS AMENDMENTS

1.5.1 The Licensing and Examination Division shall follow the applicable procedures for formulation and amendment as stipulated in the Procedure Manual of ICAO, International Affairs and Legal Department.

1.6 PRIVILEGES OF THE HOLDER OF A LICENCE

1.6.1 The holder of the license shall not exercise the privileges of the license other than those granted by that licence.

1.7 AUTHORITY TO ACT AS FLIGHT CREW

1.7.1 A person shall not act as a flight crew member of an aircraft unless that person holds a valid license or certificate that entitles him or her to exercise the privileges being exercised. The licence shall have been issued by the State of Registry of the aircraft flown or by any other Contracting State and rendered valid by the State of Registry of that aircraft.

1.8 AUTHORITY TO ACT AS AN AIR TRAFFIC CONTROLLER

Refer to MOS.

1.9 AUTHORITY TO ACT AS FOO/FD AND FLIGHT ENGINEER

1.9.1 A person shall not dispatch an aircraft as a Flight Operations Officer/Flight Dispatcher unless he/she holds a valid license or certificate showing compliance with the prescribed specifications and appropriate to the duties to be performed by that person.

1.19.2 A person shall not act as flight engineer unless he or she holds a valid flight engineer license.

1.10 AUTHORITY TO ACT AS CABIN CREW

1.10.1 A person shall not act as a Cabin Crew member, unless a valid license or certificate is held showing compliance with the prescribed specifications and appropriate to the duties to be performed by that person.

1.11 POSSESSION AND PRODUCTION OF LICENSES / CERTIFICATES

1.11.1 The operating crew of an aircraft, Flight Operation Officers/flight dispatcher, Aircraft Maintenance Engineers and holders of any sort of Authorizations are required to be in possession of the license, or certificate or authorization, License Deposit Certificate, or authorisation while exercising the privileges of that license, certificate, or authorization on duty except where the license is with the CAAN for a licensing action.

1.11.2 When the license or certificate is with the CAAN for a licensing action, a License Deposit Certificate or Authorization Letter issued by CAAN may be carried. This procedure may be followed only in domestic operations. On international flights, only original valid document licence or certificate shall be carried.

1.11.3 A valid Medical Certificate and Crew Competency Card appropriate to the license or certificate shall be carried along with the license or certificate.

1.11.4 A license or certificate holder shall produce his license or certificate when asked by an authorized CAAN official (licensing officer/inspector) while exercising the privileges of license or certificate.

1.11.5 A license or certificate holder may initiate the licensing action within 90 days prior to the expiry of license or certificate. The new validity period shall begin from the original date of expiry of the license or certificate. This 90 day window has been given to facilitate the operators to arrange for the required checks, considering factors such as the availability and booking of simulators check persons, etc. The holder of license or certificate shall apply for the renewal at least 90 days before the expiry date of the license or certificate.

1.11.6 Note- the certificate means the certificate of validation issued in accordance with PELR.

1.12 PERSONNEL LICENSING PROCESS - GENERAL

1.12.1 An application for a license, certificate, or rating must include evidence that the applicant:

1.12.1.1 has met the applicable medical standard,

1.12.1.2 meets the applicable age requirement,

1.12.1.3 holds the required academic qualification as applicable,

1.12.1.4 has, within the prescribed period of time, demonstrated the required level of English language proficiency as applicable,

1.12.1.5 successfully completed any applicable ground training requirement,

1.12.1.6 successfully completed any applicable flight training requirement,

1.12.1.7 satisfied any applicable experience requirement, including any on-the-job training that may be required,

1.12.1.8 successfully completed any applicable examinations within the prescribed period of time,

1.12.1.9 successfully satisfied any applicable skill requirement within the prescribed period of time, and

1.12.1.10 paid the prescribed fee.

1.12.2 Relevant requirement shall be referred to. An applicant serving with the military shall also provide a No Objection Certificate or letter.

1.13 APPROVED TRAINING AND APPROVED TRAINING ORGANIZATION

1.13.1 Requirement for Approval of Training Organizations

1.13.1.1 Subject to 1.13.1.2, approved training for flight crewmembers and air traffic controllers shall be conducted within an approved training organization.

1.13.1.2 Training provided following the initial issuance of a licence or rating (such as training for flight crew members employed by operators authorized to conduct commercial air transport operations or training for air traffic controllers) that is provided for the maintenance of competence or to give an operational qualification need not be conducted within an approved training organisation.

1.13.1.3 Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization.

1.13.2 Approval of Training Organizations

1.13.2.1 An applicant for approval of a training organization shall demonstrate compliance with the requirements of this PELR and to the relevant provisions contained in CAAN CAR 19.

1.13.2.2 The approval certificate issued to a training organization shall contain at least the following information:

a) the name and address of the training organization,
b) the date the certificate was issued,
c) the period of validity,
d) the terms of approval (training programmes approved for), and
e) any limitations or restrictions that may apply.

1.13.3 Training and Procedures Manual

1.13.3.1 A training organisation shall establish a Training and Procedures Manual and use that manual to guide and direct its personnel in the conduct of their duties.

1.13.3.2 The Training and Procedures Manual shall be published using a medium and format chosen by the operator, providing the manual can be made available to and read by members of the operator's personnel and by representatives of the Civil Aviation Authority of Nepal.

1.13.3.3 The training organization shall provide training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:
a) a general description of the scope of training authorized under the organization's terms of approval;
b) the content of the training programmes offered including the courseware and equipment to be used;
c) a description of the organization's quality assurance system;
d) a description of the organization's facilities;
e) the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval;
f) a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training;
g) a description of the procedures used to establish and maintain the competence of instructional personnel as required;
h) a description of the method used for the completion and retention of the training records required;
i) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and
j) when authorized an approved training organization to conduct the testing required for the issuance of a licence or rating, a description of the selection, role and duties of the authorized personnel, as well as the applicable requirements established by the CAAN.

1.13.3.4 The training organization shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.
1.13.3.5 Copies of all amendments to the training and procedures manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.
1.13.4 Training Programmes
1.13.4 CAAN may approve a training programme for a private pilot licence, commercial pilot licence, an instrument rating or an aircraft maintenance licence that allows an alternative means of compliance with the experience requirements established by PELR and NCAR66, provided that the approved training organization demonstrates to the satisfaction of the CAAN that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

1.13.4b When CAAN approves a training programme for a multi-crew pilot licence, the approved training organization shall demonstrate to the satisfaction of the CAAN that the training provides a level of competency in multi-crew operations at least equal to that met by holders of a commercial pilot licence, instrument rating and type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

1.13.3.1 For each training programme offered, the Training and Procedures Manual shall include a curriculum that outlines:

a) the general subject areas covered in the ground and flight (or simulator) training components, if any
b) the method(s) used to evaluate trainee progress, and
c) the standards against which trainee progress will be measured.

1.13.3.2 For each training programme offered, the Training and Procedures Manual shall include a syllabus that outlines:

a) details of each subjects to be covered in the ground training component of the programme, if any,
b) details of the activities to be completed during the flight or simulator training component of the programme, if any,
c) the sequence in which the subjects and activities are to be completed, and
d) equipment, software and other materials to be used to support instruction.

1.13.5 Quality Assurance System

1.13.5.1 The training organization shall establish a quality assurance system, acceptable to the CAAN, which ensures that training and instructional practices comply with all relevant requirements.

1.13.5.1.1 The Quality Manager shall report directly to the Head of Training, with formal mechanisms in place to ensure that the Accountable Executive is aware of all issues impacting the quality of training services

1.13.5.1.2 The Quality Manager shall be responsible for verifying the extent to which all regulatory requirements as well as the standards established by the organisation are being satisfied.

1.13.5.2 The Quality Manager shall ensure that the quality system itself and work undertaken in support of the quality system is properly documented, implemented, maintained, and continuously reviewed so that steps to improve the policy, procedures and practices are implemented periodically.

1.13.5.3 The Quality Manager shall establish a quality assurance plan that includes at least the following activities:

1.13.5.3.1 monitoring training procedures and practices,
1.13.5.3.2 monitoring the assessment and testing procedures and practices,
1.13.5.3.3 monitoring personnel qualifications and training,
1.13.5.3.4 monitoring training devices and equipment for certification, calibration, and functionality,
1.13.5.3.5 conducting internal and external audits,
1.13.5.3.6 developing, implementing, monitoring, and reporting on corrective and preventative actions,

1.13.5.3.7 identifying trends through the use of appropriate statistical analysis, and
1.13.5.3.8 responding appropriately to identified trends.

1.13.5.4 The Quality Manager shall create a risk profile inventory of hazards and threats that are likely to impede the organisation's ability to conform to the required standard of performance.

1.13.5.4.1 The Quality Manager shall create a plan to mitigate the risks identified in the risk profile inventory.

1.13.5.5 The Quality Manager shall establish a coherence matrix that lists all of the regulatory requirements that apply to the organisation's operation and identifies at least:

1.13.5.5.1 the processes the organisation has in place to ensure continuous compliance with each requirement, and
1.13.5.5.2 the managerial position responsible for effective implementation of each process.

1.13.5.6 The Quality Manager shall establish and publish a schedule for internal quality audits of the organisation

1.13.5.6.1 The Quality Manager shall ensure that those assigned to conduct quality audits are appropriately trained to perform that task.

1.13.5.6.2 Auditors of a particular activity should not have day-to-day involvement with the activity being audited.

1.13.5.7 The Quality Manager shall ensure that quality assurance training is provided to all staff of the training organisation. That training is to include:

1.13.5.7.1 the concept of quality assurance, including how it differs from quality control,
1.13.5.7.2 the organisations objectives as set out in the Quality Assurance section of its Training and Procedures Manual,
1.13.5.7.3 inspection and audit techniques, and
1.13.5.7.4 the organization's reporting procedures and requirements.

1.13.6 Facilities and Training Equipment

1.13.6.1 The training organisation shall have or have access to the information, equipment, training devices, and material necessary for the conduct of the courses for which it is approved.

1.13.6.2 Flight simulation training devices used by the organisation as part of its training programme(s) shall be currently certificated by an ICAO member State and be acceptable to CAAN either by approval or validation or acceptance.

1.13.6.3 Where the flight simulation training device is certificated by a foreign member state, the operator must provide the Civil Aviation Authority of Nepal with:

1.13.6.3.1 a copy of the current approval certificate for the device issued by the foreign state, and
1.13.6.3.2 copy of the most recent inspection report from the foreign state that certificated the device.

1.13.7 Personnel

1.13.7.1 The training organisation shall assign to a member of its staff the responsibility of ensuring that training activities are conducted in compliance with the requirements of an Approved Training Organization.

1.13.7.2 The training organisation shall employ personnel to plan, perform, and supervise the training activities it is authorized to conduct.

1.13.7.3 The training organisation shall provide its instructional personnel with initial and recurring training related to their assigned tasks and responsibilities.

1.13.8 Records

1.13.8.1 The Quality Manager shall establish, maintain and retain records pertaining to the Quality Assurance System for a period of at least 05 years. As a minimum, the following records will be retained:

a. audit schedules,
b. inspection and audit reports,
c. responses to findings,
d. corrective action reports,
e. follow-up and closure reports, and
f. management evaluation reports.

1.13.8.2 The training organisation shall establish, maintain and retain student records to show how each trainee has satisfied all requirements of the training programme(s).

1.13.8.2.1 This record shall be maintained for at least two years following the completion of the training programme.

1.13.8.3 The training organisation shall establish, maintain and retain records to show the qualifications and training of instructional and examining staff.

1.13.8.3.1 This record shall be maintained for at least two years after the employee ceases to perform the function for the training organisation.

1.13.9 Oversight and Surveillance

1.13.9.1 Routine surveillance of training organisations will consist of at least an annual surveillance/inspections carried out by the Civil Aviation Authority of Nepal. These surveillance/inspections may involve a single inspection covering all aspects of the organization's operation or specific-purpose inspections of individual elements of the operation or the activities may be spread over the year to cover all areas. **However, in case of increased risk factor, the surveillance activities may be increased.**

1.13.9.2 The Civil Aviation Authority of Nepal may conduct other surveillance activities as required

1.14 Approval of personnel certificate/authorization letter

1.14.1 The format for the Approval Certificates issued to the persons should contain the following information:

1.14.1.1 name of the person

1.14.1.2 address and location of the organization where currently employed.

1.14.1.3 type and number of license or certificate held by the person

1.14.1.4 privileges of approval certificate/Authorization Letter

1.14.1.5 reference of relevant CAAN regulations

1.14.1.6 quote approval by other contracting State, if applicable

1.14.1.7 limitations of certificate

1.14.1.8 conditions attached, if any

1.14.1.9 validity period of approval certificate.

1.14.1.10 issuing authority

1.14.2 Renewal

1.14.2.1 The certificate may be renewed subject to a satisfactory surveillance/inspection report by the CAAN.

1.14.2.2 In the case of foreign nationals, a copy of the renewed license or certificate issued by the CAA of the State of issuance and a copy of the current Work Permit issued by the Department of Labor.

1.14.2.3 Either the certificate may contain space for renewal entries or a fresh certificate can be issued every time.

1.15 FLIGHT SIMULATION TRAINING DEVICES

1.15.1 Under mentioned categories shall be used for the approval of Flight Simulation Training Devices:

1.15.1.2 Type I

1.15.1.2.1 E-training and part tasking devices that have the following characteristics:

a. Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side stick controller, or an FMS keypad; and

b. Involve psychomotor activity with appropriate application of force and timing of responses.

1.15.1.3 Type II

1.15.1.3.1 A Flight Simulation Training Device that represents a generic turbine-powered aeroplane.

1.15.1.3.2 This requirement can be met by a Flight Simulation Training Device equipped with a

daylight visual system and otherwise meeting at a minimum the specifications equivalent to FAA FTD Level 5, or JAA FNPT II, MMC.

1.15.1.4 Type III

1.15.1.4.1 A flight simulation training device that represents a multi-engine turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.

1.15.1.4.2 The requirement can be met by a flight simulation training device equipped with a daylight visual system and otherwise meeting at a minimum the specifications equivalent to a Level B simulator as defined in JAR STD 1A, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B. [Some previously evaluated Level A Full Flight simulators that have been approved for training and checking with the required manoeuvres may be used.]

1.15.1.5 Type IV

1.15.1.5.1 Fully equivalent to a Level D Flight Simulator or to a Level C Flight Simulator with an enhanced daylight visual system.

1.15.1.5.2 The requirement can be met by a Flight Simulation Training device meeting at a minimum the specifications equivalent to a Level C and Level D simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B.

1.15.2 A record of the approval of the flight simulation training devices shall be maintained at FSSD CAAN.

1.15.3 Due consideration shall be taken in factor in the quality of training device while assessing the training imparted and the skill test conducted.

1.15.4 Only the training and skill test conducted on type IV training device shall entitle the applicant to meet the actual aircraft take and landing requirements during the `Under Supervision' revenue flights.

1.16 ADMINISTRATIVE REQUIREMENTS

1.16.1 Proof of Date of Birth/Nationality

1.16.1.1 When making an application for grant of a license or a certificate, an applicant shall produce such evidence of date

of birth and nationality (citizenship) as required by the CAAN.

1.16.2 Change of Name

1.16.2.1 Name of the applicant shall be taken from the citizenship or educational certificate.

1.16.2.2 for changing the name on a license, under mentioned procedure shall be applicable:

a) an amended certificate of secondary school or an equivalent educational certificate; or

b) new citizenship card issued by the State, passport and any other evidence required by the CAAN

1.16.3 Loss of License/certificate

1.16.3.1 Where a holder has misplaced a license/certificate, he/she is required to meet the following requirements for the issue of a duplicate license:

submit an application to the Licensing and Examination Division with the following documents:

i) Copy of police report.

ii) Copy of newspaper cutting mentioning the loss of license that if the original license is found, it shall be returned to the Authority.

iii) Fee voucher equivalent to the renewal of relevant license.

iv) In case of loss of certificate, an attestation letter from the air operator shall be submitted in lieu of i) and ii) above.

1.16.4 Issue of duplicate License and certificate

1.16.4.1 In case the license/certificate is mutilated and unusable, and the applicant wishes to get a new issued, the applicant shall submit an application along with the necessary fee voucher.

1.16.4.2 an annotation will be stamped on the first page on the duplicate license/certificate issued, as under: "***DUPLICATE"***

1.16.4.3 A person found guilty of having intentionally mutilating, altering or misplacing a license is guilty of an offence under the civil aviation regulations; and is liable for a disciplinary action under the regulations.

1.16.4.4 Fee voucher equivalent to the renewal of relevant license

1.17 THE 60-65 YEARS RULE

1.17.1 Pilots holding Nepalese licences shall not act as pilot of an aircraft engaged in commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

1.17.2 Holder of pilot license having attained their 65th Birthday shall not be permitted to exercise the privilege of license in commercial air transport operations.

1.17.3 Prescribed medical and licensing restrictions shall apply.

1.18 DEFERMENT OF MEDICAL EXAMINATION

1.18.1 The prescribed re-examination of a license/certificate holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the CAAN, provided that such deferment shall only be made as an exception and shall not exceed:

1.18.1.1 a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

1.18.1.2 two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favorable medical report is obtained after examination by a designated medical examiner of the area concerned or in cases where such a designated medical examiner is not available, by a physician legally qualified to practice medicine in that area. A report of the medical examination shall be sent to the CAAN.

1.18.1.3 In the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated in which the applicant is temporarily located. A report of the medical examination shall be sent to the CAAN.

1.19 MEDICAL PROVISIONS

1.19.1 Except as provided in 1.18, flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.

1.19.2 Except as provided in the relevant provisions in PELR, a Medical Assessment issued shall be valid from the date of the medical examination for a period not greater than:

1.19.2.1 In the case of the holder of a Private Pilot License, on the last day of the sixtieth month (the holder whose age is 40 years or more-24 months or the holder whose age is 50 years or more-12 months) after the month in which the assessment was issued;

1.19.2.2in the case of the holder of a Commercial Pilot License, on the last day of the twelfth month (the holder whose age is 40years or more in single crew commercial air transport operations – 6 months) after the month in which the assessment was issued;

1.19.2.3in the case of the holder of an Airline Transport Pilot License, on the last day of the twelfth month (the holder whose age is 40 years or more in single-crew-6 months or the holder whose age is 60 years or more in multi-crew-6 months) after the month in which the assessment was issued; in the case of the holder of a Flight Engineer

License, on the last day of the twelfth month after the month in which the assessment was issued.

1.19.2.4 in the case of the holder of a Flight Engineer License, on the last day of the twelfth month after the month in which the assessment was issued.

1.19.2.5 in the case of the holder of a Balloon Pilot License, on the last day of the sixtieth month after the month in which the assessment was issued.

1.19.2.6 in the case of the holder of a Glider Pilot License, on the last day of the sixtieth month after the month in which the assessment was issued.

1.19.2.7 in the case of the holder of an Ultralight Pilot License, on the last day of the twelfth month after the month in which the assessment was issued.

1.19.2.8in the case of the holder of ATC License, on the last day of the forty-eight month after the month in which the assessment was issued for a holder whose age is 40 years or more 24, the holder whose age is 50 years or more 12 months.

1.19.3 The period of validity of a Medical Assessment may be extended, at the discretion of the Civil Aviation Authority of Nepal, up to 45 days.

Note.— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires

1.19.4 Except as provided in 1.18.1, flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.

1.19.5 Medical examiners, qualified and licensed in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in these requirements and of the appropriate licences specified in Chapter shall be designated by Civil Aviation Authority of Nepal.

1.19.6 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.

1.19.7 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

1.19.7 The competency of a medical examiner should be evaluated periodically by the medical assessor.

1.19.8 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.

1.19.9 Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Civil Aviation Authority of Nepal for necessary enforcement action. The medical examiner shall be responsible for such reporting.

1.19.10 having completed the medical examination of the applicant in accordance with Medical Requirement of CAAN, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Civil Aviation Authority of Nepal, in accordance with its requirements detailing the results of the examination and evaluating the findings with regard to medical fitness.

1.19.11 If the medical report is submitted to the Civil Aviation Authority of Nepal in electronic format, adequate identification of the examiner shall be established.

1.19.12 If the medical examination is carried out by two or more medical examiners, Civil Aviation Authority of Nepal shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

1.19.13 Civil Aviation Authority of Nepal shall use the services of medical assessors to evaluate reports submitted to the CAAN by medical examiners.

1.19.14 The medical examiner shall be required to submit sufficient information to the Civil Aviation Authority of Nepal to enable to undertake Medical Assessment audits.

Note.— The purpose of such auditing is to ensure that medical examiners meet applicable standards for good medical practice and aeromedical risk assessment. Guidance on aeromedical risk assessment is contained in the Manual of Civil Aviation Medicine *(Doc 8984).*

1.19.15 if the medical Standards for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:

a) accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;

b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and

c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

1.19.16 Medical confidentiality shall be respected at all times.

1.19.17 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.

1.19.18 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Civil Aviation Authority of Nepal.

1.19.19 The period of validity of a Medical Assessment may be reduced when decided so by the civil aviation medical assessor.

1.19.20 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in this PELR shall be reduced to six months.

1.19.21 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in commercial air transport operations carrying passengers, have passed their 60th birthday, the period of validity specified in this PELR shall be reduced to six months.

1.19.22 When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 40th birthday, the period of validity specified in this PELR shall be reduced to 24 months.

1.19.23 Decrease in medical fitness- Holders of licences provided for in this requirement shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

1.20 MEDICAL FITNESS AND UNFITNESS:

1.20.1 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of provisions of PELR and Medical Requirements.

1.20.2 *From 18 November 2010 CAAN may apply, as part of State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include: a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.*

1.20.3 Temporary Unfitness

a) A person holding a license issued under these requirements which includes a medical assessment, who suffers any personal injury or illness affecting his capacity to function as member of a flight crew throughout a period of 20 days or more; (or is a woman who becomes pregnant) shall inform the Director General as soon as possible. On the occurrence of such an injury, illness or pregnancy, the medical assessment shall be deemed to be suspended and shall not again become current until the holder has undergone such medical examination.

b) A person holding a license issued under these requirements which includes a current medical assessment, shall not exercise the privileges of his license if he is aware that his capacity to efficiently perform his duties is likely to be impaired by a decrease in his medical fitness other than one described in sub paragraph (a) above.

1.20.4 Permanent Unfitness

a) A license holder who is found unfit to perform his flight duty permanently on medical ground shall be declared permanently unfit by Director General on the recommendation of Civil Aviation Medical Assessor (CAMA). Such person shall be relieved from flight duty on permanent basis.

b) However, if due to new medical invention, such persons recover from his/her unfitness, Director General may consider the person to act as a flight crew on the recommendation of CAMA.

1.21. REQUIREMENTS OF MEDICAL ASSESSMENTS

1.21.1 Detailed medical provisions have been mentioned in Medical Requirements.

1.22. ACADEMIC QUALIFICATION

For the initial issuance of license, the applicant must have relevant academic qualification as stipulated in the relevant part in this PELR.

1.23. USE OF PSYCHOACTIVE SUBSTANCES

1.23.1 Holders of licences provided for in this requirement shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

1.23.2 Holders of licenses/certificates shall not engage in any problematic use of substances.

1.23.3 License/certificate holders who engage in any kind of problematic use of substances shall be identified, as far as practicable, and shall be removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

1.24. MAINTENANCE OF COMPETENCY OF LICENSE/CERTIFICATE

1.24.1 No person shall exercise the privileges granted by license or related ratings unless the holder maintains competency of license and rating issued by CAAN and meets the prescribed requirements for recent experience.

1.24.2 The validity of the license or certificate issued by CAAN has been managed in such a way that other contracting states are enabled to be satisfied as to the validity of the license or certificate.

Note 1- The maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.

Note 2- Record of maintenance of competency shall be kept with the CAAN Licensing and Examination Division, in the operator's records and in the flight crew member's personal log book and license.

Note 3- Flight crew members may demonstrate their continuing competency in flight simulation training devices approved by CAAN.

1.25 RESERVED

1.26 ENGLISH LANGUAGE PROFICIENCY

1.26.1 Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements stipulated in these requirements.

1.26.2 Flight engineers, and glider and free balloon pilots shall have the ability to speak and understand the language used for radiotelephony communications.

1.26.3 Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

1.26.4 The language proficiency of aeroplane, helicopter, powered-lift, airship, free balloon, gliders, ultralight pilots and air traffic controllers and aeronautical station operators who demonstrate proficiency below the expert level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

1.26.5 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

1.26.5.1 Those demonstrating language proficiency at the operational level (Level 4) shall be evaluated at least once every three years; and

1.26.5.2 That demonstrating language proficiency at the extended level (Level 5) shall be evaluated at least once every six years.

1.26.6 Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

1.26.6 The procedure for the English language proficiency testing shall be as prescribed in the procedures of CAAN on English language proficiency testing.

1.27 TYPES AND CATEGORIES OF AIRCRAFT

1.27.1 A license or certificate shall be valid only for the type(s) and categories of aircraft, for which the holder of the license has produced satisfactory evidence of his/her ability to fly.

1.27.2 Type within a particular category of aircraft may only be endorsed on a license or certificate of that category.

1.27.3 Each type of aircraft shall be endorsed in Group I (P-1) or Group II (P-2) of a pilot license.

1.27.4 Where CAAN considers appropriate, a group of aircraft of similar characteristic may be endorsed on the pilot license.

1.28 RATING ENDORSEMENTS – GENERAL

For the initial endorsement of a Rating, revalidation of expired Ratings and the re-issuance of License and/or Ratings, a CAAN observer pilot should be present during the briefing session and on-board during in-flight phases of the check ride if conducted by an Instructor Pilot; however, an observer from CAAN is not required if the check ride is being conducted by a Designated Check Pilot.

An instructor pilot or DCP shall not conduct the check-ride to the pilot to whom he has administered the fight training or as approved by Director General on case to case basis.

1.28.1 AEROPLANE TYPE RATING - PILOT

An aeroplane type rating will be included in a pilot license when it is first issued and will authorize the holder to act as pilot-in-command or co-pilot of the aeroplane type, on which the holder successfully demonstrates his competence in accordance with the requirement of qualifying the issue of a license.

Ratings for other aeroplane types may be included subsequently if the license holder submits a current license issued by a Contracting State in the same class of an aeroplane, and satisfy the requirements of PELR.

1.28.2 AIRCRAFT TYPE RATING –FLIGHT ENGINEER

An aircraft type rating will be included in a Flight Engineer License, if he/she has:

a) successfully completed an approved particular aircraft type course

b) passed a written examination of his technical knowledge of the aircraft type conducted by CAAN.

c) a practical flight check in that type of aircraft for which rating is sought.

1.28.3 HELICOPTER TYPE RATING - PILOT

A helicopter type rating will be included in a pilot license when it is first issued and will authorize the holder to act as Pilot-in-Command or co-pilot of the helicopter type, on which the holder successfully demonstrates his/her competence in accordance with the requirement of qualifying the issue of a license.

Ratings for other helicopter types may be included subsequently if the license holder submits a current license issued by a Contracting State applicable to the category and class of an Helicopter, and,

a) upon successful completion of the ground class and flight check as per the CAAN approved type course satisfies for the endorsement of Type Rating; or
b) successfully completes an examination of his/her technical and performance knowledge of the particular helicopter type and undergoes a flight training and test satisfactorily for the endorsement of type Rating.

1.29 LIMITATIONS ON SIMULTANEOUS FLYING OF MULTIPLE AIRCRAFT

1.29.1 Unless otherwise approved by the CAAN, pilots or a flight engineer engaged in regular public transport operations and charter operations shall be assigned to pilot on one aeroplane type for having maximum take-off weight of more than 5700 kg.

1.29.2 CAAN will prescribe regulations with regard to the variants within the same type of aircraft and simultaneous flying of similar aircraft.

1.30 EXAMINATIONS AND TESTS

1.30.1 All written examinations (knowledge test), flight/skill test or oral tests for demonstration of knowledge and/or skill shall be conducted at such times and places and in a manner determined by the CAAN.

1.30.2 The CAAN may direct an applicant for any additional examinations and tests (written or oral), in addition to the examination and tests prescribed in the relevant parts; if the CAAN is not satisfied with the conduct/environment of the examination or test.

1.30.3 An applicant shall abide by all the rules and instructions issued by the CAAN from time to time.

1.30.4 An applicant shall not make either orally or in writing a statement that is false or misleading, during an application, for an examination, test or grant of license, certificate and rating. Any false declaration will be dealt with applicable provision of Aviation Enforcement Policy and Procedure Manual.

1.30.5 A person, who contravenes or fails to comply with any provision of the rules or instructions therein or displays an unsatisfactory conduct in the examination centre, including infringement of examination instructions; is guilty of an offence,

1.30.6 Such person shall be liable for disqualification from examination papers including papers already cleared. The CAAN may also restrict him from examination/test for a specified period. For a similar

second offence, he/she may be disqualified permanently for any license and certificate examinations or tests.

1.30.7 Detailed provision on the conduct of the examination and code of conduct of examination may be found in the examination procedure manual.

1.31 ISSUE OF LICENSE ON BASIS OF FOREIGN LICENSE

1.31.1 License issued by a non-contracting State shall not be recognized.

1.31.2 CAAN may issue a local license on the basis of the foreign license / certificate issued by contracting State provided applicant passes relevant licenses (PPL, CPL, MPL, ATPL, FE and FOO etc.) examination (knowledge and skill tests), air regulations examination and other test as may be applicable.

1.31.3 The license / certificate issued shall not carry privileges beyond the privileges granted on the original license / certificate. The license or certificate issued may carry restrictions / limitations as deemed appropriate by the CAAN.

1.31.4 License issued by contracting State shall be examined properly for the compliance of Annex 1.

In case the original license is not in full compliance with Annex 1, additional requirement mentioned in PELR will be required to be fulfilled for the conversion to Nepalese license.

1.32 FUNCTIONS OF STATE OF REGISTRY

1.32.1 The Convention on International Civil Aviation allocates to the State of Registry all safety oversight functions. Where the State of Registry is unable to fulfill its responsibilities when aircraft are leased, chartered or interchanged by an operator of another State, it may delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can be more adequately discharged by the State of Operator.

1.32.2 In such instance, a `transfer agreement' shall be reached between the `State of Registry' and the `State of Operator', under Article 83 bis of the Convention, clearly demarcating the safety oversight functions in areas of personnel licensing, operations and airworthiness which are to be implemented by the State of Registry and by the State of Operator.

1.33 VALIDATION OF FOREIGN LICENSES

1.33.1 A foreign license holder who wishes to exercise the privilege of foreign license to operate the Nepalese registered aircraft shall obtain the certificate of validation. The detailed requirements are laid in part 4 of PELR.

1.34 METHOD OF RENDERING A FOREIGN LICENSE / CERTIFICATE VALID

1.34.1 A foreign license or certificate issued by another Contracting State may be rendered valid by issuing an appropriate authorization. The authorization shall specify the privileges of the license or certificate that are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the license. The authorization ceases to be valid if the license upon which it was issued is revoked or suspended.

1.34.2 When a certificate of validation under 1.34.1 is issued for use in commercial air transport operations, the validity of the other Contracting State's licence shall be confirmed before issuing the certificate of validation.

1.34.3 A pilot licence issued by a Contracting State shall be rendered valid by CAAN for use in private flights.

1.34.4 The authorization shall be given subject to:

a) scrutiny of the license/certificate;

b) scrutiny of the medical assessment;

c) verification from the Contracting State issuing the licence.

d) any other requirement prescribed by the CAAN in the regulations as detailed in part 4 of PELR.

1.34.3 A `**Validation Certificate**' shall be issued to the foreign license holder to fly a Nepalese registered aircraft.

1.34.4 A `**Validation Letter'** shall be issued to a foreign license holder to fly a foreign registered wet leased aircraft with a Nepalese air operator.

1.34.5 The `validation certificate' or the `validation letter' shall be carried with the original license while performing the duty.

1.34.6 The original foreign license shall be kept valid in accordance with the requirements of the Contracting State issuing the license.

1.34.7 The validity of the authorization shall not extend beyond the period of validity of the original foreign license.

1.34.8 The scope of the privileges authorized in the `validation certificate' or the `validation letter' shall not exceed the privileges granted under the original foreign license.

1.35 APPLICATIONS FOR LICENSING ACTIONS

1.35.1 **Issue:** an applicant for the initial issue of a license, certificate or rating shall submit a duly completed application form to the Licensing and Examination Division of Flight Safety Standards Department. The application shall be accompanied with the required evidence that the applicant has met all application requirements.

1.35.2 **Renewal:** before at least 15 days of the date of expiry of a validity period, an applicant shall submit a duly completed form to the Licensing and Examination Division of Flight Safety Standards Department. The application form shall be accompanied with required evidence that the applicant has met all the renewal requirements.

1.35.3 **Revalidation:** where the validity of a license or certificate has not been renewed by the date of expiry, the validity shall stand lapsed. To restore the validity of the lapsed license or certificate, holder shall meet the prescribed revalidation requirements; and submit an application to Licensing and Examination Division of Flight Safety Standards Department along with evidence that all revalidation requirements have been met.

1.35.4 Application for renewal of licenses should reach at Licensing and Exam Division at least 15 days before the expiry of license.

1.35.5 The applicant shall give a reasonable time (i.e. at least 7 days not including the day of receipt of application) to the Licensing and Examination Division of Flight Safety Standards Department for processing of the case.

1.35.6 In case of initial type training the applicant shall obtain prior approval/permission from CAAN for the flight training.

1.36 SPECIFICATION OF LICENSES

1.36.3.1Medical assessment certificate shall be carried separately but the license or certificate should contain a statement that the privileges of the license or certificate may be exercised subject to a valid medical assessment.

Refer chapter 13 for more details.

1.37 VARIATION, SUSPENSION AND CANCELLATION

1.37.1 Any person who makes a false or misleading statement in his/her logbook or any other documents submitted to the CAAN is guilty of an offence. The person is liable to be penalized under enforcement regulations "Aviation Enforcement Policy and Procedure Manual".

1.38 APPEAL

1.38.1 An applicant may only appeal against the conduct of examinations and not against the technical content; therefore it is important that the guidelines contained within this procedure are adhered to.

1.38.2 An applicant may appeal against the procedure of issuance of license and its renewal. The Director General may conduct investigation of licensing process if deemed necessary.

1.39 VALIDITY OF LICENSES:

1.39.1 License granted under these requirements shall have the following periods of validity:

a) A Private Pilot License, A Commercial Pilot License, A Multi crew Pilot License, An Airline Transport Pilot License, A Flight Engineer License, A Balloon Pilot License, have the same period of validity as the period of validity mentioned in Medical Validity.

b) A Glider Pilot License and An Ultra-Light Pilot License -12 months

c) A Flight Operations Officers License- 24 month.

PART-2

LICENSES AND RATINGS - AIRCREW

2.1	REQUIREMENT TO HOLD A PILOT LICENSE
2.2	TRANSITIONAL MEASURES RELATED TO THE POWER-LIFT CATEGORY
2.3	CATEGORY OF AIRCRAFT
2.4	CLASS AND TYPE RATINGS
2.5	REQUIREMENTS FOR ISSUE OF CLASS / TYPE RATING
2.6	STUDENT PILOTS
2.7	FLIGHT SIMULATION TRAINING DEVICES
2.8	REQUIREMENTS FOR AN INSTRUMENT RATING
2.9	SINGLE ENGINE RATING
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2.11	SKILL TEST / CHECK (AIRCRAFT /SIMULATOR) - GENERAL
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2.15	ARCRAFT TYPE TECHNICAL EXAMINATION
2.16	RESERVED
2.17	LICENSE RENEWAL
2.18	RECENT EXPERIENCE
2.19	EXPIRY OF EXAMINATION AND LICENSE/RATINGS
2.20	FLYING WITH FOREIGN AOC HOLDER
2.21	LIMITATIONS AND EXEMPTIONS
2.22	REQUIREMENT FOR FLIGHT INSTRUCTOR RATING
2.23	SYNTHETIC FLIGHT INSTRUCTOR/EXAMINER PRIVILEGE
2.24	OPRATORS TO PROVIDE FLIGHT INSTRUCTORS AND GROUND INSTRUCTORS
2.25	TYPE RATING-FLIGHT ENGINEER

2.26	MINIMUM TRAINING REQUIREMENTS
2.27	RECORDING AND CREDITING OF FLIGHT TIME
2.28	RECORDING OF FLIGHT TIME
2.29	LOGGING OF INSTRUMENT TIME
2.30	LOGGING OF FLIGHT ENGINEER TIME
2.31	CREDITING OF FLIGHT TIME
2.32	LOGBOOK CERTIFICATION AND ENDORSEMENTS
2.33	GROUND INSTRUCTOR
2.34	REQUIREMENT FOR MILITARY FLIGHT CREW

2.1 REQUIREMENT TO HOLD A PILOT LICENSE

2.1.1 A person shall not act either as Pilot-In-Command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a license or certificate issued in accordance with the prescribed provisions in the regulations:

a) Aeroplane
b) Helicopter
c) Powered-lift.
d) Airship of a volume of more than 4600 cubic metres
e) Glider
f) Free Balloon
g) Ultralight Aircraft

2.1.2 The category of aircraft shall be included in the title of the licence itself, or endorsed as a category rating on the licence.

2.1.3 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the CAAN shall either:
a) issue the licence holder with an additional pilot licence for that category of aircraft; or
b) endorse the original licence with the new category rating, subject to the conditions of category ratings.

2.1.4 An applicant shall, before being issued with any pilot license or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified for that license or rating.

2.1.4.1 An applicant for any pilot license or rating shall demonstrate, in a manner prescribed by the CAAN, such requirements for knowledge and skill as are specified for that license or rating.

2.2 TRANSITIONAL MEASURES RELATED TO THE POWERED-LIFT CATEGORY

2.2.1 Until 5 March 2022, the CAAN will endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

2.3 CATEGORY OF AIRCRAFT

2.3.1Category ratings shall be for categories of aircraft listed in 2.1.1.

2.3.2 The category of aircraft shall be included in the title of the license itself, or endorsed as a category rating on the license.

2.3.3 When the holder of a pilot license seeks a license for an additional category of aircraft, an additional pilot license for that category of aircraft may be issued or it may be endorsed in the original license of new category;

2.3.4 Category ratings shall be for categories of aircraft. Category ratings shall not be endorsed on a license when the category is included in the title of the license itself.

2.3.5 Any additional category rating endorsed on a pilot license shall indicate the level of licensing privileges at which the category rating is granted.

2.3.6 The holder of a pilot license seeking additional category ratings shall meet the prescribed requirements appropriate to the privileges for which the category rating is sought.

2.4 CLASS AND TYPE RATINGS

2.4.1 Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise:

a) single-engine, land;
b) single-engine, sea;
c) multi-engine, land;
d) multi-engine, sea.

2.4.2 Class rating may be established for the helicopters and power lifts certificated for single-pilot operations and which have comparable handling, performance and other characteristics.

2.4.3 Type ratings shall be established for:

a) each type of aircraft certificated for operation with a minimum crew of at least two pilots;

b) each type of helicopter certificated for single-pilot operation except where a class rating has been established; and

c) any type of aircraft whenever deemed necessary by the Director General.

2.4.4 When an applicant demonstrates skill and knowledge for the initial issue of a pilot license, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the license.

2.4.5 Circumstances in which class and type ratings are required-

The holder of Nepalese licence shall not be permitted to act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder has received authorization as follows:

a) the appropriate class rating specified in this PELR; or

b) a type rating when required in accordance with the provisions of this PELR.

2.4.6 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot during only the cruise phase of the flight, such limitation shall be endorsed on the rating.

2.4.7 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the licence holder by the CAAN in place of issuing the class or type rating in accordance with the provision of PELR. This

authorization shall be limited in validity to the time needed to complete the specific flight.

2.4.7.1 A pilot shall not act either as Pilot-In-Command or as co-pilot of an aeroplane, helicopter, power-lift, airship, glider and free air balloon unless the holder has received authorization as follows:

a) the appropriate class rating specified; or

b) a type rating when required in accordance with the prescribed provisions.

2.4.7.2 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

2.4.7.3 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization (temporary permit) may be provided in writing to the license holder by the CAAN in place of issuing the class or type rating. This authorization shall be limited in validity to the time needed to complete the specific flight.

2.4.7.4 A flight crew license shall be valid for the type (s) of aircraft on which the holder has demonstrated his technical knowledge and ability to fly.

2.4.7.5 The type(s) of aircraft for which a license is valid shall be specified by an endorsement on the license.

2.4.7.6 A pilot or flight engineer license shall not be issued unless the applicant has qualified for the endorsement of at least one aircraft type on the license.

2.4.7.7 Nepalese license shall be issued with particular type rating only for those aircraft which are in the Nepalese civil aircraft register.

2.4.7.8 A pilot desiring an endorsement of a type of aircraft in which provision is not made for fully functioning dual controls, shall make application to the CAAN for approval to undertake the endorsement training.

2.5 REQUIREMENTS FOR ISSUE OF CLASS / TYPE RATING

2.5.1 The applicant for a class rating shall have demonstrated a degree of skill appropriate to the license in an aircraft of the class for which the rating is sought.

2.5.2 For the type rating for pilots operating aircraft certified with minimum two pilots, the applicant shall have gained, under the supervision a pilot endorsed on the type of aircraft for which a rating is sought, experience in that type of aircraft and/or flight simulation training device in the following:

a) normal flight procedures and maneuvers during all phases of flight;

b) abnormal and emergency procedures and maneuvers in the event of failures and malfunctions of equipment, such as power plant, systems and airframe;

c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal,

abnormal and emergency conditions, including simulated engine failure;

d) for the issue of an aeroplane category type rating, upset prevention and recovery training;

e) procedures for crew incapacitation and crew coordination including allocation of pilot tasks;

f) crew cooperation and use of checklists;

g) demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a Pilot-in-Command or a co-pilot as applicable;

h) And demonstrated, at the airline transport pilot license level, an extent of knowledge determined by the CAAN.

2.5.3 For the type rating, the applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant as required for the single engine helicopter and power lift and for any other aircraft as required by CAAN.

2.5.4 Applicants holding a CPL or ATPL who apply for a type rating for an aircraft type that is certificated for operation with a minimum crew of at least two pilots shall:

2.5.4.1 Satisfy the Aeronautical Knowledge requirement specified in PELR part 7, and

2.5.4.2 Successfully complete the examination referred to in PELR part 7.

2.5.4.3 Successfully completed difference oral examination for extension of series endorsement.

2.6 STUDENT PILOTS

2.6.1 A student pilot shall meet requirements prescribed by the Civil Aviation Authority of Nepal. Such student pilots shall not pose a hazard to air navigation by strictly following the instruction issued by the local airport.

2.6.2 A student pilot shall not fly solo unless under the supervision of, or with the authority of, an authorized flight instructor.

2.6.2.1 A student pilot shall not fly solo in an aircraft on an international flight unless permission is granted for the same by CAAN.

2.6.3 Medical fitness- It shall not be permitted a student pilot to fly solo unless that student pilot holds a current Class 2 Medical Assessment.

2.7 FLIGHT SIMULATION TRAINING DEVICES

Refer CAAN standard for FSTD approvals.

2.7.1 The flight simulation training devices used to gain the experience for a licence or rating shall have been approved by an ICAO member State or validated CAAN.

2.7.2 When the flight simulation training device is approved by a member State other than Nepal,

2.7.2.1 The applicant for the rating or the training organisation providing the training shall provide CAAN with a copy of the most recent approval document for the device.

2.7.2.2 CAAN will obtain a copy of the report of the most recent approval inspection that the member State carried out on the device.

2.7.2.3 Such foreign FSTD approval process will be as per the applicable CAAN procedures

2.8 REQUIREMENTS FOR AN INSTRUMENT RATING

2.8.1 Circumstances in which an instrument rating is required- A pilot license holder shall not act either as Pilot-in-Command or as co-pilot of an aircraft under Instrument Flight Rules (IFR) unless such holder has received proper authorization comprising an instrument rating appropriate to the aircraft category.

Note : The Instrument Rating is included in the Airline Transport Pilot License — aircraft multi-crew pilot license and commercial pilot license – airship category; and the provisions do not preclude the issue of a license having the Instrument Rating as an integral part thereof.

2.8.2 Circumstances in which authorization to conduct instruction is required- No person having pilot licence, be permitted to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from CAAN. Proper authorization shall comprise:

a) a flight instructor rating on the holder's licence; or

b) the authority to act as an agent of an approved organization authorized by the Civil Aviation Authority of Nepal to carry out flight instruction; or

c) a specific authorization granted by the Contracting State which issued the licence.

2.8.3CAAN shall not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence/authorization or has appropriate flight training and flight experience and has received proper authorization from such Contracting State.

2.8.4 Crediting of flight time
2.8.4.1 A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot-in-command flight time towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.

2.8.4.2 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by CAAN 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 required for a higher grade of pilot licence. The CAAN may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

2.8.4.3 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.8.4.4 The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.8.5 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday

Those pilots holding Nepalese pilot licences shall not act as pilot of an aircraft if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

2.9 SINGLE ENGINE CLASS RATING

The general requirements for the issuance of "single engine class ratings" are as below.

a) Completed an approved ground course.

b) Passed type Technical Examination (knowledge test).

c) Completed required number of training hours as per approved training program

d) Completed additional training if recommended by the instructor.

e) Flight check with CAAN inspector or Designated Check Pilot or Designated Examiner (skill test).

2.10 MULTI-ENGINE CLASS RATING

The general requirements for the issuance of single engine class ratings are as below.

a) Completed an approved ground course.
b) Passed type Technical Examination (knowledge test)
c) Completed the required training hours including night and instruments (if applicable).
d) Completed additional training if recommended by the instructor.
e) Flight check by CAAN inspector or Designated Check Pilot or Designated Examiner (skill test).

2.11 SKILL TEST/CHECK (AIRCRAFT / SIMULATOR) - GENERAL

2.11.1 General

a) A Skill Test/check shall be conducted on a non-revenue flight or an appropriate simulator.

b) On small two-seat aircraft, a CAAN Inspector or Designated Check Pilot or Designated Examiner may conduct the check.

c) On bigger aircraft, a company Instructor Pilot (DCP, DE) may conduct the check which may be monitored by the CAAN Inspector.

d) CAAN Inspector conducting the Skill Test shall hold or have held appropriate category of license and shall have the required experience.

e) Route checks of the commercial operators may be conducted on revenue flights.

2.12 SKILL TEST/CHECK – OCCASIONS

A Skill Test/Check shall be conducted for following licensing actions:

a) Issue, renewal and re-validation of a license or certificate.

b) Instrument rating.

c) Instructor rating.

d) Type rating.

e) Whenever considered necessary by the CAAN to assess the performance of a license holder.

f) A skill test may be conducted within 90 days prior to the expiry date of license or rating. In such cases, the renewed period shall begin from the date of expiry of the license or rating.

g) A skill test shall be conducted by DCP or Instructor pilot in presence of CAAN inspector

2.13 UPGRADING

Where the holder has a P-2 endorsement of an aircraft type and intends to upgrade to P-1 endorsement, he/she shall complete all given requirements for a P-1 endorsement except the type Technical Examination if he/she has currency as a co-pilot.

a) Meet the requirement of Operator's Operations Manual

b) Upgrading ground course and approved flight training

c) Successfully complete flight check by CAAN Inspector or Designated Check Pilot or Designated Examiner

d) Passes oral examination

2.14 CONVERSION TRAINING – MULTI-ENGINE HELICOPTER

A. General

An applicant for conversion of multi-engine helicopter type endorsement on his license shall have received theoretical instruction and flight training from an instructor or DCP.

B. Theoretical Training

i. Not less than 25 hours theoretical instruction, including.

ii. Syllabus items for helicopter type technical examination.

iii. Loading (type related).

iv. Weight and performance (type related).

v. Effect of engine failure on performance and system operation.

C. Flying Training

As per approved company training manual including:

a) Normal and emergency operation of the helicopter and its systems in various load conditions.

b) normal and maximum performance single engine take-off in various conditions and various type of approach (normal, steep and shallow);

c) Pinnacle and confined area operation.

d) Effect of one engine failure in visual conditions and simulated instrument flight conditions.

e) Auto rotation flight (if applicable).

f) Running landings and take-off (if applicable).

2.15 ARCRAFT TYPE TECHNICAL EXAMINATION

2.15.1 The validity of the Technical Examinations conducted by CAAN shall be valid for a period of up to 24 months;

2.15.2 However, after passing the Examinations, if an applicant has not received Type Training on the particular type of aircraft within the next 12 months, the person shall undergo a complete ground course and pass an Examination conducted by the Operator;

2.15.3 Furthermore, if the applicant has not received Type Training on the particular aircraft within 24 months of having passed the CAAN examinations, the person shall undertake the complete ground course and pass the CAAN examinations again.

2.15.4 In the case of ground trainings and examinations conducted abroad, such programs shall normally be monitored by a CAAN Inspector assigned for the purpose; if required or person authorized by CAAN however, if this is not possible due unforeseen circumstances, CAAN reserves the right to conduct its own examinations for the particular type of aircraft prior to type endorsement.

2.15.5 In case of applicant failing in written type examination he/she may not apply for re-examination until 30 days after the date he/she failed in exam unless he/she gets the recommendation from the instructor for re-examination citing that the candidate has undergone the remedial training and is ready for the re-examination.

2.16 RESERVED

2.17 LICENSE RENEWAL

2.17.1 The renewal application shall reach at FSSD at least 15 days before the expiry of the license with necessary fee and other relevant supporting document as required in the relevant part of the license.

2.17.2 FSSD will issue a note to the holder against the deposit of the license which will act equivalent to the license until the holder is in receipt of his renewed license.

2.17.3 The renewal requirements for different types of license are detailed in the relevant part of PELR.

2.17.4 No renewal action will be taken for the licenses when all relevant requirements are not completed and day will be counted from the date relevant documents are completed. Manual of Service may be referred for details.

2.18 RECENT EXPERIENCE

The holder of a license issued under these requirements shall not exercise the privileges of his license by acting as a pilot, a flight engineer and flight operations officer unless he/she has satisfied the requirements for recent experience as specified.

2.18.1 Recent Experience for Private Pilot

The holder of Private Pilot License shall not exercise the privilege of the holder's license unless that person, within the immediate preceding 6 months, has flown not less than 5 hours of flight time as a private pilot in an aircraft of the same type.

2.18.2 Recent Experience for Flight Instructor

The holder of Flight Instructor Rating shall not exercise the privileges of his rating to act as a flight instructor.

a) Unless he/she, within the past 24 calendar months, has logged at least 10 hours of instruction time as a Flight Instructor, or

b) Unless he/she, successfully undergoes special pilot proficiency check designed and approved for flight instructors as per approved training syllabus.

2.18.3 Recent Experience for Pilot-in-Command and Co-pilot

2.18.3.1 An operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of aircraft during takeoff and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aircraft or in a flight simulator approved for the purpose.

2.18.3.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of aircraft or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the CAAN shall decide under which conditions the requirements of 2.18.3.1for each variant or each type of aircraft can be combined.

2.18.4 Recent Experience for Flight Engineer

a) A flight engineer shall not be assigned to duty as flight engineer of an aircraft engaged in commercial air transportation unless:

he has in the preceding 90 days served as the flight engineer of the same type of Aircraft; and

he has in the preceding six months, demonstrated his ability to carry out the functions of a flight engineer during a check of his proficiency in the same type of aircraft; this requirement may be deemed to be satisfied if he has within the preceding twelve months carried out two such checks, provided that the interval between the checks is not less than four months.

b) The above requirements may be satisfied during a proficiency check or during a course of training carried out in a flight simulator approved for the purpose by the Director General.

2.18.5 Recent experience for flight operations officer

a) Evidence that he/she has within the immediate preceding 12 months made at least one way flight on the flight deck of an aircraft over an area in which he/she is authorized to exercise his duties.

2.19 EXPIRY OF EXAMINATION AND LICENSE/RATINGS

2.19.1 Expiry of Examination

a) An applicant who fails in a written test may not apply for re-testing until 30 days after the date he failed the test.

However in the case of his failure, may request for re-testing before the 30 days have expired upon presenting written statement from an instructor certifying that he/she has given remedial instruction as appropriate to the applicant and finds him/her competent to pass the test.

b) An applicant will be eligible for flight check within 12 months of his passing the ground test(s).

c) After elapse of 12 months or more but not more than 24 months of passing written test, the applicant is required to undergo a refresher ground course with flight training to be eligible for the flight check.

d) After elapse of 24 months of written test the candidate is required for a written test applicable to the initial ground course and flight training to be eligible for flight check(s).

2.19.2 Expiry of License/Rating(s)

Where a license has not been renewed by the date of expiry, the validity of the license stands lapsed. A holder of the expired license shall not exercise the privileges of his/her license/rating until he/she has either received his/her renewed license/rating or has got special approval from the CAAN. In case of initial type training the applicant shall obtain prior approval/permission from CAAN for the flight training.

2.19.3 Revalidation of expired license and ratings

To restore the validity of an expired license or rating, the holder shall meet the requirements subject to the expiry period from the date of expiry as follows;

a) For the period of 3 months, the applicant shall fulfill all the requirements necessary for the renewal of the license/ratings.

b) If the duration is more than 3 months but less than 12

months, the applicant shall successfully complete approved refresher ground course and a flight check on type of the aircraft(s) or approved Flight Simulator.

c) If the duration is more than 12 months but less than 24 months, the applicant shall successfully complete approved refresher ground course, flight training and flight check on the type of aircrafts(s).

d) If the duration is more than 24 months, the applicant shall successfully complete all the requirements necessary for initial training on type, which includes the approved ground course, civil aviation examination, flight training with specified hours and a check ride.

e) If the duration is more than 60 months the applicant shall successfully complete all the requirements necessary for initial issue which includes;

1) a current medical examination

2) a certificate from a flying instructor certifying that the student has carried out sufficient refresher training covering the contents of the course syllabus approved for CAAN's ATPL or CPL and other relevant licenses examination as relevant and pass theoretical examination of CAAN.

3) he/she shall successfully complete the examination on Aeronautical Information Publication (air law), Flight Operation Requirements, NCAR, PELR and other applicable Civil Aviation Rules and regulations.

4) while undergoing a new type conversion, he/she shall successfully complete the approved ground course and CAAN examination on type.

5) he/she shall undergo the flight training with at least;

i) in case of turbo-propeller powered aeroplane 05hours for Pilot in Command and 8 hours for second in command.

ii) in case of jet engine powered Aeroplane 20 hours for Pilot in Command and 10 hours for Second In Command.

6) he/she shall successfully complete a check ride on type.

7) the above provision shall be applicable to all types of licenses governed by PELR, as applicable.

2.20 FLYING WITH FOREIGN AOC HOLDER

2.20.1 A local license holder employed by a foreign AOC holder/operator, acceptable to the CAAN; and undergoing regular recurrent trainings, proficiency checks, may get his local license renewed based on the Instrument Rating check conducted abroad, subject to his providing the required documentary evidence to the LED, FSSD, CAAN. If the training device used shall undergo a normal CAAN approval process. The cost of any such visit shall be borne by the applicant/AOC holder as applicable.

2.20.2 The applicants shall submit the following documents for considerations of the case:

a) Letter from the employer of employed status.

b) Copy of last page of logbook duly authenticated by foreign CAA (State of Operator)/operator.

c) Valid Nepalese license.

d) Photocopy of valid foreign license/certificate.

e) Copy of medical certificate of ICAO standard of appropriate class.

f) Flight Simulator Check report.

2.21 LIMITATIONS AND EXEMPTIONS

2.21.1 A single-engine aeroplane shall operate at night only on a training mission within aerodrome area.

2.21.2 Night flying on multi-engine aeroplane (below 5700 kg) may be conducted subject to a valid instrument rating and night currency.

2.21.3 Night flying on multi-engine helicopters may be conducted subject to a valid instrument rating and night currency.

2.22 REQUIREMENT FOR FLIGHT INSTRUCTOR RATING

2.22.1 A pilot license holder shall not carry out flight instruction required for the issue of a Private Pilot License, Commercial Pilot License and Airline Transport Pilot License issued by CAAN in the categories of aeroplane, helicopter, powered-lift and airship, as appropriate, unless such holder has received proper authorization from the CAAN.

2.22.2 Proper authorization shall comprise:

a) a flight instructor rating on the holder's license;

b) Or a specific authorization granted by CAAN.

2.22.3 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

2.22 (a) FLIGHT INSTRUCTOR – AERONAUTICAL KNOWLEDGE

2.22.a.1 A Flight Instructor Rating will be issued to an applicant who shall :

i) have completed not less than 1000 hours of flight time as a pilot-in-command on the category and class of aircraft involved and not less than 100 hours as pilot in command on type of aircraft.

ii) have satisfactorily completed an approved training course of flight instruction and ground training techniques, which includes:

a) techniques of applied instruction;
b) assessment of student performance in those subjects in which ground instruction is given;
c) the learning process;
d) elements of effective teaching;
e) student evaluation and testing, training philosophies;
f) training programme development;
g) lesson planning;
h) classroom instructional techniques;
i) use of training aids; including flight simulation training devices as appropriate
j) analysis and correction of student errors;
k) human performance relevant to flight instruction including principles of threat and error management
l) hazards involved in simulating system failures and malfunctions in the aircraft and or produces a current pilot license containing a Flight Instructor Rating issued by a Contracting State,

iii) shall have completed the knowledge examination on subject as specified in (ii) above. The examination will have 50 multiple choice questions with 70% pass marks. The validity of examination will be for two years.

iv) has satisfactorily completed an oral examination.

v) has undergone by not less than 3 hours of flight training applicable for the flight instructor; and

vi) has satisfactorily completed flight check showing his ability to fly as an instructor with an instructor pilot in presence of CAAN observer (FOI) designated by Director General or DCP or a pilot designated by Director General.

vii) In case of subsequent type of FI endorsement (iii) shall not apply.

2.22.a.2 A Flight Instructor Rating included in a pilot license will have the same period of validity as the license and will be revalidated upon renewal of the license.

2.22.a.3 In the case of an applicant who has a Flight Instructor Rating in a multi-engine class of aeroplane and wishes to apply for a Flight Instructor Rating in a single engine aeroplane, the requirement of 1000 hours as PIC in category and class as mentioned in clause (a) of this paragraph maybe reduced to 500 hours depending on the competency of the applicant.

2.22.a.4 In the case of an applicant who has a Flight Instructor Rating in a multi-engine class of helicopter and wishes to apply for a Flight Instructor Rating in a single engine helicopter the requirement of 1000 hours as PIC in mentioned in clause (a)of this paragraph shall be reduced to 10 hours for single engine and 15 hours for multi-engine helicopters.

2.23 SYNTHETIC FLIGHT INSTRUCTOR/EXAMINER PRIVILEGE

2.23.1 SYNTHETIC FLIGHT INSTRUCTOR PRIVILEGE

Following will be the privileges of synthetic flight instructor (SFI).

(a) Training of PIC/co-pilots for type rating
(b) Training for issuance/renewal of instrument rating.
(c) Recurrent pilot proficiency training

2.23.2 SYNTHETIC FLIGHT EXAMINER PRIVILEGE

Following will be the privileges of synthetic flight examiner (SFE).

(a) Skill tests for the issue of type ratings provided that the SFE holds a valid type rating on the applicable aircraft type and
(b) Conduct assessment, competence for the issue, revalidation and renewal of type and instrument ratings
(c) Conduct assessment, competence for the issue, revalidation and renewal of SFI

2.24 OPERATORS TO PROVIDE FLIGHT INSTRUCTORS AND GROUND INSTRUCTORS

2.24.1 The holder of an Air Operator Certificate issued by the Director General who is engaged in commercial operations shall ensure that sufficient number of Flight Instructors and instructors for ground courses who are qualified in accordance with CAAN requirements.

2.24.2 The Privileges of Flight Instructor shall be to carry out the tests/checks/trainings as mentioned below:

i) Training of Pilots for aircraft type, Instrument Rating and Instructor Rating
ii) Pilot Proficiency check for renewal
iii) Pilot Proficiency check for Renewal of Instrument Rating
iv) Conducting Line/STOL Clearances
v) Route /Line checks

2.24.2 Flight instructor qualification

A Flight Instructor rating will be issued to an applicant who shall:

i) have completed not less than 1000 hours of flight time as a pilot-in-command on the category and class of aircraft involved and not less than 100 hours as pilot in command on type of aircraft.

ii) have satisfactorily completed an approved training course of flight instruction and ground training techniques, which includes:

a) techniques of applied instruction;

b) assessment of student performance in those subjects in which ground instruction is given;
c) the learning process;
d) elements of effective teaching;
e) student evaluation and testing, training philosophies;
f) training programme development;
g) lesson planning;
h) classroom instructional techniques;
i) use of training aids; including flight simulation training devices as appropriate
j) analysis and correction of student errors;
k) human performance relevant to flight instruction including principles of threat and error management
l) hazards involved in simulating system failures and malfunctions in the aircraft

and/or produces a current pilot license containing a Flight Instructor Rating issued by a Contracting State,

viii) shall have completed the knowledge examination on subject as specified in (ii) above. The examination will have 50 multiple choice questions with 70% pass marks. The validity of examination will be for two years.
ix) has satisfactorily completed an oral examination.
x) has undergone by not less than 3 hours of flight training applicable for the flight instructor; and
xi) has satisfactorily completed flight check showing his ability to fly as an instructor with an instructor pilot in presence of CAAN observer (FOI) designated by Director General or DCP or a pilot designated by Director General.
xii) In case of subsequent type of FI endorsement (viii) shall not apply.

b) A Flight Instructor Rating included in a pilot license will have the same period of validity as the license and will be revalidated upon renewal of the license.

2.24.3 In the case of an applicant who has a Flight Instructor Rating in a multi-engine class of aeroplane and wishes to apply for a Flight Instructor Rating in a single engine aeroplane, the requirement of 1000 hours as PIC in category and class as mentioned in clause (a) of this paragraph maybe reduced to 500 hours depending on the competency of the applicant.

2.24.4 In the case of an applicant who has a Flight Instructor Rating in a multi-engine class of helicopter and wishes to apply for a Flight Instructor Rating in a single engine helicopter the requirement of 1000 hours as PIC in mentioned in clause (a)of this paragraph shall be reduced to 10 hours for single engine and 15 hours for multi-engine helicopters.

2.25 TYPE RATING –FLIGHT ENGINEER

2.25.1 An aircraft type rating will be included in a Flight Engineer License, if he/she has:

a) successfully completed an approved particular aircraft type course
b) passed a written examination of his technical knowledge of the aircraft type conducted by CAAN.

c) a practical flight check in that type of aircraft for which rating is sought.

2.25.2 FLIGHT ENGINEER (F/E) INSTRUCTOR RATING

a) A Flight Instructor Rating included in a Flight Engineer License will entitle the holder to give flight instruction in the type or types of Aircraft for which he holds a current rating.

b) A Flight Engineer Instructor Rating will be issued to an applicant who produces a current F/E license including Instructor Rating issued by a Contracting State or who shall have:

i) completed not less than 1000 hours of flight time as a Flight Engineer on the type of Aircraft involved;

ii) have satisfactorily completed an approved training course of flight instruction and ground training techniques and

iii) has satisfactorily completed a flight check showing his ability to act as an instructor with an Instructor (F/E) or Flight Engineer, designated by Director General.

c) A Flight Instructor Rating in an F/E license will have the same period of validity as the license and will be revalidated upon renewal of the license.

2.26 MINIMUM TRAINING REQUIREMENTS

2.26.1 All the prescribed training requirements in these regulations are the minimum requirements. The operator may prescribe additional training, if required, depending on the performance and flying background of the pilot to ensure that the pilot acquires the required proficiency to discharge his/her privileges.

2.27 RECORDING AND CREDITING OF FLIGHT TIME

2.27.1 General

A license/certificate holder shall maintain a logbook, which may be subject to random checks by the CAAN.

2.28 RECORDING OF FLIGHT TIME

2.28.1 All aircrew flight time shall be logged in the logbook.

2.28.2 Flight time during which a pilot is under dual instruction shall be entered in his logbook as `dual' and the pilot giving instruction shall sign the entry. Dual flight time shall be logged if the aircraft was scheduled for flight training.

2.28.3 A pilot may log as co-pilot the total flight time while co-pilot of an aircraft:

a) for which his license is endorsed; and

b) which is certificated for multi-pilot operations by the manufacturer or CAAN.

Co-pilot of single pilot aircraft, regulated by CAAN as Multi-pilot aircraft (MPA), shall log half the time however, the crediting of such flight time will be as per 2.31

2.28.4 An instructor may log as Pilot-in-Command the total flight time during which he/she was acting as an instructor. The log entries shall show that the flight time was as an instructor.

2.28.5 A DCP, who is conducting a check while on the controls, shall log the time as P1. This time shall not be indicated as `instructional hours'.

2.29 LOGGING OF INSTRUMENT TIME

2.29.1A pilot may log the instrument flight time only;

a) While he/she is manually manipulating the controls, with reference to instrument under either actual or simulated instrument flying conditions. The entire period may be logged as instrument flying time.

b) While monitoring or providing input to the auto-pilot/auto stabilization equipment when it is engaged.

2.30 LOGGING OF FLIGHT ENGINEER TIME

2.30.1 the holder of a flight engineer license may log the total flight time;

a) While operating as a flight engineer or supervising a flight engineer.

b) Flying as flight engineer under supervision.

2.30.2 The holder of a flight engineer license may log as simulator time for the time he/she operates as flight engineer of an approved aircraft simulator.

2.30.3 To log the time specified in above paragraphs, a flight engineer license shall be endorsed with the particular type of aircraft.

2.31 CREDITING OF FLIGHT TIME

2.31.1 Astudent pilot or the holder of a pilot license shall be entitled to be credited in full with all solo, dual instruction and Pilot-in-Command flight time towards the total flight time required for the initial issue of a pilot license or the issue of a higher grade of pilot license.

2.31.2 The holder of a pilot license, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by the CAAN 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 required for a higher grade of pilot license. The CAAN may authorize that flight time to be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

2.31.3 The holder of a pilot license, when acting as Pilot-in-Command under supervision, shall be entitled to be credited in full with this flight time

towards the total flight time required for a higher grade of pilot license.

2.32 LOG BOOK CERTIFICATION AND ENDORSEMENTS

2.32.2 a Pilot log book shall be duly certified by:

a) The concerned instructor for each instructional flight (dual).

or

b) The concerned IP for a co-pilot flying as P-1 u/s (PICUS).or

c) The concern authorized person from the operation department of the operator.

2.33 GROUND INSTRUCTOR

2.33.1 No certificate holder may use a person to serve as a ground instructor for a course of training unless that person:

(a) In the case of pilots:

(i) has demonstrated his knowledge and capacity on teaching subject matter by conducting a ground class satisfactorily to the CAAN and is cleared by CAAN to act as an instructor for the ground training.

(ii) for a single-engine aeroplane, holds a CPL with more than 2000 hours of flying experience in Nepal and successfully completes a Ground Instructor's course; and

(iii) for multi-engine aeroplanes, holds an ATP license for more than three years and successfully completes a Ground Instructor's course.

(b) In the case of Engineers:

(i) has demonstrated his knowledge and capacity on teaching subject matter by conducting a ground class satisfactorily to the CAAN and is cleared by CAAN to act as an instructor for the ground training.

(ii) For aeroplanes having a MTOW of less than 5,700 kgs:

holds an Aircraft Maintenance license with at least three years' experience with an aviation organization applicable to the category; or

an Engineering degree of any discipline as well as having a work experience of at least three years with an aviation organization and whose affiliation with subject to instruct should be fit to satisfy the CAAN.

(iii) For aeroplanes having a MTOW of more than 5,700 kgs:

holds an Aircraft Maintenance license with at least three years experience and one year experience on type with an aviation organization applicable to the category; or

an Engineering degree of any discipline and type rating as well as having a work experience of at least three years with an aviation organization and

whose affiliation with subject to instruct should be fit to satisfy the CAAN.

Note-A pilot whose license is not current but has qualification and experience mentioned above also may be considered to be eligible to apply for a position of Ground Instructor.

2.33.2 In case of ground instruction for flight operation officer and personnel involved in dispatching aircraft, a pilot or a FOO license holder, with experience of not less than 3 years shall be eligible to conduct ground instruction, if his qualification and background is satisfactory to CAAN.

2.33.3 In case of ground instruction for cabin attendants, a pilot or a FOO license holder or a cabin attendant, with experience of not less than 3 years shall be eligible to conduct ground instruction, if his qualification and background is satisfactory to DGCAAN

2.33.4 A ground instructor's authorization will have the duration of 24 months as the period of validity.

2.33.5 For the purpose of ground instructor authorization all class should be organize in CAAN approved organization in the presence of CAAN observer.

2.33.6 For the renewal of ground instructorship the applicant must produce an evidence of conducting a ground class in the presence of CAAN observer of his subject at least once in a year in CAAN approved organization.

2.33.7 Fee voucher as per CAR, 2058.

2.34 REQUIREMENT FOR MILITARY FLIGHT CREW

2.34.1 A military flight crew applying for a CAAN license shall be entitled to a maximum of fifty percent of his military flight hours when seeking the crediting of his military flight hours for pursuing a higher grade of his commercial license.

2.34.2 A military flight crew applying for a CAAN license must meet the following requirements:

a) hold at least a commercial pilot license from a contracting State.
b) produce a letter of release from the military aviation.
c) pass a knowledge test on the appropriate category of aircraft at the commercial pilot license level.
d) a letter of employment from an air operator.
e) a copy of the total hours on the logbook.
f) a copy of the military pilot license or certificate indicating the last held category, class and type rating.
g) pass the ground and flight training on the type of aircraft for which the rating is sought.
h) pass the proficiency check on the type of aircraft for which the rating is sought.

i) the necessary fee voucher

2.34.3For other military aviation personnel like flight engineer, flight navigator etc. same applicable requirements shall be applicable for the other military professionals, i.e. all requirements prescribed for the respective licenses or certificates in these requirements shall be applicable.

2.34.4Accreditation of military experience shall be awarded by a panel comprising the subject matter expert. The panel shall prepare a report with objective evaluation of the candidate and submit the report to the Director General for acceptance. This will allow awarding the credit in the knowledge and experience of the flight crew.

2.34.5 Such license may be restricted to be valid for only for specified Nepalese operators for specific time with other limitations as may be prescribed by the Director General.

PART 3

ENGLISH LANGUAGE PROFICIENCY ORGANIZATION

3.1 The organization willing to obtain the approval of the CAAN for the English Language training organization of shall demonstrate following. The approval will be indicated by issuance of an approval certificate.

3.2 The approval certificate issued to a training organization shall contain at least the following information:

a) the name and address of the training organization,
b) the date the certificate was issued,
c) the period of validity,
d) the training programmes approved, and
e) any limitations or restrictions that may apply.

3.3 Training and Procedures Manual

3.3.1 A training organisation shall establish a Training and Procedures Manual and use that manual to guide and direct its personnel in the conduct of their duties.

3.3.2 The Training and Procedures Manual shall be published using a medium and format chosen by the operator, providing the manual can be made available to and read by members of the operator's personnel and by representatives of the Civil Aviation Authority of Nepal.

3.3.3 The Training and Procedures Manual shall contain at least the following information:

a) a list of the types of training the organization is approved to deliver;
b) a description of the training programme(s);
c) the name, duties and qualification of the person assigned the responsibility of ensuring that training activities are conducted in compliance with this requirement
d) the duties and qualification of the personnel assigned responsibility for
- planning training,
- supervising training, and
- conducting training;

e) a clear identification of the position with responsibility to oversee, operate and maintain the system for recording student progress and for recording the qualifications and training of instructional and examining staff;
f) a description of the:
- organization's quality assurance system;
- organization's facilities and training equipment;
- procedures used to establish and maintain the competence of instructional personnel;

- training to be provided to the operator's personnel in order for them to comply with the operator's procedures and requirements;
- method used for the completion and retention of the training records for both trainees and staff

3.4 Quality Assurance System

3.4.1 The training organisation shall assign a person to the role of Quality Manager.

3.4.2 The Quality Manager shall report directly to the Head of Training, with formal mechanisms in place to ensure that the Accountable Executive is aware of all issues impacting the quality of training services

3.4.3 The Quality Manager shall be responsible for verifying the extent to which all regulatory requirements as well as the standards established by the organisation are being satisfied.

3.4.4 The Quality Manager shall ensure that the quality system itself and work undertaken in support of the quality system is properly documented, implemented, maintained, and continuously reviewed so that steps to improve the policy, procedures and practices are implemented periodically.

3.4.5 The Quality Manager shall establish a quality assurance plan that includes at least the following activities:

a) monitoring training procedures and practices,
b) monitoring the assessment and testing procedures and practices,
c) monitoring personnel qualifications and training,
d) monitoring training devices and equipment for certification, calibration, and functionality,
e) conducting internal and external audits,
f) developing, implementing, monitoring, and reporting on corrective and preventative actions,
g) identifying trends through the use of appropriate statistical analysis, and
h) responding appropriately to identified trends.

3.4.6 The Quality Manager shall create a risk profile inventory of hazards and threats that are likely to impede the organization's ability to conform to the required standard of performance.

3.4.7 The Quality Manager shall create a plan to mitigate the risks identified in the risk profile inventory.

3.4.8 The Quality Manager shall establish a coherence matrix that lists all of the regulatory requirements that apply to the organization's operation and identifies at least:

a) the processes the organisation has in place to ensure continuous compliance with each requirement, and
b) the managerial position responsible for effective implementation of each process.

3.4.9 The Quality Manager shall establish and publish a schedule for internal quality audits of the organisation

3.4.10 The Quality Manager shall ensure that those assigned to conduct quality audits are appropriately trained to perform that task.

3.4.11 Auditors of a particular activity should not have day-to-day involvement with the activity being audited.

3.4.12 The Quality Manager shall ensure that quality assurance training is provided to all staff of the training organisation. That training is to include:

a) the concept of quality assurance, including how it differs from quality control,
b) the organisations objectives as set out in the Quality Assurance section of its Training and Procedures Manual,
c) inspection and audit techniques, and
d) the organization's reporting procedures and requirements.

3.5 Facilities and Training Equipment

3.5.1 The training organisation shall have or have access to the information, equipment, training devices, and material necessary for the conduct of the courses for which it is approved.

3.5.2 Training devices used by the organisation as part of its training programme(s) shall be commensurate to the activities undertaken.

3.6 Personnel

3.6.1 The training organisation shall assign to a member of its staff the responsibility of ensuring that training activities are conducted in compliance with the requirements of Training Organization.

3.6.2 The training organisation shall employ personnel to plan, perform, and supervise the training activities it is authorized to conduct.

3.6.3 The training organisation shall provide its instructional personnel with initial and recurring training related to their assigned tasks and responsibilities.

3.7 Records

3.7.1 The Quality Manager shall establish, maintain and retain records pertaining to the Quality Assurance System for a period of at least 05 years. As a minimum, the following records will be retained:

a. audit schedules,
b. inspection and audit reports,
c. responses to findings,
d. corrective action reports,
e. follow-up and closure reports, and
f. management evaluation reports.

3.7.2 The training organisation shall establish, maintain and retain student records to show how each trainee has satisfied all requirements of the training programme(s).

3.7.3 This record shall be maintained for at least two years following the completion of the training programme.

3.7.4 The training organisation shall establish, maintain and retain records to show the qualifications and training of instructional and examining staff.

3.7.5 This record shall be maintained for at least two years after the employee ceases to perform the function for the training organisation.

3.8 Oversight and Surveillance

3.8.1 Routine surveillance of training organisations will consist of at least annual inspections carried out by the Civil Aviation Authority of Nepal. These inspections may involve a single inspection covering all aspects of the organization's operation or specific-purpose inspections of individual elements of the operation.

PART – 4 VALIDATION OF FOREIGN LICENSES	
4.1	PURPOSE OF VALIDATION
4.2	TYPES OF VALIDATION
4.3	VALIDATION CERTIFICATE
4.4	VALIDATION LETTER
4.5	REQUIREMENT TO HOLD VALIDATION CERTIFICATE
4.6	REQUIREMENT TO HOLD VALIDATION LETTER
4.7	VALIDATION CERTIFICATE – CIRCUMSTANCES FOR ISSUE
4.8	VALIDATION CERTIFICATE – CONDITIONS AND SCOPE
4.9	VALIDATION CERTIFICATE – ISSUE PROCESS
4.10	VALIDATION CERTIFICATE LETTER – VALIDATION EXAMINATION
4.11	VALIDATION CERTIFICATE – VALIDITY PERIOD
4.12	VALIDATION CERTIFICATE – EXTENSION OF VALIDITY PERIOD
4.13	VALIDATION LETTER – CIRCUMSTANCES FOR ISSUE
4.14	VALIDATION LETTER – ISSUE PROCESS
4.15	VALIDATION LETTER – VALIDITY PERIOD
4.16	VALIDATION LETTER – EXTENSION OF VALIDITY PERIOD
4.17	FEE SCHEDULE
4.18	CREDITING TYPE ENDORSEMENTS FROM CONTRACTING STATE'S LICENSE TO CAAN LICENSE

4.1 PURPOSE OF VALIDATION

The purpose of a validation is to permit a foreign license/certificate holder, to exercise the privileges of his/ her license/certificate for a specific purpose and for a limited duration on a Nepalese registered aircraft in Nepal or abroad.

4.2 TYPES OF VALIDATION

4.2.1 Two types of validation documents shall be issued by the CAAN as under:

a) Validation Certificate

b) Validation Letter.

4.3 VALIDATION CERTIFICATE

4.3.1 A Validation Certificate is issued to a foreign license holder authorizing him/her to exercise the privileges of license in operation of a Nepalese registered aircraft.

4.3.2 The license holder shall carry the Validation Certificate, along with his valid foreign license, while exercising the privileges of Validation Certificate.

4.4 VALIDATION LETTER

4.4.1 A Validation Letter is issued to a foreign license holder authorizing him to exercise the privileges of license in operation of a foreign registered aircraft, under operational control of a Nepalese operator/owner.

4.4.2 The license holder shall carry the Validation Letter, along with his valid foreign license, while exercising the privileges of the Validation Letter.

4.5 REQUIREMENT TO HOLD A VALIDATION CERTIFICATE

4.5.1 No pilot holding a foreign license shall operate a Nepalese registered aircraft without his/her foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Certificate'.

4.5.2 No Flight Engineer holding a foreign license shall operate a Nepalese registered aircraft without his/her foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Certificate'.

4.5.3 No cabin crew holding a foreign license certificate shall operate a Nepalese registered aircraft without her/his foreign license/certificate having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Certificate'.

4.5.4 No maintenance engineer holding a foreign license shall carry out any maintenance work on a Nepalese registered aircraft without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Certificate'.

4.5.5 No flight operation officer holding a foreign license shall dispatch a Nepalese registered aircraft, from a Nepalese approved dispatch centre, without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Certificate'.

4.6 REQUIREMENT TO HOLD A VALIDATION LETTER

4.6.1 No pilot holding a foreign license shall operate a foreign registered aircraft on a dry lease, wet lease, damp lease, sub-lease, charter, sub-charter or interchange aircraft under the operational control of a Nepalese operator/owner without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Letter'.

4.6.2 No flight engineer holding a foreign license shall operate a foreign registered aircraft on a dry lease, wet lease, damp lease, sub-lease, charter, sub-charter or interchange aircraft under the operational control of a Nepalese operator/owner without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Letter'.

4.6.3 No cabin crew holding a foreign license shall operate a foreign registered aircraft on a dry lease, wet lease, damp lease, sub-lease, charter, sub-charter or interchange aircraft under the operational control of a Nepalese operator/owner without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Letter'.

4.6.4 No maintenance engineer holding a foreign license shall carry out maintenance work on a foreign registered aircraft on a dry lease, wet lease, damp lease, sub-lease, charter, sub-charter or interchange aircraft under the operational control of a Nepalese operator/owner without his foreign license having been rendered valid in accordance with the prescribed method; and the foreign license holder having been issued with a `Validation Letter'.

4.7 VALIDATION CERTIFICATE - CIRCUMSTANCES FOR ISSUE

4.7.1 A Validation Certificate will be issued to a foreign license holder under, subject to meeting the prescribed requirements, under following circumstances:

a) Operation of an aircraft based in Nepal or abroad with Nepalese registration.

b) For any other purpose, not specified above, as deemed appropriate by the Civil Aviation Authority of Nepal.

4.8 VALIDATION CERTIFICATE – CONDITIONS AND SCOPE

4.8.1 A Validation Certificate shall be issued in specific circumstances, for a specific purpose and for a specific duration.

4.8.1 The privileges granted by the Validation Certificate shall not exceed the original license.

4.8.2 The period of validity of the Validation Certificate shall not exceed the period of validity of the original license.

4.8.3 Validation Certificate may be issued with restrictions/limitations, as applicable.

4.8.4 The Validation Certificate shall contain the authorization details including name, foreign license type and number, issuing State, medical status, type of aircraft to be operated, period of validity and any other restriction/limitation as deemed necessary by the Director General.

4.9 VALIDATION CERTIFICATE – ISSUE PROCESS

4.9.1 Issue of a Validation Certificate shall be subject to the following process:

a) A request by the operator/owner to the CAAN justifying the need for such a validation.

b) Submission by the operator of the individual's original valid foreign license with appropriate type rating, Instrument Rating and Instructor Rating as applicable. (clear photocopy of the license documents - if the individual is not physically present in the country as yet)

c) Submission by the operator of the individual's valid medical assessment with appropriate class from the State issuing the license.

d) Submission by the operator of the work permit issued by the State for the employment in Nepal by Nepalese operator.

e) Submission by the operator the evidence of required security clearance (or clearance letter from Ministry of Home Affairs) in accordance with the government regulations as applicable.

f) Verification by the licensing office of the license details from the issuing State including medical and English Language proficiency.

g) Passing of the CAAN oral examination for air regulations.

h) Payment of applicable fee.

Note - The certificate of validation is to demonstrate the competency of the holder based on his/her original license. This does not relieve the operator and holder of certificate of validation from being responsible to fulfil all applicable Nepalese rules and regulation including labour rules and immigration rules before exercising the privileges of the certificates.

4.10 VALIDATION CERTIFICATE/ LETTER – VALIDATION EXAMINATION

4.10.1 The Validation Examination shall comprise two parts as under:

a) A written examination on the Civil Aviation Air Regulations in rules and regulation from training organization and an oral test in Nepalese Aviation Rules and Regulations by Flight Safety Standards Department.

b) English language proficiency test for those candidates having difficulties in English during the oral test in (a) for those other than native English speaker.

4.10.2 With prior approval of the Director General, Validation Examination may be conducted, by CAAN licensing officers, outside the country at no expense to CAAN.

4.11 VALIDATION CERTIFICATE - VALIDITY PERIOD

Validation Certificate shall be normally issued for a period of 6 calendar months or as per the validity of the holders foreign license or medical certificate or works permit whichever is earliest.

4.12 VALIDATION CERTIFICATE – EXTENSION OF VALIDITY PERIOD

4.12.1 Period of validity of the Validation Certificate may be extended by the CAAN subject to a valid request by the operator/owner justifying the need for extension.

4.12.2 Validation certificate shall be renewed subject to applicant meeting renewal requirements of the licenses.

4.12.3 Licensing fee payment as per the fee schedule as per CAR 2058.

4.13 VALIDATION LETTER - CIRCUMSTANCES FOR ISSUE

4.13.1 A Validation Letter may be issued to a foreign license holder operating a foreign registered aircraft under dry lease, wet lease, damp lease, sub-lease, charter, sub-charter or interchange aircraft under the operational control of a Nepalese operator/owner.

4.13.2 `Validation Letter' shall be issued to the License/Certificate holder subject to meeting the requirements agreed with the state of registry under the `Transfer Agreement' signed under ICAO Article 83 bis.

4.14 VALIDATION LETTER – ISSUE PROCESS

4.14.1 Issue of a Validation Certificate shall be subject to the following process:

a) A request by the operator/owner to the licensing office.

b) Submission by the operator of the individual's original valid foreign license with appropriate type rating, instrument rating and instructor rating as applicable. (clear photocopy of the license documents if the individual is not physically present in the country as yet)

c) Submission by the operator of the individual's valid medical assessment with appropriate class.

d) Submission by the operator the work permit issued by the state.

e) Verification by the LED, FSSD of the license details from the issuing State.

f) Examination of English language (as applicable) and Nepalese Air Regulations.

g) Payment of licensing fee.

4.15 VALIDATION LETTER – VALIDITY PERIOD

4.15.1 Validation Letter shall be issued for a period 6 calendar months or as per the validity of the holders foreign license or medical certificate whichever is earliest.

4.16 VALIDATION LETTER – EXTENSION OF VALIDITY PERIOD

4.16.1 Period of validity of the Validation Letter may be extended by the CAAN subject to a request by the operator/owner and payment of the licensing fee.

4.16.2 Validation letter will be renewed subject to applicants fulfilling the renewal requirement of the licenses.

4.17 FEE SCHEDULE

4.17.1 As per CAAN fee schedule as per CAR 2058.

4.18 FOREIGN LICENSED FLIGHT CREW WORKING IN NEPAL

4.18.1 An applicant who holds a licence including a type rating issued by a Contracting State and wishes to convert to a CAAN license shall complete the following requirements, keeping in view CAAN's recognition of licenses issued by Contracting States:

a) For a period of six months:
   i) The applicant shall fly with a Validation Certificate issued by the Director General on the particular type with the particular operator; thereafter,

b) For a period longer than six months:
   i) If the applicant wishes to convert to a CAAN license for which the applicant must complete
      1. CAAN Basic CPL or ATPL examination as applicable;
      2. pass the type (Technical/Performance) examination;
      3. pass the Civil Aviation Air Regulation course;
      4. pass the CAAN Class 1 medical examination;
      5. in the case of a non-native English speaker, pass an English language test;
      6. If an applicant has flying experience of 1000 hours or more on type, the requirement mentioned above in part b i(2) will be exempted.
      7. submit the applicable fees, and
      8. Fulfill any other requirements as determined appropriate by the DG, CAAN.

   ii) The applicant must successfully undertake
      1. A company indoctrination training program

2. A technical and performance refresher ground class and exam from the operator, the report of which to be submitted to CAAN
3. At least one hour of familiarization flight training in the operator's aircraft; however this requirement shall not be mandatory when the applicant has previously flown in Nepal under an Authorization Letter for at least fifty hours.
4. One Proficiency Check in the appropriate piloting capacity conducted by the Designated Check Pilot or Instructor Pilot (in the presence of a CAAN observer) to the latter's satisfaction.

iii) Upon completion of the requirements mentioned in 4.18.1 b (i) and (ii), the applicant's current type rating on his/her Contracting State's license shall be endorsed on the CAAN license in the piloting capacity of the applicant's original license.

4.19 Authorization letter– ISSUE PROCESS

4.19.1 An authorization letter will be issued to the foreign license holder if he/she is not an employee of Nepalese operator and comes from the manufacturer or ATO or specialized centre for special and short term assignment for activities like ferry flight, check/test flight, proficiency check flights and other non-commercial activities for less than one week or specific activities.

4.19.2 Issue of an authorization letter shall be subject to the following process:

a) A request by the operator/owner to the CAAN justifying the need for such authorization.

b) Submission by the operator of the individual's original valid foreign license with appropriate Type Rating, Instrument Rating and Instructor Rating as applicable. (clear photocopy of the license documents - if the individual is not physically present in the country as yet)

c) Submission by the operator of the individual's valid medical assessment with appropriate class from the State issuing the license.

d) Verification by the licensing office of the license details from the issuing State including medical and English Language proficiency.

e) Passing of the CAAN oral examination for air regulations except for the ferry flight into Nepal. The candidate may obtain in-house briefing in Nepalese air law and may appear in CAAN oral test for the same.

f) Payment of applicable fee.

Note- The certificates of validation and authorization letters demonstrate the competency of the holders based on his/her original license. This does not relieve the operator and holder of certificate of

validation from being responsible to fulfil all applicable Nepalese rules and regulation before exercising the privileges of the certificates.

Attachment 4-1

VALIDATION CERTIFICATE

CIVIL AVIATION AUTHORITY OF NEPAL

VALIDATION CERTIFICATE No. | | | | |

The _____ License No. _____ issued on _____ by _____ in favor of _____ is hereby rendered valid for the purpose of operations with _____ in the capacity and subject to the conditions and the limitations specified below. The holder shall abide by the rules, regulations and limitations contained in Personnel Licensing Requirements, Flight Operations Requirements and CAR 2058.

a) This certificate is valid subject to medical fitness and a valid License until _____. Subject to the limitations prescribed in (c) below, the holder is authorized to exercise the privileges of his/her original license for _____ type of aircraft registered in Nepal as _____

b) This certificate is to be carried with the original license, Work Permit and Security Clearance as applicable.

c) Limitations:

_____

_____

PHOTO

_____

Signature of Holder

Licensing and Examination Division
Civil Aviation Authority of Nepal

Dated : _____

RENEWAL

FROM	TO	REMARKS

Attachment 4-2

(SPECIMEN VALIDATION LETTER)

CAAN Ref. :
Dated:

Dear Sir,

SUBJECT :VALIDATION LETTER NO: ……

1. Ref : _____

2. The Foreign License of the under mentioned crew of _____ are rendered valid. The competency is to ensure that the renewal requirements are kept in accordance with the requirements of the State of Registry:

S.No	Name	*Authorization*	License #	Aircraft
1.	Mr. ……..	Captain	ATPL-……..	B-757

3. The crew is advised to carry a copy of this letter, along with the original license while operating flights.

4. This certificate is valid until _____

5. The holder of this certificate is authorized to operate only _____ Registered aircraft.

Yours Faithfully,

PHOTO

Licensing and Examination Division
Civil Aviation Authority of Nepal

_____

Signature of Holder

c.c.:
Flight Operations Division

Attachment 4-3

CIVIL AVIATION AUTHORITY OF NEPAL

AUTHORIZATION No. | | | | |

The _____ License No. _____ issued on _____ by _____ in favor of _____ is hereby rendered valid for the purpose of operations with _____ in the capacity and subject to the conditions and the limitations specified below. The holder shall abide by the rules, regulations and limitations contained in Personnel Licensing Requirements, Flight Operations Requirements and CAR 2058.

This authorization is valid subject to medical fitness and a valid License until _____. Subject to the limitations prescribed in (c) below, the holder is authorized to exercise the privileges of his/her original license for _____ type of aircraft registered in Nepal as _____ for _____ purpose.

……..
For Director General
Licensing and Examination Division
Civil Aviation Authority of Nepal

Dated : _____

PART – 5

PROFICIENCY IN ENGLISH LANGUAGE

5.1 Introduction

5.1.1 Radiotelephony provides the means by which pilots and ground personnel communicate with each other. Used properly, the information and instructions transmitted are of vital importance in conduct of safe and expeditious operation of aircraft. On the other hand, the use of non-standard procedures and phraseology can cause misunderstanding. Incidents and accidents have occurred in which a contributing factor has been the misunderstanding caused by the use of poor phraseology. However it does not mean that the personnel involved are exempted from using non-standard phraseologies. Where standard phraseologies are not sufficient for safe communications, the use of plain English is always desired. Therefore, the importance of using correct and precise standard phraseology as well as plain English cannot be overestimated.

5.1.2 This regulation provides the working details for the determination of the English Proficiency Level in the ATC communications radio phraseology.

5.2 English Proficiency Requirements

5.2.1 Aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Attachment A of this part.

5.2.1 (a) Flight engineers, and glider and free balloon pilots shall have the ability to speak and understand the language used for radiotelephony communications.

5.2.2 Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

5.2.2 (a) Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements

5.2.3 The language proficiency of aeroplane, helicopter, powered-lift, airship, free balloon, gliders, Microlight, Ultralight pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the expert level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

5.2.4 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:

a) those demonstrating language proficiency at the operational level (Level 4) should be evaluated at least once every three years; and

b) that demonstrating language proficiency at the extended level (Level 5) should be evaluated at least once every six years.

5.2.5 Formal evaluation is not required for applicants who demonstrate Expert language proficiency (Level 6), e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

5.3 Approval Process of the Testing Organization and Authority to Conduct the Test

5.3.1 Approval process of the testing organizations vis-à-vis authorized testers / raters outside of CAAN is not applicable until further provisions in this regard are made by the authority. The responsibility for assessment and testing service until such provisions shall rest with the CAAN. Para 5.10 makes such provisions regarding the approval of such training organizations.

5.3.2 CAAN has designated a panel of authorized personnel comprising authorized language rater and operational rater as part of examiners to conduct the test. Procedures for conducting the test are given in the PLM developed by the CAAN.

5.4 English Proficiency Holistic Descriptors

5.4.1 The applicant shall demonstrate compliance with the description, as given below, in the ATC radiotelephony and in plain language.

5.4.2 The proficient speakers shall:

a) Communicate effectively in voice-only (telephone/radio telephone) and in face to face situations.

b) Communicate on common, concrete and work related topics with accuracy and clarity.

c) Use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings in a general or work related context. (for example to check, confirm or clarify information)

d) Handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and

e) Use a dialect or accent, which is intelligible to the aeronautical community.

5.5 English Proficiency Levels

5.5.1 The under mentioned English language proficiency rating levels shall be endorsed on the licence/certificate:

a) Level 1 – Pre-Elementary.
b) Level 2 – Elementary.
c) Level 3 – Pre-Operational.
d) Level 4 – Operational.
e) Level 5 – Extended.
f) Level 6 – Expert.

5.5.2 For English language proficiency rating scale, refer to Attachment A.

5.6 English Proficiency Evaluation

5.6.1 English language proficiency of operational level (Level 4) as a pre-requisite for the issue of any Licence.

5.6.2 Operational Level (Level 4) shall be evaluated by the CAAN at least once every three years.

5.6.3 Extended Level (Level 5) shall be evaluated by the CAAN at least once every six years.

5.6.4 Expert Level (Level 6) is not required for formal evaluation.

5.6.5 Formal evaluation by the CAAN in English language proficiency may be exempted for applicants who demonstrate Expert language proficiency, e.g. English speaking or very proficient non-native English speakers with a dialect or accent intelligible to the international aeronautical community.

5.6.6 Re-evaluation is required for persons who demonstrate language proficiency below the Expert Level (Level 6).

5.7 Validity Check

Taking into account that the language proficiency level may or may not remain valid prior to the renewal of a licence, the validity check of English Language Proficiency shall be carried out in accordance with the established checklist provided for licence renewal.

5.8 English Proficiency Endorsement

5.8.1 English language proficiency shall be endorsed on the Licence or Certificate at para XIII titled `Remarks' in accordance with the English Language prescribed proficiency level in Annex 1.

5.9 Conversion of Foreign Pilot License

5.9.1 A holder of a foreign professional or private license shall have been certified to at least Level 4 language proficiency, by the foreign authority issuing his/her licence, in order to convert his licence to a Nepali equivalent. The language proficiency level endorsed on his/her foreign licence will be endorsed on his/her Nepali licence.

5.9.2 A holder of a foreign professional or private licence, whose language proficiency is not certified by the CAAN issuing his/her licence, shall be assessed for his language proficiency in accordance with paragraph 5.5 in order to convert his licence to a Nepali equivalent.

5.9.3 Notwithstanding the above, the CAAN may, at its discretion request a foreign licence holder, who wishes to convert to an

equivalent Nepalese licence, to undergo re-assessment for language proficiency.

5.10 English Language Training Organization

5.10.1 The approval of the English Language Training center shall be granted after the applicant has fully demonstrated the requirements set forth in this section.

5.10.2 The applicant shall have the adequate organization with adequate staffs, facilities, trainers, testers, record keeping systems, training and testing aids, monitoring system, reporting system, in place in order to demonstrate that they are capable of conduct the activities sought in the scope of approval.

5.10.3 The applicant shall develop Training and Procedure Manual (TPM) that shall include the elements mentioned in 5.10.3 and other associated procedures. The TPM shall describe all necessary procedures associated with the activities of organization.

5.10.4 The validity of the approval shall be for one year from date of approval unless it is surrendered, suspended or revoked.

5.10.5 The approval shall be renewed for one year after demonstrating that the organization complies with all requirements prescribed for the approval.

5.10.6 The approval shall follow all applicable rules and regulations of Civil Aviation Authority of Nepal. Any willful violation shall lead to enforcement action.

5.10.7 The procedures for the approval have been spelled out in PLM.

ATTACHMENT A
ICAO LANGUAGE PROFICIENCY RATING SCALE
1.1 Expert, extended and operational levels

LEVEL	*PRONUNCIATION Assumes a dialect and/or accent intelligible to theaeronautical community.*	*STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task*	*VOCABULARY*	*FLUENCY*	*COMPREHENSION*	*INTERACTIONS*
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/ listener relationship effectively.
Operational	Pronunciation, stress,	Basic grammatical	Vocabulary range and	Produces stretches of	Comprehension is	Responses are usually

4	rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.
Levels 1, 2 and 3 are on subsequent page.						

1.2 Pre-operational, elementary and pre-elementary levels

LEVEL	*PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community.*	*STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task*	*VOCABULARY*	*FLUENCY*	*COMPREHENSION*	*INTERACTIONS*
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.

	ease of understanding.			less familiar words.		
Pre-elementary 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level

Note.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Pre-operational levels of language proficiency, respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Operational Level (Level 4).

PART – 6

BASIC LICENSES – AIRCREW(Issue One)

A. PRIVATE PILOT LICENSE – AEROPLANE
B. PRIVATE PILOT LICENSE – HELICOPTER
C. PRIVATE PILOT LICENSE – POWERED-LIFT
D. PRIVATE PILOT LICENSE – AIRSHIP
E. GLIDER PILOT LICENSE
F. BALLOON PILOT LICENSE
G. ULTRA LIGHT PILOT LICENSE

6.1	PRIVATE PILOT LICENSE (AEROPLANE, HELICOPTER)
6.2	PPL – ELIGIBILITY
6.3	PPL – FLYING TRAINING ORGANIZATION (FTO)
6.4	PPL – LICENSING REQUIREMENT
6.5	PPL – KNOWLEDGE – AEROPLANE, HELICOPTER
6.6	PPL – EXPERIENCE - AEROPLANE
6.7	PPL – FLIGHT INSTRUCTION - AEROPLANE
6.8	PPL – EXPERIENCE - HELICOPTER
6.9	PPL – FLIGHT INSTRUCTION - HELICOPTER
6.10	PPL – EXPERIENCE – POWERED-LIFT
6.11	PPL – FLIGHT INSTRUCTION – POWERED-LIFT
6.12	PPL – EXPERIENCE - AIRSHIP
6.13	PPL – FLYING HOURS BREAK DOWN - AIRSHIP
6.14	PPL – CAAN EXAMINATION AND TESTS
6.15	PPL – CAAN TECHNICAL EXAMINATIONS
6.16	PPL – SKILL – AEROPLANE, HELICOPTER
6.17	PPL – ERROR MARGINS
6.18	PPL – PRIVILEGES OF LICENSE

6.19	PPL – VALIDITY
6.20	PPL – CURRENCY
6.21	PPL – RENEWAL
6.22	PPL – REVALIDATION
6.23	PPL – NIGHT RATING
6.24	PPL – LIMITATIONS
6.25	PPL – LOGBOOK
6.26	PPL – FEE SCHEDULE
6.27	PPL – DOCUMENTATION
6.28	FOR RENEWAL OF PPL
6.29	FOR REVALIDATION OF PPL
6.30	GLIDER PILOT LICENSE (GPL)
6.31	FREE BALLOON PILOT LICENCE (BPL)
6.32	ULTRA LIGHT PILOT LICENSE (UPL)

6.1 PRIVATE PILOT LICENSE – AEROPLANE, HELICOPTER

6.2 PPL - ELIGIBILITY

6.2.1 SPL

6.2.1.1 Applicant shall hold a valid student pilot license.

6.2.2 Age

6.2.2.1 Applicant shall not be less than 17 years of age.

6.2.3 Medical

6.2.3.1 Applicant shall hold Class II medical.

6.3 PPL –APPROVED TRAINING ORGANIZATION (FTO)

6.3.1 The flying organization conducting training for the issue of a private pilot license shall hold a valid approval from CAAN as an approved training organization (ATO).

6.3.2 ATO shall have the detailed course of each category of aircraft, as applicable, approved from the CAAN.

6.3.3 ATO shall begin each course under intimation to CAAN.

6.4 PPL – LICENSING REQUIREMENT

a) Completion of ground theoretical course.

b) Completion of flying experience.

c) Passing of CAAN Technical Examinations.

d) Passing of CAAN Oral Test.

e) Passing of CAAN Skill Test.

6.5 PPL – KNOWLEDGE- AEROPLANE, HELICOPTER

6.5.1 The Applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Private Pilot License and appropriate to the category of aircraft intended to be included in the license, in at least the following subjects:

6.5.2 **Air Law**

6.5.2.1 Rules and regulations relevant to the holder of a Private Pilot License; rules of the air; altimeter setting procedures; appropriate Air Traffic Services practices and procedures;

6.5.3 **Aircraft General Knowledge for Aeroplane, Helicopter**

a) principles of operation and functioning of power plants, systems and instruments;

b) operating limitations of the relevant category of aircraft and power plants;

c) relevant operational information from the flight manual or other appropriate document;

d) for helicopter and powered-lift, transmission (power-trains) where applicable;

e) for airship, physical properties and practical application of gases;

6.5.4 **Flight Performance, Planning and Loading**

a) effects of loading and mass distribution on flight characteristics; mass and balance calculations;

b) use and practical application of take-off, landing and other performance data;

c) 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;

6.5.5 **Human Performance**

6.5.5.1 human performance including principles of threat and error management;

6.5.6 **Meteorology**

6.5.6.1 application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

6.5.7 **Navigation**

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

6.5.8 **Operational Procedures**

a) application of threat and error management principles to operational performance;

b) altimeter setting procedures;

c) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

d) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

e) in the case of the helicopter, and if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic roll-over and other operation hazards; safety procedures, associated with flight in VMC;

6.5.9 **Principles of Flight**

Principles of flight;

6.5.10 **Radiotelephony**

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

6.6 PPL – EXPERIENCE - AEROPLANE

6.6.1 The Applicant shall have completed not less than 50 hours of flight time as a pilot of aeroplanes appropriate to the class rating. it will be determined whether experience as a pilot under instruction in a flight simulation training device, is acceptable as part of the total flight time of 50 hours or 40 hours, as the case may be. Credit for such experience shall be limited to a maximum of 5 hours.

6.6.2 When the Applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

6.6.3 The Applicant shall have completed in aeroplanes not less than 10 hours of solo flight time appropriate to the flight of solo flight time appropriate to the class rating sought under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 nm) in the course of which full-stop landings at two different aerodromes shall be made.

6.6.4 Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;

6.6.5 Normal and crosswind take-offs and landings; and

6.7 PPL – FLIGHT INSTRUCTION - AEROPLANE

6.7.1 The Applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought from an authorized flight instructor. The instructor shall ensure that the Applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

a) recognize and manage threats and errors;

b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d) control of the aeroplane by external visual reference;

e) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;

f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

g) normal and cross-wind take-offs and landings;

h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;

i) flight by reference solely to instruments, including the completion of a level 180° turn;

j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;

k) emergency operations, including simulated aeroplane equipment malfunctions;

l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m) Communication procedures and phraseology.

Note: The instrument experience specified in 6.7.1 and the night flying dual instruction in 6.18.2 do not entitle the holder of private license to pilot helicopter under IFR.

6.8 PPL – EXPERIENCE - HELICOPTER

6.8.1 The Applicant shall have completed not less than 40 hours of flight time as a pilot of helicopters. it will be determined whether experience as a pilot under instruction in a flight simulation training device, is acceptable as part of the total flight time of 40 hours. Credit for such experience shall be limited to a maximum of 5 hours.

6.8.2 When the Applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

6.8.3 The Applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 nm) in the course of which landings at two different points shall be made.

6.9 PPL – FLIGHT INSTRUCTION - HELICOPTER

6.9.1 The Applicant shall have received not less than 20 hours of dual instruction time in helicopters from an authorized flight instructor. The instructor shall ensure that the Applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

a) recognize and manage threats and errors;
b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
d) control of the helicopter by external visual reference;
e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and slopping ground;
g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach ;

j) operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures; and

k) Communications procedures and phraseology.

6.10 PPL – EXPERIENCE - POWERED-LIFT

6.10.1 The Applicant shall have completed not less than 40 hours of flight time as pilot of a powered-lift. it will be determined whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 40 hours.

6.10.2 When the Applicant has flight time as a pilot of aircraft in other categories, it will be determined wheather such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

6.10.3 The Applicant should have completed in a powered-lift not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 nm) in the course of which full stop landings at two different aerodromes shall be made.

6.11 PPL – FLIGHT INSTRUCTION - POWERED-LIFT

6.11.1 The Applicant should have received not less than 20 hours of dual instruction time in a powered-lift from an authorized flight instructor. the instructor shall ensure that the Applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

a) recognize and manage threats and errors;

b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;

c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d) control of the powered-lift by external visual reference;

e) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and slopping ground;

f) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

g) flight by reference solely to instruments, including the completion of a level 180° turn;

h) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;

i) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

j) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;

k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

l) Communication procedures and phraseology.

Note.— The instrument experience specified in 6.11.1 g) and the night flying dual instruction specified in 6.18.2 do not entitle the holder of a private pilot licence to pilot powered-lifts under IFR.

6.12 PPL – EXPERIENCE - AIRSHIP

6.12.1 The Applicant shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:

a) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 nm);

b) 5 take-offs and 5 landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an airport;

c) 3 hours of instrument time; and

d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.

6.13 PPL – FLIGHT INSTRUCTION - AIRSHIP

6.13.1 The Applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the Applicant has received instruction in at least the following areas:

a) recognize and manage threats and errors;

b) pre-flight operations, including mass and balance determination, airships inspection and servicing;

c) ground reference manoeuvres;

d) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

e) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;

f) control of the airships by external visual reference;

g) take-offs and landings and go-around;

h) maximum performance (obstacle clearance) take-offs;

i) flight by reference solely to instruments, including the completion of a level 180^{o} turn;

j) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;

k) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and

l) Communication procedures and phraseology.

6.14 PPL - CAAN EXAMINATION AND TESTS

6.14.1 Eligibility

a) Applicant shall be eligible to appear in the CAAN written examinations after having flown at least 50% of the required experience.

6.15 PPL- CAA TECHNICAL EXAMINATION

exam	questions	Duration	pass marks	validity
PPL – General + Cat. aeroplane	100	3 hours	70%	2 years
PPL- General + Cat. helicopter	100	3 hours	70%	2 years
PPL- General + Cat. powered-lift	100	3 hours	70%	2 years
PPL- General + Cat. Airship	100	3 hours	70%	2 years
Type Technical and Performance	100	3 hours	70%	2 years

6.16 PPL – SKILL – AEROPLANE, HELICOPTER

6.16.1 The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category, the procedures and manoeuvres, with a degree of competency appropriate to the privileges granted to the holder of a private pilot license and to:

a) recognize and manage threats and errors;
b) operate the aircraft within its limitations;
c) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.
d) complete all manoeuvres with smoothness and accuracy;
e) exercise good judgement and airmanship;
f) apply aeronautical knowledge

6.17 PPL - ERROR MARGINS

Height

normal flight	± 150 feet
with simulated engine failure (for multi-engine aircraft)	± 200 feet

heading/tracking of radio aid

normal flight	$\pm 10^0$
with simulated engine failure (for multi-engine aircraft)	$\pm 15^0$

Speed

take-off & approach	+15/-5 knots
normal flight	± 10 knots
with simulated engine failure (for multi-engine aircraft)	± 15 knots

6.18 PPL - PRIVILEGES OF LICENSE

6.18.1 The privileges of the holder of a private pilot license shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

6.18.2 Before exercising the privileges at night, the license holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying including take-off, landing and navigation.

6.18.3 Before exercising the privileges at night, the license holder shall hold a night rating.

6.18.4 Before carrying passenger, the license holder shall have a passenger rating.

6.19 PPL - VALIDITY

6.19.1 A PPL shall be valid for 24 months.

6.20 PPL - CURRENCY

6.20.1 The holder of a PPL shall remain current subject to 3 take-off and 3 landings in preceding 90 days.

6.20.2 The night currency shall remain current subject to 3 take-off and 3 landings by night in preceding 90 days.

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

6.21 PPL - RENEWAL

6.21.1 PPL shall be renewed subject to a flight check after 24 months or maintaining a higher license.

6.22 PPL - REVALIDATION

6.22.1 from the date of expiry of PPL to 24 months

a) 01 hour of training

b) Skill test from approved instructor

6.22.2 after 24 months of expiry of PPL:

a) Pass PPL- Gen and PPL-Cat.

b) 03 hours of training.

c) Type Technical.

d) Skill Test from an approved instructor

6.23 PPL - NIGHT RATING

6.23.1 Private Pilot License may be endorsed with a Night Rating subject to a total experience of 50:00hrs provided the Applicant has:

a) 25:00 hrs as PIC.

b) 05: hrs as Night with:

i) 03:00 hrs as DUAL with minimum 5 take-off and landings.

c) 05:00 hrs instrument training.

d) Flight check with CFI/DCP with log book endorsement.

6.24 PPL - LIMITATIONS

6.24.1 The holder of a PPL 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.

6.24.2 The instrument experience and the night flying dual during the instruction phase for the issue of license do not entitle the holder of a Private Pilot License to pilot aeroplane, helicopters, powered-lift and airship under IFR.

6.24.3 The holder of a PPL not endorsed with an Instrument Rating shall not pilot an aircraft under instrument flight conditions.

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

6.24.5 The holder of a PPL not endorsed with an instrument rating but having a night rating may fly at night only in visual meteorological conditions.

6.24.6 The holder of a PPL shall not act as pilot-in-command of an aircraft engaged in spinning practice unless he/she has been certified in the log book by a duly qualified flight instructor as being competent to recover from fully developed spins.

6.24.7 The holder of a PPL shall not act as pilot-in-command of an aircraft engaged in aerobatic flight unless he/she has been certified in the log book by a qualified flight instructor or an approved person as being competent in the maneuvers to be performed.

6.24.8 The holder of a PPL shall not act as pilot-in-command of an aircraft engaged in formation flight unless he/she has been

certified in log book as competent by a qualified flight instructor or an approved person as being competent to carry out formation flight.

6.24.9 When the holders of private pilot licenses-aeroplane, airship, helicopter and powered-lift, free balloon pilot licenses, glider pilot licenses have passed their 50th birthday, the period of validity specified in 6.19 should be further reduced to 12 months.

6.25 PPL - LOGBOOK

6.25.1 A holder of a Private Pilot License shall be maintained a logbook in accordance with the CAAN prescribed regulations.

6.26 PPL - FEE SCHEDULE

6.26.1 As per the CAAN fee schedule as per CAR 2058.

6.27 PPL - DOCUMENTATION

6.27.1 For Issue Of PPL

a) Application.
b) Medical assessment.
c) 2 color photographs
d) PPL examination result.
e) Photocopy of first and last page of logbook.
f) PPL course completion certificate.
g) X-country certificate if applicable
h) Skill test report.
i) Fee voucher.

6.28 FOR RENEWAL OF PPL

a) Application form.
b) Private pilot license.
c) Skill test report.
d) Medical assessment.
e) Copy of Flight Log Book
f) Fee voucher

6.29 FOR REVALIDATION OF PPL

a) Application.
b) Private pilot license.
c) Training record, as applicable
d) Skill test report.
e) Medical assessment.
f) Fee voucher

6.30 GLIDER PILOT LICENSE (GPL)

6.30.1 GPL - ELIGIBILITY

a. **Age**

Applicant shall not be less than 16 years of age.

b. **Medical**

Applicant shall hold at least Class 2 medical certificate.

6.30.2 GPL - AIRWORTHINESS

Each person operating a glider shall ensure that the glider has been issued with a Certificate of Airworthiness (C of A) by the CAAN.

6.30.3 GPL - FLYING TRAINING ORGANIZATION

An approved glider flying organization may be authorized to conduct training for Glider Pilot License provided it meets the CAAN prescribed requirements of a Flying Training Organization (FTO).

6.30.4 GPL - AERONAUTICAL KNOWLEDGE

6.30.4.1 The Applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Glider Pilot License in at least the following subjects:

a) Air law

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

b) Aircraft general knowledge

i) principles of operation of glider systems and instruments;

ii) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;

c) Flight performance and planning

i) effects of loading and mass distribution on flight characteristics; mass and balance considerations;

ii) use and practical application of launching, landing and other performance data;

iii) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

d) Human performance

i) human performance relevant to the glider pilot including principles of threat and error management;

e) meteorology

i) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

f) Navigation

i) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

g) Operational procedures

i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

ii) different launch methods and associated procedures;

iii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather and wake turbulence and other operating hazards;

h) Principles of flight

i) Principles of flight relating to gliders.

6.30.4.2 The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot license, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

6.30.5 GPL - AERONAUTICAL EXPERIENCE

6.30.5.1 The Applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:

a) The applicant shall have completed not less than 6 hours of flight as a pilot of glider, including not less than 2 hours solo flight time; and not less than 20 launches and 20 landings.

6.30.5.2 When the Applicant has flight time as a pilot of aeroplanes, the it will determined whether such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

6.30.5.3 The applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:

a) pre-flight operations, including glider assembly and inspection;

b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;

c) traffic pattern operations, collision avoidance precautions and procedures;

d) control of the glider by external visual reference;

e) flight throughout the flight envelope;

f) recognition of, and recovery from, incipient and full stalls and spiral dives;

g) normal and crosswind launches, approaches and landings;

h) cross-country flying using visual reference and dead reckoning;

i) emergency procedures.

6.30.6 GPL – FLIGHT INSTRUCTION

a) pre-flight operations, including glider assembly and inspection;
b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
c) traffic pattern operations, collision avoidance precautions and procedures;
d) control of the glider by external visual reference;
e) flight throughout the flight envelope;
f) recognition of, and recovery from, incipient and full stalls and spiral dives;
g) normal and cross-wind launches, approaches and landings;
h) cross-country flying using visual reference and dead-reckoning;
i) Emergency procedures. ; and
j) in the case of power-assisted gliders
   i) engine handling
   ii) fuel system;
   iii) Engine failure.

6.30.7 GPL - EXAMINATIONS AND TESTS

The examination shall consist of 100 questions 3 hours duration70% pass mark validity 2 years.

6.30.8 GPL – SKILL TEST

a) a person shall not take the GPL skill test unless he/she has passed the GPL theory examinations;

b) The Applicant shall demonstrate the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres with a degree of competency appropriate to the privileges granted to the holder of a glider pilot license, and to:

   g) recognize and manage threats and errors;
   i) operate the glider within its limitations;
   ii) complete all manoeuvres with smoothness and accuracy;
   iii) exercise good judgement and airmanship;
   iv) apply aeronautical knowledge; and
   v) Maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

6.30.9 **GPL – PRIVILEGES-** Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

6.30.9.1 Subject to compliance with the requirements specified in this PELR, the privileges of the holder of a glider pilot licence shall be to act as pilot-in-

command of any glider provided the licence holder has operational experience in the launching method used.

6.30.10 GPL - OPERATING LIMITATIONS

a) The holder of a GPL shall not act as pilot-in-command of a glider carrying passengers unless he has completed not less than 20 hours of flight time as a pilot-in-command of gliders; recommendation by the approved person with a log book endorsement; and holds a passenger rating on GPL.

b) The holder of a GPL shall only pilot gliders by day in visual meteorological conditions.

6.30.11 GPL – ORGANIZATION

A person shall not operate a glider unless the person is a bona fide member of an approved glider organization in accordance with the prescribed procedures of the organization; and has been allotted a membership number.

6.30.12 GPL - VALIDITY

The glider pilot license shall be valid for 60 months.

6.30.13 GPL - CURRENCY

a) Holder of a GPL shall have currency if he/she has within the preceding 90 days carried out at least 3 launches and 3 landings as PIC or PIC under supervision.

b) Currency on a type of a glider with similar performance and handling characteristics is acceptable provided an endorsement is also held for that type of glider.

6.30.14 GPL - RENEWAL

An applicant for the renewal of a Glider Pilot License must produce the license to be renewed with a flight crew renewal application Form dully filled and following documents:

a) Current Class II medical assessment
b) A Pilot Proficiency Check
c) copy of Pilot log book
d) Applicable fee

6.30.15 GPL - REVALIDATION

6.30.15.1 From the date of expiry of GPL upto 24 months.
a) Pass GPL.
b) Minimum of 1 training launch.
c) Type technical.
d) Skill test.

6.30.15.2 After 24 months of expiry of GPL:
a) Pass GPL- Gen and GPL -Cat.
b) Min of 3 training launches.

c) Type technical.
d) Skill test.

Additional provision of PELR part 2 para 2.19.3 shall be applicable.

6.30.16 GPL - GLIDER INSTRUCTOR (GI)

6.30.16.1 A Glider Instructor rating shall be endorsed on the GPL provided the applicant:

a) Holds a valid GPL.

b) Has 100 hours flight time as a pilot of gliders, which shall include at least 40 hours as pilot-in-command and not less than 75 launches and 75 landings.

c) Has passed the FI exam.

d) `Satisfactory' check by a CAAN Inspector/Designated Examiner.

e) Privileges of Glider Instructor
   i. Impart flight instruction for issue of GPL.
   ii. Clear and send students solo.
   iii. Train for type endorsement on gliders.
   iv. May carry passengers.

f) Currency
   Privileges of a Glider Instructor Rating may be exercised provided the pilot has, within the preceding 6 months, at least 3 glider flight instructional hours or 6 launches and 6 landings; or a flight check.

g) Limitations

   The holder of a Glider Instructor Rating may give instruction only. In dual control glider types including self-launching motor gliders (SLMG) if he/she has the type rating. If he/she has flown at least 5 hours on type as pilot-in-command including not less than 6 launches and 6 landings.

6.30.17 GPL - EXEMPTIONS

a) An Applicant holding PPL or a higher license in other categories shall undergo a minimum training of 4 hours including 20 launches and 20 landings including 2 solo launches and 2 solo landings.

b) An holder of a Flight Instructor rating may be endorsed with a Glider Instructor Rating on his GPL provided he/she has 10 hours of glider experience as pilot-in-command including 30 solo launches and 30 solo landings, as a glider pilot.

6.30.18 GPL - LOGBOOK

Holder of a GPL shall maintain a glider pilot logbook as approved by the CAAN.

6.30.19 GPL - FEE SCHEDULE

As per CAAN fee schedule as per CAR 2058.

6.30.20 GPL – DOCUMENTATION

6.30.20.1 For Issue of GPL

a) Application.
b) Medical assessment.
c) 02 colour photographs
d) GPL examination result.
e) Type technical TT-1.
f) Photocopy of first and last page of logbook.
g) GPL course completion certificate by FTO.
h) Skill test authorization by CAAN.
i) Skill test report.
j) Fee voucher.

6.30.20.2 For Renewal of GPL

a) Application.
b) Glider pilot license.
c) Skill test report.
d) Medical certificate.
e) Fee voucher.

6.30.20.3 For Revalidation of GPL

a) Application.
b) Glider pilot license.
c) Type technical TT-1.
d) Exam report – oral/GPL-r/GPL-gen, GPL-cat as applicable.
e) Skill test report.
f) Medical assessment.
g) Fee voucher.

6.30.20.4 For Glider Instructor Rating

a) Application.
b) Glider Pilot License.
c) FI -1 exam result.
d) Skill test authorization by CAAN.
e) Skill test report.
f) First & last page of logbook.
g) Fee voucher.

6.31 FREE BALLOON PILOT LICENSE (BPL)

The provisions of the free balloon pilot license apply to free balloons using hot air or gas.

6.31.1 BPL - ELIGIBILITY

a) Authorization

Applicant shall hold a valid Student Pilot Authorization.

b) Age

Applicant shall not be less than 16 years of age.

c) Medical

Applicant shall hold a Class 2medical certificate.

6.31.2 BPL - AIRWORTHINESS

Each person operating a balloon shall ensure that the balloon has been issued with a Certificate of Airworthiness (C of A) by the CAAN.

6.31.3 BPL – APPROVED TRAINING ORGANIZATION

An approved balloon flying organization may be authorized to conduct training for balloon pilot license provided it meets the CAAN prescribed requirements of a Approved Training Organization (ATO).

6.31.4 BPL - AERONAUTICAL KNOWLEDGE

6.31.4.1 The Applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Free Balloon Pilot License, in at least the following subjects:

a) Air law

Rules and regulations relevant to the holder of a Free Balloon Pilot License; rules of the air; appropriate air traffic services practices and procedures;

b) Aircraft general knowledge

i. principles of operation of free balloon systems and instruments;

ii. operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;

iii. physical properties and practical application of gases used in free balloons;

c) Flight performance and planning

i. effects of loading on flight characteristics; mass calculations;

ii. use and practical application of launching, landing and other performance data, including the effect of temperature;

iii. pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

d) Human performance

Human performance relevant to the free balloon pilot including principles of threat and error management;

e) Meteorology

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

f) Navigation

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

g) Operational procedures

i. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

ii. appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

h) Principles of flight

Principles of flight relating to free balloons.

i) Radiotelephony

Radiotelephony procedures and phraseology.

6.31.5 BPL – AERONAUTICAL EXPERIENCE

6.31.5.1 The Applicant shall have completed not less than 16 hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one must be solo.

6.31.5.2 The Applicant shall have received flight instruction from a qualified instructor in at least the following areas:

i. pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
ii. techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
iii. collision avoidance precautions;
iv. control of a free balloon by external visual reference;
v. recognition of, and recovery from, rapid descents;
vi. cross-country flying using visual reference and dead reckoning; approaches and landings, including ground handling;
vii. emergency procedures.

6.31.5.3 If the privileges of the license are to be exercised at night, the Applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.

6.31.5.4 If passengers are to be carried for remuneration or hire, the license holder should have completed not less than 35 hours of flight time including 20 hours as a pilot of free balloon.

6.31.6 BPL – EXAMINATION AND TESTS

Exam	Questions	Duration	Pass marks	Validity
BPL – General	100	3 hours	70%	2 years

6.31.7 BPL – SKILL TEST

The Applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot license, and to:

a) recognize and manage threats and errors;

b) operate the free balloon within its limitations;

c) complete all manoeuvres with smoothness and accuracy;

d) exercise good judgement and airmanship;

e) apply aeronautical knowledge; and

f) Maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

6.31.8 BPL - CLASSES OF FREE BALLOONS: description of balloon

a) Class 1 Hot air balloons with a volume that is not more 100,000 cubic feet.
b) Class 2 Hot air balloons with a volume that is more than 100,000 cubic feet but not more than 200,000 cubic feet.
c) Class 3 Hot air balloons with a volume that is more than 200,000 cubic feet.
d) Class 4 Special shape balloons.
e) Class 5 Gas balloons.
f) Class 6 blimps/airship (hot air/gases)
(airship above 4600 cu meters shall require a PPL or CPL on airship category)

6.31.9 BPL – PRIVILEGES- Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

6.31.9.1 Subject to compliance with the requirements specified in PELR, the privileges of the holder of a free balloon pilot licence shall be to act as pilot-in-

command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.

6.31.9.2 Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in PELR.

a) For exercising the privileges of the variants within the same class of balloon, the person shall have a log book endorsement, made by the approved person, subject to meeting the prescribed requirements of the balloon organization.

b) The holder of a Balloon Pilot License may carry out aerial work and charter operation subject to approval and limitations imposed by the CAAN.

6.31.10 BPL – ORGANIZATION

A person shall not operate a balloon unless the person is a bona fide member of an approved balloon organization in accordance with the prescribed procedures of the organization; and has been allotted a membership number.

6.31.11 BPL - VALIDITY

The Balloon Pilot License shall remain valid for 60 months.

6.31.12 BPL - CURRENCY

Within the preceding 6 months carried out at least one free flight which includes at least;

a) one inflation of the balloon envelope; 30 minutes of free flight time; including three ascents and landings; and one deflation of the balloon envelope.

b) Or skill test by an approved person.

6.31.13 BPL - RENEWAL

An applicant for the renewal of a Free Balloon Pilot License must produce the license to be renewed with a Flight Crew Renewal Application Form duly filled and following documents:

a) Current Class II medical assessment
b) A Pilot Proficiency Check
c) copy of Pilot log book
d) Applicable fee

6.31.14 BPL - REVALIDATION

Refer 2.19.3

6.31.15 BPL - BALLOON INSTRUCTOR (BI)

A Balloon Instructor Pilot Rating may be endorsed on a BPL provided the Applicant meets the following requirements:

a) holds a valid BPL;

b) have at least 100 hours aeronautical experience as pilot of balloons of which at least:

i) 75 hours as pilot-in-command of balloons in free flight;

ii) 5 hours of tethered flights; and

iii) Pass FI-1 examination.

iv) `Satisfactory' check by a CAAN Inspector/ Designated Examiner.

6.31.16 BPL – LOGBOOK

Holder of a Balloon Pilot License shall maintain a logbook as approved by the CAAN.

6.31.17 BPL - FEE SCHEDULE

As per CAAN fee schedule as per CAR 2058.

6.31.18 BPL - DOCUMENTATION

a) For Issue of BPL

i) Application.
ii) Medical assessment.
iii) 02 colour photographs
iv) BPL examination result.
v) Photographs of first and last page of logbook
vi) BPL course completion certificate by ATO.
vii) Skill test report
viii) Fee voucher.

b) For Renewal of BPL

i) Application.
ii) Balloon pilot license.
iii) Photocopy of first and last page of logbook.
iv) Skill test report.
v) Medical assessment.
vi) Fee voucher.

6.32 ULTRA LIGHT PILOT LICENSE (UPL)

6.32.1 UPL - ELIGIBILITY

a) Age

Applicants must be not less than 18 years of age.

b) Medical

An applicant must hold a current Class 2medical certificate.

c) Academic Qualification

An applicant must complete Class 12 equivalent.

6.32.2 UPL - AIRWORTHINESS

Each person operating an Ultra Light shall ensure that the Ultra Light has been issued with a Certificate of Airworthiness (C of A) by the CAAN.

6.32.3 UPL – FLYING TRAINING ORGANIZATION

An approved Ultra-Light flying organization may be authorized to conduct training for Ultra-Light pilot license provided it meets the CAAN prescribed requirements of an Approved Training Organization (ATO).

6.32.4 UPL - AERONAUTICAL KNOWLEDGE

The Applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an Ultra-Light Pilot License, in at least the following subjects:

a) Air law

Rules and regulations relevant to the holder of an Ultra-Light Pilot License; rules of the air; appropriate air traffic services practices and procedures;

b) Aircraft general knowledge

i. principles of operation of an Ultra-Light systems and instruments;

ii. operating limitations of an Ultra-Light; relevant operational information from the flight manual or other appropriate document;

c) Flight performance and planning

i. effects of loading on flight characteristics; mass calculations;

ii. use and practical application of take-off, landing and other performance data,;

iii. pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

d) Human performance

Human performance relevant to an Ultra-Light pilot including principles of threat and error management;

e) Meteorology

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

f) Navigation

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

g) Operational procedures

i. use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

ii. appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

h) Principles of flight

i. Principles of flight relating to an Ultra-Light.

ii) The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of an Ultra-Light pilot license, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

i) Radiotelephony

Radiotelephony procedures and phraseology.

6.32.5 UPL – AERONAUTICAL EXPERIENCE

6.32.5.1 **Technical Knowledge, Experience and Practical Flying**

Applicant must have successfully completed appropriate tests of their knowledge and skill in the appropriate category (weight-shift or three-axis). In addition, applicant must have completed not less than 25 hours flight time including:

a) not less than 15 hours of Solo flight as a pilot of an Ultra-Light;

b) not less than 5 hours of cross country flight time as the solo occupant of an Ultra-Light.

6.32.5.2 For the conversion of his license into Nepalese license, he is required to successfully complete a written examination as specified by the Director General of his knowledge of the contents of Nepalese aviation rules and regulations including relevant portion of Aeronautical Information Publication, Flight Operations Requirements and Nepalese Civil Airworthiness Requirements.

6.32.5.3 An applicant who is the holder of, or has held a pilot licence-aeroplane within the preceding 5 years shall have the experience requirements reduced to a minimum of 5 hours of flight time in ultra-light aeroplanes, including a minimum of 2 hours dual instruction flight time and a minimum of 2 hours solo flight time. The flight time shall include a minimum of 20 takeoffs, full circuits and landings, including a minimum of 10 as sole occupant.

6.32.6 UPL – EXAMINATION AND TESTS

Exam	Questions	Duration	Pass marks	Validity
UPL – General	50	2 hours	70%	5 Years

6.32.7 UPL – FLIGHT INSTRUCTION

a) pre-flight operations;

b) techniques and procedures for the landing method used, including appropriate airspeed limitations, emergency procedures and signals used;

c) traffic pattern operations, collision avoidance precautions and procedures;

d) flight throughout the flight envelope;
e) recognition of, and recovery from, incipient and full stalls and spiral dives;
f) normal and cross-wind takeoff, approaches and landings;
g) cross-country flying using visual reference and dead-reckoning, Radio Navigation aids and Diversion Procedures;
h) Emergency procedures; and
i) Communication Procedures and Phraseology.

6.32.8 UPL – SKILL TEST

a) a person shall not take the UPL skill test unless he/she has passed the UPL theory examinations;
b) The Applicant shall demonstrate the ability to perform as pilot-in-command of an Ultra-Light, the procedures and manoeuvres with a degree of competency appropriate to the privileges granted to the holder of an Ultra Light pilot license, and to:
   i) recognize and manage threats and errors;
   ii) operate the Ultra Light within its limitations;
   iii) complete all manoeuvres with smoothness and accuracy;
   iv) exercise good judgement and airmanship;
   v) apply aeronautical knowledge; and
   vi) Maintain control of an Ultra Light at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

6.32.9 UPL – PRIVILEGES

a) The holder of an Ultra Light pilot license may pilot any type of Ultra Light for which his license is endorsed.

b) For exercising the privileges of the variants within the same category (weight-shift or 3 axis) of Ultra Light, the person shall have a log book endorsement, made by the approved person, subject to meeting the prescribed requirements of the Ultra Light organization.

6.32.10 UPL - VALIDITY

The Ultra Light Pilot License shall remain valid for 12 months.

6.32.11 UPL - CURRENCY

a) Holder of a UPL shall have currency if he/she within the preceding 90 days carried out at least 3 takeoffs and 3 landings as PIC or PIC under supervision.

b) Currency on a type of an Ultra Light with similar performance and handling characteristics is acceptable provided an endorsement is also held for that type of an Ultra Light.

6.32.12 UPL - RENEWAL

An applicant for the renewal of a Ultra-light Pilot License must produce the license to be renewed with a Flight Crew Renewal Application Form duly filled and following documents:

a) Current Class II medical assessment
b) A Pilot Proficiency Check
c) Copy of Pilot log book
d) Applicable fee
e) Ground refresher training certificate

6.32.13 UPL - REVALIDATION

Refer 2.19.3

6.32.14 UPL - ULTRA LIGHT INSTRUCTOR (FI)

An Ultra Light Instructor Pilot Rating may be endorsed on a UPL provided the Applicant meets the following requirements:

a) holds a valid UPL;
b) have at least 250 hours aeronautical experience as pilot of an Ultra Light.
c) Pass FI oral test.
d) `Satisfactory' skill test by a CAAN Inspector/ Designated Examiner.

6.32.15 UPL – LOGBOOK

Holder of an Ultra Light Pilot License shall maintain a logbook as approved by the CAAN.

6.32.16 UPL - FEE SCHEDULE

As per CAAN fee schedule as per CAR 2058.

6.32.17 UPL - DOCUMENTATION

6.32.17.1 For Issue of UPL

a. Application.
b. Medical assessment.
c. 02 colour photographs
d. UPL examination result.
e. Certified copies of foreign licenses, if applicable
f. Certified copies of first and last page of logbook
g. Flying hours breakdown.
h. UPL course completion certificate by FTO.
i. Skill test report.
j. Fee voucher.

6.32.17.2 For Renewal Of UPL

a. Application.
b. Ultra Light pilot license.
c. Photocopy of first and last page of logbook.
d. Skill test report.
e. Ground class report.
f. Medical assessment.
g. Fee voucher.

6.32.17.3 For Revalidation of UPL

a. Application.
b. Ultra Light pilot license.
c. Revalidation examination result, if applicable
d. Ground Class report.
e. Skill test report.
f. Medical assessment.
g. Fee voucher.

6.32.17.4 For UPL Instructor Rating

1. Application
2. Ultra Light Pilot License
3. FI exam result
4. Skill Test Authorization by CAAN
5. Skill test report
6. First and Last page of Log Book
7. Fee voucher

6.32.18 An applicant who is a holder of Private Pilot License Aeroplane and having an experience of a minimum of 150 hours in Ultralight/ Microlight aircraft may be authorized to fly Ultralight/Microlight aircraft for recreational sports activities, provided the CAAN is satisfied.

6.32.19 The maximum age limit to fly Ultralight/Microlight aircraft for recreational aviation activities is 65 years provided he/she meets Class 2 medical assessment.

PART - 7

ADVANCED LICENSES – AIR CREW (ISSUE ONE)

A. COMMERCIAL PILOT LICENSE (CPL)

B. AIRLINE TRANSPORT PILOT LICENSE (ATPL)

C. INSTRUMENT RATING (IR)

7.20	ATPL – AERONAUTICAL KNOWLEDGE
7.21	ATPL – AEROPLANE - EXPERIENCE
7.22	ATPL – AEROPLANE - FLIGHT INSTRUCTION
7.23	ATPL - AEROPLANE - LIMITATIONS
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7.38	IR - LIMITATIONS OF RATING
7.39	IR - ENDORSEMENT
7.40	IR - VALIDITY
7.41	IR - CURRENCY
7.42	IR - FEE SCHEDULE
7.43	IR - DOCUMENTATION
7.44	ELIGIBILITY FOR TYPE RATING ENDORSEMENT

7.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories

7.2 CPL - ELIGIBILITY

a) PPL

Applicant shall have a valid Private Pilot License.

b) Age

Applicant shall not be less than 18 years of age.

c) Medical

Applicant shall hold a valid Class 1 medical assessment.

d) Education

From January 2001 for the initial endorsement, the pilot must have an academic qualification of Intermediate in Science or equivalent in which the subjects of physics and mathematics are covered.

e) No Objection Certificate (NOC)

Serving personnel from armed forces and government departments shall provide NOC from their parent organization.

7.3 CPL – ENGLISH LANGUAGE PROFICIENCY

An applicant shall demonstrate speaking, reading and understanding English language as defined in ICAO operational minimum Level 4 of language proficiency rating scale.

7.4 CPL -AERONAUTICAL KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Commercial Pilot License and appropriate to the category of aircraft intended to be included in the license, in at least the following subjects:

a) Air Law

Rules and regulations relevant to the holder of a Commercial Pilot License; rules of the air; appropriate air traffic services practices and procedures;

b) Aircraft General Knowledge for Aeroplane, Helicopter

i) Principles of operation and functioning of power plants, systems and instruments operating limitations of the relevant category of aircraft and power plants; relevant operational information from the flight manual or other appropriate document;

ii) use and serviceability checks of equipment and systems of appropriate aircraft;

iii) maintenance procedures for airframes, systems and power plants of appropriate aircraft;

iv) for helicopter and powered-lift, transmission (power-trains) where applicable;

v) for airship, physical properties and practical application of gases;

c) Flight Performance, Planning and Loading

i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

ii) use and practical application of take-off, landing and other performance data;

iii) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

iv) in the case of helicopter effects of external loading;

d) Human Performance

human performance including principles of threat and error management;

e) Meteorology

i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

iii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

f) Navigation

air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment.

g) Operational Procedures

i) application of threat and error management principles to operational performance;

ii) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

iii) altimeter setting procedures;

iv) appropriate precautionary and emergency procedures;

v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;

vi) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

vii) in the case of the helicopter, and if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic roll-over and other operation hazards; safety procedures, associated with flight in VMC;

h) Principles of Flight

Principles of flight;

i) Radiotelephony

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

7.5 CPL - SKILL

7.5.1 The applicant shall have demonstrated the ability to perform as pilot-in-command within the appropriate category of aircraft the procedures and maneuvers with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot license, and to:

a) recognize and manage threats and errors;
b) operate the aircraft within its limitations;
c) complete all manoeuvres with smoothness and accuracy;
d) exercise good judgement and airmanship;
e) apply aeronautical knowledge; and
f) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

7.5.2 For a skill level test in a multi-crew cockpit, the other crew complement shall be qualified on the aircraft.

7.5.3 The Commercial 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.

7.5.4 If the Commercial Pilot License skill test is conducted for issue or renewal of Instrument Rating, on single pilot operation aircraft, the flight inspector or de conducting the test shall not, during the test, perform any duty essential to the operation of the aircraft.

7.5.5 if the Commercial Pilot License skill test is conducted in an aircraft certificated for multi-pilot operation; and the flight inspector or de conducting the test occupies a control seat, he shall during the test, perform all duties of a pilot not flying.

7.6 CPL – AEROPLANE - EXPERIENCE

7.6.1 Technical Knowledge, Experience and Practical Flying- Applicants must have completed a course of approved training in a Contracting State and must hold a Commercial Pilot License endorsed with multi-engine and instrument rating, issued by that State.

In addition applicants must have completed not less than 200 hours flight time including:

a) not less than 100 hours as pilot-in-command;

b) not less than 20 hours of cross country flight time as pilot-in-command and sole manipulator of the controls, including one flight of not less than 300 nautical miles in the course of which

not less than two full stop landings at different places are made;

c) not less than 10 hours of flight solely by reference to instruments, of which not more than 5 hours may be completed in an instrument ground time; and

d) if the privileges of the license are to be exercised at night, not less than 5 hours flying by night, including not less that 5 take offs and 5 landings by night as pilot-in-command.

7.6.2 An applicant, to act as a pilot in single engine aeroplane for operation of carrying passenger shall also hold a CPL from a Contracting State with the category and classification of single engine land in addition with the requirement mentioned in 7.6.1.

7.6.3 The holder of commercial pilot license-helicopter, who applies for an airplane category must have to fulfill all the requirement of 7.6.1 and 7.6.2 of commercial pilot license-airplane of this chapter. Except in this case, not more than 50 hours of flying in helicopter may be granted while crediting towards the total time of 200 hours requirement.

7.6.4 For conversion to Nepalese license, an applicant shall successfully complete a written examination on Basic CPL.

7.6.5 Applicants are required to successfully complete an examination as specified by the Director General of his knowledge of the contents of Nepalese Civil Aviation Rules and regulations including the relevant portions of Aeronautical Information Publication, Flight Operations Requirements, Personnel Licensing Requirements and Nepalese Civil Aviation Airworthiness Requirements.

7.6.6 When the applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements of 7.6.1 can be reduced accordingly.

7.7 CPL – AEROPLANE - FLIGHT INSTRUCTION

7.7.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a) recognize and manage threats and errors;

b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;

c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d) control of the aeroplane by external visual reference;

e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;

f) flight with asymmetrical power for multi-engine class or type ratings;

g) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

h) normal and cross-wind take-offs and landings;

i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;

j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;

l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;

m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

n) Communication procedures and phraseology.

7.7.2 The instrument experience and the night flying experience during the training do not entitle the holder of a commercial pilot license to pilot aeroplanes under IFR.

7.7.3 The applicant should have received, in actual flight, upset prevention and recovery training approved by the CAAN.

Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).*

Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training *(Doc 10011).*

7.8 CPL – HELICOPTER - EXPERIENCE

7.8.1 The applicant shall have completed not less than 150 hours of flight time as a pilot of helicopters. It will be determined whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 150 hours, as the case may be, Credit for such experience shall be limited to a maximum of 10 hours.

7.8.2 The applicant shall have completed in helicopters not less than:

a) 35 hours as pilot-in-command;

b) 10 hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;

c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

d) If the privileges of the license are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.

7.8.3 When the applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable

and, if so, the extent to which the flight time requirements of 7.8.1 can be reduced accordingly.

7.9 CPL – HELICOPTER - FLIGHT INSTRUCTION

7.9.1 The applicant shall have received dual instruction in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a) recognize and manage threats and errors;
b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
d) control of the helicopter by external visual reference;
e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;
g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops; hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
h) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
i) cross-country flying using visual reference, dead reckoning and radio navigation aids;
j) diversion procedures;
k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;
l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
m) Communication procedures and phraseology.

7.9.2 Instrument and night flying during the training do not entitle the holder of a commercial pilot license to pilot helicopters under IFR.

7.9a SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE AIRSHIP CATEGORY RATING

7.9a.1 *Experience*

7.9a.1.1 The applicant shall have completed not less than 200 hours of flight time as a pilot.

7.9a.1.1.1 The applicant shall have completed not less than:

a) 50 hours as a pilot of airships;

b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:
— 10 hours of cross-country flight time; and
— 10 hours of night flight;

c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and

d) 20 hours of flight training in airships in the areas of operation.

7.9a.2 Flight instruction

7.9a.2.1 The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

a) recognize and manage threats and errors;

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868), Chapter 3, Attachment C, and in Part II, Chapter 2, of the* Human Factors Training Manual *(Doc 9683).*

b) pre-flight operations, including mass and balance determination, airship inspection and servicing;

c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;

e) control of the airship by external visual reference;

f) recognition of leaks;

g) normal take-offs and landings;

h) maximum performance (short field and obstacle clearance) take-offs; short- field landings;

i) flight under IFR;

j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;

k) emergency operations, including simulated airship equipment malfunctions;

l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

m) communication procedures and phraseology.

7.9b **MULTI-CREW PILOT LICENCE APPROPRIATE TO THE AEROPLANE CATEGORY**

7.9b.1 General requirements for the issue of the licence

7.9b.1.1 *Age*
The applicant shall be not less than 18 years of age.

7.9b.2 *Knowledge*
The applicant shall have met the PELR requirements for the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

7.9b.3 *Skill*

7.9b.1.3.1 The applicant shall have demonstrated the skills required for fulfilling all the competency units specified as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR, and to:

a) recognize and manage threats and errors;

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868), Chapter 3, Attachment C, and in Part II, Chapter 2, of the* Human Factors Training Manual *(Doc 9683).*

b) smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

c) operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and

e) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

7.9b.1.3.2 Progress in acquiring the skills specified in 7.9b.1.3 shall be continuously assessed.

7.9b.1.4 *Medical fitness*
The applicant shall hold a current Class 1 medical assessment.

7.9b.2 Privileges of the holder of the licence- the conditions to be observed in exercising such privileges

Subject to compliance with the requirements specified in this PELR, the privileges of the holder of a multi-crew pilot licence shall be:

a) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements have been met;

b) to exercise the privileges of the instrument rating in a multi-crew operation; and

c) to act as co-pilot of an aeroplane required to be operated with a co-pilot.

7.9b.2.2 Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified appropriate to the aeroplane category.

7.9b.2.3 Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:

a) completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

b) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and

c) met the requirements for the commercial pilot licence specified in this PELR appropriate to the aeroplane category.

Note 1.— When a Contracting State grants single-pilot operation privileges to the holder of a multi-crew pilot licence, it can document the privileges through an endorsement of the multi-crew pilot licence or through the issuance of a commercial pilot licence in the aeroplane category.

Note 2.— Certain privileges of the licence are curtailed by PELR 1.17 for licence holders when they attain their 65th birthday.

7.9b.3 Experience

7.9b.3.1 The applicant shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.

7.9b.3.2 Flight experience in actual flight shall include at least the experience requirements specified in this PELR, upset prevention and recovery training, night flying and flight by reference solely to instruments.

Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).*

Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training *(Doc 10011).*

7.9b.3.3 In addition to meeting the provisions of this PELR, the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Civil Aviation Authority of Nepal.

7.9b.4 Flight instruction

7.9b.4.1 The applicant shall have completed a course of approved training covering the experience requirements specified in 7.9b.3.

7.9b.4.2 The applicant shall have received dual flight instruction in all the competency units, to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.

7.9b.5 MPL examination

Exam	Questions	Duration	Pass marks	Validity
MPL – General + Cat. Aeroplane	50	2 hours	70%	5 years
MPL- General+ Cat helicopter	50	2 hours	70%	5 years

7.10 CPL - EXAMINATIONS AND TESTS

7.10.1 Eligibility

Applicant is eligible to appear in the CAAN written examination of Commercial Pilot License provided a Student Pilot Authorization has already been issued on the basis of meeting the CPL flying requirements based on previous experience; or the applicant already holds a valid private pilot license or produce CPL license from contracting States.

7.11 CPL - EXAMINATIONS

exam	questions	duration	pass marks	validity
CPL – General + Cat. Aeroplane	300 3 papers	3 hours per paper	70%	5 years

CPL Examination

(For the conversion of foreign license (valid CPL) issued from Contracting State)

Exam	Questions	Duration	pass marks	validity
CPL – General + Cat. Aeroplane/ Helicopter	100	3 hours	70%	5 years

7.12 CPL - PRIVILEGES OF LICENSE

7.12.1 Subject to compliance with the prescribed requirements, the privileges of the holder of a Commercial Pilot License shall be:

a) to exercise all the privileges of the holder of a Private Pilot License — in an aircraft within the appropriate aircraft category;

b) to act as Pilot-in-Command in an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;

c) to act as Pilot-in-Command in commercial air transportation in an aircraft within the appropriate aircraft category certificated for single-pilot operation;

d) to act as co-pilot in an aircraft within the appropriate aircraft category required to be operated with a co-pilot.; and

e) for the airship category, to pilot an airship under IFR.

7.12.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

7.12.3 A Commercial Pilot License holder employed in commercial air transport operation shall meet the additional requirements as prescribed in the operations manual by the AOC holder.

7.13 CPL – LIMITATIONS OF LICENSE

a) The holder of a CPL not endorsed with an Instrument Rating shall not act as pilot-in-command of an aircraft in other than Visual Meteorological Conditions.

b) Before exercising the privileges at night, the license holder shall have received dual instruction in aircraft within the appropriate category in night flying, including take-off, landing and navigation.

c) The holder of a CPL shall not act as Pilot-in-Command of an aircraft engaged in formation flight unless he is certified in his log book as competent by a duly qualified flight instructor or other person duly approved by the CAAN for this purpose.

d) The holder of CPL 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 in his log book by a duly qualified flight instructor as being competent to recover from fully developed spins.

e) The holder of CPL 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 in his log book by an approved flight instructor or a person duly approved by the CAAN as competent in the maneuvers to be performed.

f) A CPL holder may exercise the privileges of the license up-to 65^{th} birthday provided the person has fulfills the necessary CAAN requirements and provisions of PELR.

g) After attaining the 65^{th} birthday, a CPL holder may exercise the privileges of his or her Private Pilot License provided the person has passed a flight check with a flight inspector or an approved person within the previous 6 months.

h) Prior to operating as pilot of an aircraft engaged in regular public transport operations, the holder of a CPL shall meet the minimum experience appropriate to the type of aircraft.

7.14 CPL - MAINTENANCE OF LICENSE

7.14.1 CPL - Validity

A Commercial Pilot License shall be valid for 6 or 12 months as the case may be.

7.14.2 CPL – Currency

A license shall remain current subject to 3 take offs and 3 landings in the last 90 days.

a) A type rating shall remain current subject to 3 take offs and 3 landings in the last 90 days.
b) The night currency shall remain valid subject to 3 night take offs and 3 night landings in the last 90 days.
c) Currency may be regained by flying with an instructor deputed by the approved person.
d) Currency on a type of aircraft with similar performance and handling characteristics, as defined by the CAAN regulations, is acceptable provided an endorsement is also held for that type of aircraft.

7.14.3 CPL – renewal/revalidation

CPL shall be renewed subject to refer to Part 2 para 2.18 and/or 2.19.

7.15 CPL - LOGBOOK

A holder of a Commercial Pilot License shall maintain a logbook in accordance with the CAAN prescribed regulations.

7.16 CPL - FEE SCHEDULE

As per CAAN licensing fee schedule as per CAR 2058.

7.17 CPL - DOCUMENTATION

7.17.1 For Issue of CPL

a) Application.
b) Medical assessment.
c) NOC from department, if applicable.
d) Photocopies of foreign licenses, if applicable.
e) 02 colour photographs
f) Type technical result, as applicable.
g) CPL examination result.
h) Certified copy of first and last 3 pages of logbook.
i) Flying hour's breakdown.
j) CPL course completion certificate.
k) Copy of skill test authorization by CAAN.
m) Skill test report.
n) Fee Voucher
o) English language proficiency

p) Air law oral examination result
q) ATPL theoretical knowledge

7.17.2 For Renewal or Revalidation of CPL

a) Application.
b) Revalidation examination result, if applicable.
c) Class 1 medical assessment.
d) Skill test report.
e) Certified copy of license, if applicable.
f) Fee voucher.
g) PPC and Recurrent Training.
h) Route Check.
i) CRM Training.
j) Dangerous Goods Training.
k) Recurrent ground training certificate
l) Emergency Evacuation Training
m) English language proficiency
n) ATPL theoretical knowledge, if applicable

Additional provision of PELR part 2 para 2.19.3 shall be referred to, as applicable.

7.18 AIRLINE TRANSPORT PILOT LICENSE (ATPL)

(AEROPLANE, HELICOPTER)

7.19 ATPL - ELIGIBILITY

7.19.1 License/Certificate:

a) For ATPL-aeroplane, hold CPL with IR or ATPL (A) including IR issued by a contracting State

b) For ATPL-helicopter, hold CPL or ATPL (H) issued by a contracting State

7.19.2 Age

Applicant shall not be less than 21 years of age.

7.19.3 Medical

Applicant shall hold a class 1 medical assessment.

7.19.4 No Objection Certificate (NOC)

Serving personnel from armed forces and government departments shall provide NOC from their parent organization.

7.19.5 ATPL - English Language Proficiency

Refer part 5

7.20 ATPL – AERONAUTICAL KNOWLEDGE

7.20.1 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, in at least the following subjects:

7.20.2 Air Law

a) rules and regulations relevant to the holder of an airline transport pilot license;

b) rules of the air; appropriate air traffic services practices and procedures;

c) Aircraft General Knowledge for Aeroplane

a) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;

b) principles of operation, handling procedures and operating limitations of aircraft power plants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;

c) operating procedures and limitations of the relevant category of aircraft;

d) effects of atmospheric conditions on aircraft performance in accordance to the relevant operational information from the flight manual; use and serviceability checks of equipment and systems of appropriate aircraft;

e) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;

f) maintenance procedures for airframes, systems and power plants of appropriate aircraft;

g) for helicopter transmission (power-trains) where applicable;

7.20.3 **Flight Performance and Planning**

a) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

b) use and practical application of take-off, landing and other performance data, including procedures for cruise control;

c) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

d) in the case of helicopter effects of external loading on handling;

7.20.4 **Human Performance**

Human performance including principles of threat and error management;

7.20.5 **Meteorology**

a) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

b) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

c) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

d) in the case of aeroplane and powered-lift, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

7.20.6 **Navigation**

a) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;

b) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;

c) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

d) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

7.20.7 **Operational Procedures**

a) application of threat and error management to operational performance;

b) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

c) precautionary and emergency procedures; safety practices ;

d) operational procedures for carriage of freight and dangerous goods;

e) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

f) in the case of the helicopter, and if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic roll-over and other operation hazards; safety procedures, associated with flight in VMC;

7.20.8 Principles of Flight

Principles of flight;

7.20.9 Radiotelephony

7.20.9.1.1 Communication procedures and phraseology; action to be taken in case of communication failure.

7.20.9.1.2 In addition to the above subjects, the applicant for an airline transport pilot license applicable to the aeroplane or powered-lift category, shall have met the knowledge requirements for the Instrument Rating.

7.20.10 ATPL – SKILL TEST - AEROPLANE, HELICOPTER

The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft of the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:

7.20.10.1 pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

7.20.10.2 normal flight procedures and manoeuvres during all phases of flight;

7.20.10.3 abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as power plant, systems and airframe;

7.20.10.4 procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

7.20.10.5 In the case of the aeroplane procedures and manoeuvres for instrument flight, including simulated engine failure.

7.20.11.1 In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described as pilot-in-command of a multi-engine aeroplane.

7.20.11.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot license, and to:

a) Recognize and manage threats and errors; smoothly and accurately manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

b) Operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation; perform, in an accurate manner, normal,

abnormal and emergency procedures in all phases of flight;

c) Exercise good judgment and airmanship, to include structured decision making and the maintenance of situational awareness; and communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

7.20.11.3 For a skill level test in a multi-crew cockpit, the other crew complement shall be qualified on the aircraft.

7.20.11.4 ATPL initial issue skill test shall be conducted in p-1 position.

7.20.11.5 Applicant shall undergo a skill test by the CAAN inspector/designated examiner on appropriate aircraft.

7.20.11.6 An applicant who fails to pass a flight check may apply for a retest only when he has carried out the further study or training determined by the person who conducted the test.

7.20.11.7 The Airline Transport Pilot License 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.

7.20.11.8 If the Airline Pilot License test is conducted for renewal of Instrument Rating, on single pilot operation aircraft, the flight inspector or de conducting the test shall not, during the test, perform any duty essential to the operation of the aircraft.

7.20.11.9 If the Airline Transport Pilot License test is conducted in an aircraft certificated for multi-pilot operation; and the flight inspector or de conducting the test occupies a control seat, he shall during the test, perform all duties of a pilot not flying.

7.21 ATPL – AEROPLANE - EXPERIENCE

7.21.1 The applicant shall have completed not less than 1500 hours of flight time as a pilot of aeroplanes. It will be determined whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1500 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

7.21.2 The applicant shall have completed in aeroplanes not less than:

a) 500 hours as Pilot-In-Command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
d) 100 hours of night flight as pilot-in-command or as co-pilot.
An applicant determining flight time as required by para (d) who has made at least 20 night take-offs and landings to full stop may substitute one additional night take-off and landing to a full stop for each hour of night flight time required by para (d) of this section. However, not more than 25 hours of night flight time may be credited in this manner.

7.21.3 When the applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

7.22 ATPL – AEROPLANE - FLIGHT INSTRUCTION

The applicant shall have received the dual flight instruction required for the issue of the Commercial Pilot License and for the issue of the Instrument Rating or for the issue of the Multi-Crew Pilot License.

7.23 ATPL - AEROPLANE - LIMITATIONS

a) The holder of an ATPL shall not act as Pilot-In-Command of an aeroplane engaged in formation flight unless he is certified on log book as competent by a duly qualified flight instructor or other person duly approved by the CAAN for this purpose.
b) The holder of ATPL shall not act as Pilot-In-Command of an aeroplane engaged in spinning practice unless the aircraft is certified for spinning and he has been certified on his log book by a duly qualified flight instructor as being competent to recover from fully developed spins.
c) The holder of ATPL shall not act as Pilot-In-Command of an aeroplane engaged in aerobatics flight unless the aircraft is certified for aerobatics and he has been certified on his log book by an approved flight instructor or a person duly approved by the CAAN for this purpose as competent in the maneuvers to be performed.
d) An ATPL-a holder may exercise the privileges of the license up-to 65^{th} birthday provided the person has fulfill the necessary requirement and provisions of PELR 1.17 are fulfilled.
e) Prior to operating as pilot of an aeroplane engaged in commercial operations, the holder of an ATPL shall meet the minimum experience requirement appropriate to the type of aeroplane. .
f) An aircraft specified for single pilot operation by the manufacturer may be operated by one pilot. Where the operator wishes to operate the same aircraft with two pilots (VIP/terrain), the CAAN may permit such operation provided the operator has formulated the

required SOPs and operation details; and they are approved by the CAAN.

7.24 ATPL – HELICOPTER - EXPERIENCE

7.24.1 The applicant shall have completed not less than 1000 hours of flight time as a pilot of helicopters. It will be determined whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1000 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

7.24.2 The applicant shall have completed in helicopters not less than:

a) 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;

c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

d) 50 hours of night flight as pilot-in-command or as co-pilot.

e) When the applicant has flight time as a pilot of aircraft in other categories, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements of can be reduced accordingly.

f) Airline Transport Pilot License (H) Restricted to VFR and day operation only, will be issued to an applicant who does not fulfill the experience mentioned in clause 7.24.1.

7.25 ATPL – HELICOPTER - FLIGHT INSTRUCTION

a) The applicant shall have received the flight instruction required for the issue of the commercial pilot license.

b) The instrument time and the night flying time of 7.24.2 do not entitle the holder of the airline transport pilot license — helicopter to pilot helicopters under IFR.

7.26 ATPL – HELICOPTER - LIMITATIONS

a) The holder of an ATPL not endorsed with an Instrument Rating shall not act as pilot-in-command of a helicopter in other than visual meteorological conditions.

b) The holder of an ATPL shall not act as pilot-in-command of a helicopter engaged in formation flight unless he is certified as competent by duly qualified flight instructor or other person duly approved by the authority for this purpose.

c) An ATPL holder may exercise the privileges of the license up-to 65th birthday provided the person has fulfill necessary requirements and provisions of PELR 1.17.

d) After attaining the 65th birthday, an ATPL holder may exercise the privileges of his or her Private Pilot License provided the person has passed a flight check with a flight inspector or an approved person within the previous 6 months.

e) Prior to operating as pilot of an helicopter engaged in regular public transport operations, the holder of an ATPL shall meet the minimum experience appropriate to the type of aircraft.

f) A helicopter specified for one pilot operation by the manufacturer may be operated by one pilot. Where the operator wishes to operate the same helicopter with two pilots (VIP/terrain), the CAAN may permit such operation provided the operator has formulated the required SOPs and operation details; and they are approved by the CAAN.

7.27 ATPL - EXAMINATIONS AND TESTS

7.27.1 Eligibility

Applicant is eligible to appear in the written examination of the airline transport pilot license provided the student pilot license (SPL) or private pilot license (PPL) or multi-crew pilot license (MPL) or commercial pilot license (CPL) has already been issued and is valid; and the applicant has completed 100% of the required flying experience for the issue of the airline transport pilot license or has passed ATPL theoretical knowledge from CAAN approved/validated approved training organization.

7.27.2 ATPL - Examinations

Exam	Questions	Duration	Pass marks	Validity
ATPL – General + Cat. Aeroplane	50	2 hours	70%	5 years
ATPL- General+ Cat helicopter	50	2 hours	70%	5 years

7.28 ATPL - PRIVILEGES

7.28.1 Subject to compliance with the prescribed requirements, the privileges of the holder of an Airline Transport Pilot License shall be:

a) To exercise all the privileges of the holder of a Private and Commercial Pilot License of an aircraft within the appropriate aircraft category and, in the case of a license for the aeroplane category, of the Instrument Rating; and

b) act as Pilot-In-Command in commercial air transportation in an aircraft of the appropriate category and certificated for operation with more than one pilot.

7.28.2 When the holder of an Airline Transport Pilot License in the aeroplane category has only previously held a MPL, the privileges of the license shall be limited to multi-crew operations. Any limitation of privileges shall be endorsed on the license.

7.28.3 An ATPL holder employed in commercial air transport operation shall meet the additional requirements as prescribed in the Operations Manual by the operator.

7.28a SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE AEROPLANE CATEGORY RATING

7.28a.1 *Experience*

7.28a.1.1 The applicant shall have completed not less than 1 500 hours of flight time as a pilot of aeroplanes. The Civil Aviation Authority of Nepal shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

7.28a.1.1.1 The applicant shall have completed in aeroplanes not less than:
a) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;

c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

d) 100 hours of night flight as pilot-in-command or as co-pilot.

7.28a.1.1.2 An applicant determining flight time as required by para (d) who has made at least 20 night take-offs and landings to full stop may substitute one additional night take-off and landing to a full stop for each hour of night flight time required by para (d) of this section. However, not more than 25 hours of night flight time may be credited in this manner.

7.28a.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Civil Aviation Authority of Nepal shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 7.28a.1.1 can be reduced accordingly.

7.28a.2 *Flight instruction*
The applicant shall have received the dual flight instruction required at for the issue of the commercial pilot licence and for the issue of the instrument rating or for the issue of the multi-crew pilot licence.

7.28b **SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE HELICOPTER CATEGORY RATING**

7.28b 1 *Experience*

7.28b.1.1 The applicant shall have completed not less than 1 000 hours of flight time as a pilot of helicopters. The Civil Aviation Authority of Nepal shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 000 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

7.28b.1.1.1 The applicant shall have completed in helicopters not less than:
a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;

c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

d) 50 hours of night flight as pilot-in-command or as co-pilot.

7.28b.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Civil Aviation Authority of Nepal shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements can be reduced accordingly.

7.28b.2 *Flight instruction*
7.28b.2.1 The applicant shall have received the flight instruction required for the issue of the commercial pilot licence.

Note.— The instrument time specified and the night flying time specified do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.

7.28c**SPECIFIC REQUIREMENTS FOR THE ISSUE OF THE POWERED-LIFT CATEGORY RATING**

7.28c.1 *Experience*
7.28c.1.1 **Recommendation.—***The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. The Civil Aviation Authority of Nepal should determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours*.

7.28c.1.2 **Recommendation.—***The applicant should have completed in powered-lifts not less than:*

a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

b) 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;

c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and

d) 25 hours of night flight as pilot-in-command or as co-pilot.

7.28c.1.3 **Recommendation.—** *When the applicant has flight time as a pilot of aircraft in other categories, the Civil Aviation Authority of Nepal should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements could be reduced accordingly.*

2.28c.2 *Flight instruction*

Recommendation.—*The applicant should have received the dual flight instruction required for the issue of the commercial pilot licence and at for the issue of the instrument rating.*

7.29 ATPL - MAINTENANCE OF LICENSE

7.29.1 ATPL - Validity

The license shall remain valid for 6 or 12 months as the case may be.

7.29.2 ATPL – currency

a) A license shall remain current subject to 3 take offs and 3 landings in the last 90 days.
b) A type rating shall remain current subject to 3 take offs and 3 landings in the last 90 days.
c) Currency may be regained by flying with an instructor deputed by the approved person.
d) Currency on a type of aircraft with similar performance and handling characteristics, as defined by the CAAN regulations, is acceptable provided an endorsement is also held for that type of aircraft.

7.29.3 ATPL –Renewal/Revalidation

7.29.3.1 An applicant for the renewal of a Airline Transport Pilot License must produce the license to be renewed with a license renewal form duly filled and following documents :

a) current Class I medical assessment
b) Pilot Proficiency Check report
c) a route check as applicable.
d) recurrent ground training as appropriate
e) pilot log book

Additional provision of PELR part 2 para 2.19.3 shall be referred to, as applicable.

7.30 ATPL - LOGBOOK

A holder of an Airline Transport Pilot License shall maintain a logbook in accordance with the CAAN prescribed regulations.

7.31 ATPL - FEE SCHEDULE

As per the CAAN fee schedule as per CAR 2058.

7.32 ATPL - DOCUMENTATION

7.32.1 For Issue of ATPL

a) Application.
b) Medical assessment.
c) NOC (for military/Govt. departments).
d) 02 colour photographs
e) Certifiedcopy of foreign licenses/Certificate if applicable.
f) CAAN ATPL examination result.
g) P1 upgrade course completion certificate

h) Certified copy of first and last three pages of logbook.
i) Copy of skill test authorization by CAAN.
j) Skill test report.
k) CRM and DG training certificate
l) Fee voucher
m) English language proficiency
n) Air law examination result, if applicable

7.32.2 **For Renewal or Revalidation of ATPL**

a) Application.
b) Medical assessment.
c) Skill test report.
d) Revalidation examination results/ training details, as applicable.
e) PPC and Recurrent Training
f) Route Check
g) CRM Training
h) Dangerous Goods Training
i) Recurrent ground training certificate
i) Emergency Evacuation Training
j) Fee voucher.
k) Certified copy of license and logbook, if applicable
m) English language proficiency, if applicable
n) Air law examination result, if applicable

Additional provision of PELR part 2 para 2.19.3 shall be referred, as applicable.

7.33 INSTRUMENT RATING – Requirements for the issue of the rating for aeroplane, airship, helicopter and powered-lift categories

7.33.1 IR - ELIGIBILITY

Applicant shall hold a valid PPL or a CPL.

7.33.2 Medical

Applicant shall hold class 1 medical assessment.

7.33.3 IR - GRADES OF INSTRUMENT RATING

The grades of Instrument Rating are:

a) Multi – Engine Aeroplane;
b) Multi – Engine Helicopter;

7.33.4 IR – AERONAUTICAL KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an Instrument Rating, in at least the following subjects:

a) Air Law

Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;

b) **Aircraft General Knowledge for the Aircraft Category being sought**

i) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions, use and limitations of autopilot;

ii) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

c) **Flight Performance and Planning for the aircraft category being sought**

i) pre-flight preparations and checks appropriate to flight under IFR;
ii) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

d) **Human performance for the aircraft category being sought**
Human performance relevant to instrument flight in aircraft including principles of threat and error management;

e) **Meteorology for the aircraft category being sought**
i) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;

ii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

iii) in the case of helicopter and powered-lift, effects of rotor icing;

f) **Navigation for the aircraft category being sought**

i) practical air navigation using radio navigation aids;
ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

g) **Operational procedures for the aircraft category being sought**

i) application of threat and error management to operational procedures;
ii) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
iii) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

7.33.5 **Radiotelephony**

Communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

7.34 IR - SKILL TEST

a) The applicant shall have demonstrated in an aircraft of the category for which the Instrument Rating is being sought the ability to perform the procedures and manoeuvres with a degree of competency appropriate to the privileges granted to the holder of an Instrument Rating, and to:

i) recognize and manage threats and errors;

ii) operate the aircraft for the category being sought within its limitations;

iii) complete all manoeuvres with smoothness and accuracy;

iv) exercise good judgement and airmanship;

v) apply aeronautical knowledge; and

vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

vii) The applicant shall have demonstrated the ability to operate multi-engine aircraft of the appropriate category solely by reference to instruments with one engine inoperative, or simulated inoperative, if the privileges of the Instrument Rating are to be exercised on such aircraft.

b) For a skill level test in a multi-crew cockpit, the other crew complement shall be qualified on the aircraft.

c) Applicant shall qualify skill test by authorized examiner in presence of CAAN observer(FOI) or DCP.

d) An applicant who fails to pass a flight check may apply for a retest only when he has carried out the further study or training determined by the person who conducted the test.

e) Unless otherwise approved by the CAAN, the same examiner shall conduct the re-test.

f) An applicant for initial issue and renewal of an Instrument Rating shall provide a suitable dual control aircraft and/or flight simulation training device as applicable for the purpose of demonstrating of his skill.

g) The Instrument Rating 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.

h) If the Instrument Rating test is conducted for issue or renewal of Instrument Rating, on single pilot operation aircraft, the flight inspector or de conducting the test shall not, during the test, perform any duty essential to the operation of the aircraft.

i) If the Instrument Rating test is conducted in an aircraft certificated for multi-pilot operation; and the Flight Inspector or DE conducting the test occupies a control seat, he shall during the test, perform all duties of a pilot not flying.

j) Except for the CFIs, more than 02 consecutive tests of the same applicant shall not be taken by the same examiner.

7.35 IR - AERONAUTICAL EXPERIENCE

7.35.1 The applicant shall hold a pilot licence for the aircraft category being sought.

7.35.2 The applicant shall have completed not less than:

i) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the CAAN, of which not less than 10 hours shall be in the aircraft category being sought; and

ii) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.

7.36 IR - FLIGHT INSTRUCTION

7.36.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 1.35 while receiving dual instrument flight instruction in the aircraft category being sought from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an Instrument Rating:

i) Pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan.

ii) Pre-flight inspection, use of checklists, taxiing and pre-takeoff checks.

iii) Procedures and maneuvers for IFR operation under normal, abnormal and emergency conditions covering at least:
- Transition to instrument flight on take-off.
- Standard instrument departures and arrivals.
- En-route IFR procedures.
- Holding procedures.
- Instrument approaches(Precision/Non-precision)to specified minima
- Missed approach procedures.
- Landings form instrument approaches.
- In-flight maneuvers and particular flight characteristics.

iv) in-flight manoeuvres and particular flight characteristics.

7.36.2 If the privileges of the instrument rating are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in a multi-engine aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

7.36aFLIGHT INSTRUCTOR RATING APPROPRIATE TO AEROPLANES, AIRSHIPS, HELICOPTERS AND POWERED-LIFTS

7.36a.1 Requirements for the issue of the rating

7.36a.1.1 *Knowledge*

The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence. In addition, the applicant shall have demonstrated a level of knowledge

appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:
a) techniques of applied instruction;

b) assessment of student performance in those subjects in which ground instruction is given;
c) the learning process;

d) elements of effective teaching;

e) student evaluation and testing, training philosophies;

f) training programme development;

g) lesson planning;

h) classroom instructional techniques;

i) use of training aids, including flight simulation training devices as appropriate;

j) analysis and correction of student errors;

k) human performance relevant to flight instruction including principles of threat and error management;

Note— Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual *(Doc 9683).*

l) hazards involved in simulating system failures and malfunctions in the aircraft.

7.36a.1.2 *Skill*
The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

7.36a.1.3 *Experience*
The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in this PELR for each aircraft category, as appropriate.

7.36a.1.4 *Flight instruction*
The applicant shall, under the supervision of a flight instructor accepted by the Civil Aviation Authority of Nepal for that purpose:

a) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and

b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

7.36a.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

7.36a.2.1 Subject to compliance with the requirements specified in this PELR, the privileges of the holder of a flight instructor rating shall be:

a) to supervise solo flights by student pilots; and

b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:

1) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;

2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and

3) has the flight instructor privileges granted entered on the licence.

7.36a.2.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

Note.— Specific provisions for flight instructors carrying out instruction for the multi-crew pilot licence exist in Chapter 6 of the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).*

7.36b Types of Instructor

(a) Type Rating Instructor – Simulator (TRI-S) - To conduct simulator training.
(b) Type rating Instructor - Aeroplane (TRI-A) - To conduct simulator and aircraft training.
(c) Synthetic Flight Instructors (SFI) - To conduct simulator training by pilots not holding current and valid licenses.
(d) Synthetic Flight Examiners (SFE) - To conduct checks by pilots not holding current and valid licenses.
(e) Multi-crew Cooperation Course Instructor (MCCI)-MCC not combined with type rating course.
(f) Ground Instructor- To conduct theory part of training.

7.36 c **REQUIREMENT FOR SYNTHETIC FLIGHT INSTRUCTOR (SFI) AUTHORIZATION**

a) Hold or have held a professional pilot license
b) ICAO level 4 or higher English language proficiency
c) Holds Instructor Pilot rating
d) Total Flying Experience - 3,500 hours
e) Total Command Experience - 1,500 hours
f) The pilots recommended for authorization as Instructors shall undergo the stipulated ground training and satisfactory checks on an approved simulator/aircraft. The pilots who fail in the check should not be recommended for the respective approval for a period of three months.
(g) The pilot trained as Instructors shall be checked for proficiency annually. The pilots who fail in the proficiency check should not be recommended for the respective approval for a period of three months.
h) Have completed within a period of 12 months a proficiency check on a flight simulator of the applicable type.

i) Have completed within a period of 12 months, at least 3 route sector as an observer on the flight deck of the applicable type as agreed by the CAAN, or
ii)have completed within a period of 12 months, at least 2LOFT based simulator sessions conducted by qualified flight crew as an observer on the flight deck of the applicable type as agreed by CAAN
h) Should not have tested alcohol positive during a pre/post flight medical check in the previous 3 years.
i)Should not have been held blameworthy for an aircraft accident in the previous 3 years or an aircraft incident in the previous 1 year.
j) Should have undergone a medical assessment by a doctor qualified in Aviation Medicine on suitability for simulator instructional duties that will address;

i. Physical ability
ii. Visual and colour perception
iii. Hearing

Note: In addition to entry requirements, the medical assessment above shall be conducted annually for SFIs above the age of 70 years.

7.36c.1 Synthetic Flight Instructors Privilege

(a) Training of PIC/co-pilots for type rating
(b) Training for issuance/renewal of instrument rating.
(c) Recurrent pilot proficiency training

7.36c.2 Synthetic Flight Instructor Renewal /Revalidation Requirements

a. Proficiency check report. The pilots who fail in the proficiency check should not be recommended for the respective renewal for a period of three months.
b. Shall have conducted at least 2 skill tests or proficiency checks during the year of the authorization period date
c. One of the skill tests or proficiency checks given by the examiner within the validity period of the authorization shall have been observed by type rated CAAN FOI or DCP
c. Record of training conducted in last 24 months with minimum (10 PPC)
d. Copy of the licence and medical certificate
e. Applicable Fee voucher

Note: Applicant who is absent from simulator flight duties for a period of more than one year shall undergo all the initial authorization requirements

7.36d **REQUIREMENT FOR SYNTHETIC FLIGHT EXAMINER (SFE) AUTHORIZATION**

a. Hold or have held ATPL
b. Hold valid Synthetic flight instructor rating authorization
c. For Type Rating Issue Only. Hold valid type rating on the applicable airplane type for the conduct Skill tests for the issue of type ratings for multi-pilot airplanes
d. Has completed not less than 1500 Hrs of flight time as a pilot on type
e. Should have conducted at least 50 Hrs instruction as SFI on applicable type simulator
f. Complete operator internal formal training as per Operators Operations Manual
g. Completed standardization check by type rated CAAN FOI.
h. Pass CAAN Examiner Authorization Acceptance Test

7.36d.1 Synthetic Flight Examiners Privilege

(a) Skill tests for the issue of type ratings provided that the SFE holds a valid type rating on the applicable aircraft type and

(b) Conduct assessment, competence for the issue, revalidation and renewal of type and instrument ratings
(c) Conduct assessment, competence for the issue, revalidation and renewal of SFI

7.36d.2 Synthetic Flight Examiner Renewal/ Revalidation Requirements

a. Shall have conducted at least 2 skill tests or proficiency checks during the year of the authorization period date
f. One of the skill tests or proficiency checks given by the examiner within the validity period of the authorization shall have been observed by type rated CAAN FOI or DCP
g. Record of training conducted in last 24 months with minimum (10 PPC)
h. Copy of the licence and medical certificate
i. Applicable Fee voucher

Note: Applicant who is absent from simulator flight duties for a period of more than one year shall undergo all the initial authorization requirements

7.36d.3 Synthetic Flight Instructor and Synthetic Flight Instructor Examiner validity period

Unless revoked or suspended, Synthetic Flight Instructor and Synthetic Flight Examiner authorization shall be normally issued for a period of 1 year or the validity of the holders license or medical certificate or work permit (if applicable) whichever is earlier until the pilot continue to meet the applicable requirements and remain in the employment of the operator who has obtained the authorization

7.37 IR - PRIVILEGES OF RATING - AEROPLANE, HELICOPTER

7.37.1 Subject to compliance with the requirements specified in 1.19, 1.20 and 2.1, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

7.37.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 7.34.

7.38 IR - LIMITATIONS OF RATING

If a holder of an Instrument Rating attempts the Instrument Rating renewal flight check and fails to satisfy the test requirements; he shall not exercise the privileges of Instrument Rating.

7.39 IR - ENDORSEMENT

7.39.1 An Instrument Rating will be included in a pilot license, if the holder:

a) produces a pilot license, issued by a Contracting State, which contains an Instrument Rating applicable to the category and class;

b) passes a practical instrument competency check.(during initial endorsement, competency check of precision approach in approved instrument procedure trainer conducted within a year may satisfy the requirement)

c) such instrument competency check may be conducted in part or all of the check in instrument (flight) procedure trainer equipped for instrument flying or an Aeroplane simulator which is/are approved by the Director General.

7.39.2 A current Airline Transport Pilot License will entitle the holder to act as pilot-in-command or co-pilot in an Aeroplane for which he holds an Aeroplane rating, when flying in compliance with Instrument Flight Rules.

7.40 IR - VALIDITY

An Instrument Rating shall remain valid for 6 months from the date of endorsement on the license provided the license is valid on which the rating is endorsed.

7.41 IR - CURRENCY

An Instrument Rating shall remain current subject to currency of license; and IR period of validity.

7.42 IR - FEE SCHEDULE

As per the CAAN fee schedule as per CAR 2058.

7.43 IR - DOCUMENTATION

7.43.1 For issue of IR

a) Application.
b) Instrument Proficiency Check report.
c) Fee voucher

7.43.2 For renewal or revalidation of IR

a) Application.
b) Skill test report/ Instrument proficiency check report
c) Fee voucher
d) Additional provision of PELR part 2 para 2.19.3 shall be referred, as applicable.

7.44 ELIGIBILITY FOR TYPE RATING ENDORSEMENT

7.44.1 To qualify for an aircraft type endorsement, an applicant shall have completed an approved ground training course with an aviation training organization or from Instructor authorized by CAAN.

7.44.2 Passed the aircraft type Technical Examination.

7.44.3 Completed approved flying training and/or simulator training.

7.44.4 Passed a flight check with CAAN inspector or Designated Check Pilot (DCP) or Designated Examiner (DE).

Note:

In case of aircraft type training conducted at CAAN validated ATO and training not monitored by CAAN inspectors or DCP, an oral examination will be required.

PART 8

8.1	FLIGHT NAVIGATOR LICENSE AND FLIGHT ENGINEER LICENSE
8.2	FLIGHT NAVIGATOR LICENSE
8.3	FLIGHT ENGINEER LICENSE
8.4	FLIGHT RADIO TELEPHONE OPERATORS

8.1 FLIGHT NAVIGATOR LICENSE AND FLIGHT ENGINEER LICENSE

8.1 General rules concerning flight navigator and flight engineer licences

8.1.1 An applicant shall, before being issued with a flight navigator licence or a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.

8.1.1.1 An applicant for a flight navigator licence or a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for those licences, in a manner determined by the CAAN.

8.2 Flight navigator licence

8.2.1 Requirements for the issue of the licence

8.2.1.1 *Age*
The applicant shall be not less than 18 years of age.

8.2.1.2 *Knowledge*
The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:

Air law
a) rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;

Flight performance, planning and loading
b) effects of loading and mass distribution on aircraft performance;
c) use of take-off, landing and other performance data including procedures for cruise control;
d) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

Human performance

e) human performance relevant to the flight navigator including principles of threat and error management;

Note.— Guidance material to design training programmes on human performance, including threat and error management, can be found in the Human Factors Training Manual *(Doc 9683).*

Meteorology
f) interpretation and practical application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
g) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

Navigation

h) dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
i) use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;
j) use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight ;identification of radio navigation aids;
k) principles, characteristics and use of self-contained and external-referenced navigation systems; operation of airborne equipment;
l) the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights; calibration of sextants; the completion of navigation documentation;
m) definitions, units and formulae used in air navigation;

Operational procedures
n) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

Principles of flight
o) principles of flight;

Radiotelephony
p) communication procedures and phraseology.

8.2.1.3 *Experience*

8.2.1.3.1 The applicant shall have completed in the performance of the duties of a flight navigator, not less than200 hours of flight time acceptable to the CAAN, in aircraft engaged in cross-country flights, including not less than 30 hours by night.

8.2.1.3.1.1 When the applicant has flight time as a pilot, the CAAN shall determine whether such

a. experience is acceptable and, if so, the extent to which the flight time requirements of 8.2.1.3.1 can be reduced accordingly.

8.2.1.3.2 The applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:
a) by night — not less than 25 times by celestial observations; and
b) by day — not less than 25 times by celestial observations in conjunction with self-contained or external-referenced navigation systems.

8.2.1.4 *Skill*
The applicant shall have demonstrated the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to:

a) recognize and manage threats and errors;

Note.— Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868), Chapter 3, Attachment C, and in Part II, Chapter 2, of the* Human Factors Training Manual *(Doc 9683).*

b) exercise good judgment and airmanship;

c) apply aeronautical knowledge;

d) perform all duties as part of an integrated crew; and

e) communicate effectively with the other flight crew members.

8.2.1.5 *Medical fitness*
The applicant shall hold a current Class 2 Medical Assessment.

8.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

Subject to compliance with the requirements specified in these requirements, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft. If the privileges include radiotelephony communication, the licence holder shall comply with the requirements specified in these requirements.

8.3 FLIGHT ENGINEER LICENSE

8.3.1 Requirements for the issue of the licence

a) Age

Not less than 18 years.

b) Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

c) Educational Qualification

Applicants must have passed Intermediate of Science or its Equivalent acceptable to Director General.

d) Technical Knowledge, Experience and Practical Flying Tests

Applicant must have:

i) Aircraft Maintenance Technician (AMT) License, in the Categories 'A' & 'C' on type of for which the Flight Engineer is required, issued or validated by CAAN,

or

A Commercial Pilot License in aircraft having completed not less than 1000 hours of flight.

or

Degree in Aeronautical Engineering

or

A Flight Engineer License issued by an ICAO contracting State

or

An equivalent military qualification, accredited by a panel comprising subject matter experts established in accordance with part2 paragraph 2.34.4 of PELR.

ii) successfully completed an approved Flight Engineers Ground Course or hold current Flight Engineer's License issued by a Contracting State.

iii) passed Basic Flight Engineers Examination conducted by CAAN.

iv) completed, under the supervision of an Instructor Flight Engineeror other equivalent experience accredited by the panel mentioned in part2 paragraph 2.34.4 of PELR, not less than 100 hrs of flight time in the performance of the duties of Flight Engineer.

The maximum of 50 hrs on approved flight simulator is acceptable as part of the total flight time of 100 hrs.

Operational experience in the performance of the duties of a Flight Engineer, under the supervision of an Instructor Flight Engineer, in at least the following areas:

normal procedure

- pre-flight inspections
- fueling procedures, fuel management
- inspection of maintenance documents
- normal flight deck procedures during all phases of flight
- crew co-ordination and procedures in case of crew incapacitation
- defect reporting

abnormal and alternate

- recognition of abnormal functioning of Aeroplane systems
- use of abnormal and alternate (standby) procedure

emergency procedure

- recognition of emergency conditions
- use of appropriate emergency procedures

8.3.2 LICENSING PROCESS

a) Flight Engineering License issued from Contracting States.
b) Ground course.
c) CAAN technical examination.
d) CAAN proficiency test.

8.3.3 FEL - KNOWLEDGE

An applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Flight Engineer License, in at least the following subjects:

8.3.3.1 Air law

Rules and regulations relevant to the holder of a flight engineer license; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;

8.3.3.2 Aircraft General Knowledge

a) basic principles of power plants, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
b) principles of operation, handling procedures and operating limitations of aircraft power plants; effects of atmospheric conditions on engine performance;
c) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
d) ice and rain protection systems;
e) pressurization and air-conditioning systems, oxygen systems;
f) hydraulic and pneumatic systems;
g) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
h) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
i) limitations of appropriate aircraft;
j) fire protection, detection, suppression and extinguishing systems;
k) use and serviceability checks of equipment and systems of appropriate aircraft;

8.3.3.3 Flight Performance and Planning

a) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
b) use and practical application of performance data including procedures for cruise control;

8.3.3.4 Human Performance

Human performance relevant to the flight engineer including principles of threat and error management;

8.3.3.5 Operation Procedure

a) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
b) normal, abnormal and emergency procedures;

c) operational procedures for carriage of freight and dangerous goods;

8.3.3.6 Radio Telephony

Communication procedures and phraseology.

8.3.3.7 The applicant should have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer license in at least the following subjects:

a) fundamentals of navigation; principles and operation of self-contained systems; and
b) operational aspects of meteorology.

8.3.4 FEL – EXPERIENCE

a) The applicant shall have completed, under the supervision of a person accepted by the CAAN for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. it will be determined whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.

b) When the applicant has flight time as a pilot, it will be determined whether such experience is acceptable and, if so, the extent to which the flight time requirements of 8.3.4(a) can be reduced accordingly.

c) The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the CAAN for that purpose, in at least the following areas:

i) Normal procedures
ii) pre-flight inspections
iii) fuelling procedures, fuel management
iv) inspection of maintenance documents
v) normal flight deck procedures during all phases of flight
vi) crew coordination and procedures in case of crew incapacitation
vii) defect reporting
viii) abnormal and alternate (standby) procedures
ix) recognition of abnormal functioning of aircraft systems
x) use of abnormal and alternate (standby) procedures
xi) Emergency procedures
xii) recognition of emergency conditions
xiii) use of appropriate emergency procedures

8.3.5 FEL - EXAMINATIONS AND TESTS

a) All written examinations and flight checks shall be conducted at such times and places and in such a manner as determined by the authority.

b) An applicant who fails to pass a flight check may apply for a retest only when he has carried out the further study or training determined by the person who conducted the test.

c) An applicant shall provide a suitable simulator/aircraft for the purpose of undergoing the flight check. The type of simulator/aircraft is subject to approval by the authority.

8.3.6 FEL – EXAMINATIONS

Exam	Questions	Duration	Pass marks	Validity
Type Technical and Performance	100	3 hours	70%	5 Years

8.3.7 FEL – SKILL

8.3.7.1 The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures with a degree of competency appropriate to the privileges granted to the holder of a flight engineer license, and to:

a) recognize and manage threats and errors;
b) use aircraft systems within the aircraft's capabilities and limitations;
c) exercise good judgement and airmanship;
d) apply aeronautical knowledge;
e) perform all the duties as part of an integrated crew with the successful outcome assured; and
f) Communicate effectively with the other flight crew members.

8.3.7.2 The use of a flight simulation training device for performing any of the procedures required during the demonstration of skill described in 8.3.7.1 shall be approved by the it will be determined, which shall ensure that the flight simulation training device is appropriate to the task.

8.3.8 FEL - RECENT EXPERIENCE

a) The holder of a flight engineer license shall not perform the duties of flight engineer without supervision unless he/she meets the recent experience requirements prescribed by the operator and has passed a check conducted by an approved person within 6 months immediately preceding the date on which a flight commences.

Or

b) The holder of a flight engineer license shall not act as a flight engineer other than under supervision of any type of an aircraft endorsed on his license, on which he has not performed the duties of flight engineer in the preceding 90 days where the applicant does not fulfill this requirement. He shall meet the prescribed requirements of 2.18.4.

8.3.9 FEL - VALIDITY

The license shall remain valid for one year subject to the provisions of this regulation.

8.3.10 FEL - Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

8.3.10.1 Subject to compliance with the requirements specified in these requirements, the privileges of the holder of a flight engineer licence shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the CAAN on the basis of those requirements specified in these requirements which are applicable to the safe operation of that type of aircraft.

8.3.10.2 The types of aircraft on which the holder of a flight engineer licence is authorized to exercise the privileges of that licence, shall be either entered on the licence or recorded elsewhere in a manner acceptable to the CAAN.

8.3.11 FEL - MAINTENANCE OF LICENSE

a) **Renewal Requirement**

i. recurrent ground training as appropriate,
ii. crew log book,
iii. Simulator training report, if applicable
iv. Applicable fee
v. a current Class 2 medical assessment

b) Within 12 months to 60 months

i) FEL revalidation paper;
ii) 2 hours of training in simulators or in aircraft;
iii) 5 hours of under supervision for expiry more than 24 months;
iv) Approved ground refresher course
iv) Meeting the renewal requirements including oral tests.

d) After 60 months of expiry

Applicant shall complete all requirements for the initial issuance of FE license including but not limited to.
i) Full FEL written examinations.
ii) 5 hours of simulator.
iii) 10 hours of under supervision.
iv) CAA skill test.

For additional details refer 2.19.3

8.3.12 FLIGHT INSTRUCTOR RATING -FLIGHT ENGINEER (F/E)

a) A Flight Instructor Rating included in a Flight Engineer License will entitle the holder to give flight instruction in the type or types of Aircraft for which he holds a current rating.
b) A Flight Engineer Instructor Rating will be issued to an applicant who produces a current F/E license including Instructor Rating issued by a Contracting State or who shall have:

i) completed not less than 1000 hours of flight time as a Flight Engineer on the type of Aircraft involved;
ii) have satisfactorily completed an approved training course of flight instruction and ground training techniques and
iii) has satisfactorily completed a flight check showing his ability to act as an instructor with an Instructor (F/E) or Flight Engineer, designated by Director General.
iv) Flight Instructor Rating in a F/E license will have the same period of validity as the license and will be revalidated upon renewal of the license.

8.3.13 FEL – DOCUMENTATION

For issue

a) Application.
b) Medical assessment.
c) Ground course certificate.
d) Simulator training record if applicable.
e) CAAN technical examination results.
f) 2 photographs
g) CAAN skill test report.

8.3.14 FOR RENEWAL/REVALIDATION

Following are minimum requirements.

a) Application.
b) Medical assessment.
c) Oral test report, if applicable.
d) Written examination result, if applicable.
e) Simulator training record if applicable.
f) Under supervision record, if applicable.
g) CAAN skill test report.
h) Additional provision of PELR part 2 para 2.19.3 shall be referred, as applicable.

8.3.15 FEL – FEE SCHEDULE

As per CAAN fee schedule as per CAR 2058.

8.4 FLIGHT RADIO TELEPHONE OPERATOR

Note 1.— Where the knowledge and skill of an applicant have been established as satisfactory in respect of the certification requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, a Contracting State may endorse a licence already held by the applicant (as provided for in 5.1.1.2 XIII) or issue a separate licence as appropriate.

Note 2.— Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter and powered-lift pilot licences.

PART – 9

	LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS **AIRCRAFT MAINTENANCE LICENSE**
1.	REFER NCAR SECTION F AND NCAR PART 66

9.1 General rules concerning licences and ratings for personnel other than flight crew members

9.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.

9.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by the CAAN, such requirements in respect of knowledge and skill as are specified for that licence or rating.

9.2 Aircraft maintenance (technician/engineer/mechanic)

Refer NCAR section F and NCAR part 66

PART – 10

AIR TRAFFIC CONTROLLER LICENSE

Refer MOS for ATC licensing.

PART- 11

	FLIGHT OPERATION OFFICER/FLIGHT DISPATCHER LICENSE (FOO/FD)
11.1	FLIGHT OPERATION OFFICER LICENSE (FOO/FD LICENSE)
11.2	FOO / FD LICENSE - ELIGIBILITY
11.3	FOO LICENSE – ENGLISH LANGUAGE PROFICIENCY
11.4	FOO LICENSE - KNOWLEDGE
11.5	FOO LICENSE - EXPERIENCE
11.6	FOO LICENSE – EXEMPTION FROM GROUND COURSE
11.7	FOO LICENSE – SKILL TEST
11.8	FOO LICENSE – EXAMINATIONS
11.9	FOO LICENSE – ON JOB TRAINING (OJT)
11.10	FOO LICENSE - PRIVILEGES
11.11	FOO LICENSE - LIMITATIONS
11.12	FOO LICENSE - VALIDITY
11.13	FOO LICENSE – ISSUE PROCESS
11.14	FOO LICENSE – RENEWAL/REVALIDATION REQUIREMENTS
11.15	FOO LICENSE – GROUND INSTRUCTOR REQUIREMENTS

11.1 FLIGHT OPERATION OFFICER LICENSE

(FOO/FD LICENSE)

11.2 FOO/FD LICENSE - ELIGIBILITY

a) Age

Applicant shall not be less than 21 years of age.

b) Education

Applicant shall hold an educational qualification of at least higher secondary school certificate or equivalent.

c) Medical

Applicant shall be physically and mentally fit duly certified by a Physician.

d) No Objection Certificate (NOC)

Serving personnel from armed forces and government departments shall provide an NOC from the concerned organization.

11.3 FOO LICENSE - ENGLISH LANGUAGE PROFICIENCY

Applicant shall be capable of speaking, reading, writing and understanding English language.

11.4 FOO LICENSE – KNOWLEDGE

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Flight Operations Officer License in at least the following subjects:

a) **Aviation Law**

i) Rules and Regulations relevant to the holder of a Flight Operations Officer/Dispatcher License;
ii) Appropriate air traffic services practices and procedures;
iii) Contents of Operations Specifications.

b) **Aircraft General Knowledge**

i) Principles of operation of aeroplane power plants, systems and instruments;
ii) Operating limitations of aeroplanes and power plants;
i) Minimum equipment list.

c) **Flight Performance Calculation and Planning Procedures**

i) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculation;
ii) Operational flight planning; fuel consumption and endurance calculations, alternate airport selection procedures, en-reroute cruise control and extended range operation;
iii) Preparation and filing of air traffic services flight plans;
iv) Basic principles of computer-assisted planning systems;
v) Consultation of aircraft Manual if required;
vi) Consultation of Contents of Operations Specifications.

d) **Human Performance**
Human performance relevant to dispatch duties including principles of threat and error management.

Note : Guidance material to design training programmes on human performance including threat and error management can be found in the Human Factors Training Manual (Doc 9683).

e) **Meteorology**
i) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
ii) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining meteorological information.

f) **Navigation**
Principles of air navigation with particular reference to instrument flight.

g) **Operational procedures**
i) Use of aeronautical documentation;
ii) Operational procedures for the carriage of freight and dangerous goods;
iii) Procedures relating to aircraft accidents; and incidents; emergency flight procedure;
iv) Procedures relating to unlawful interference and sabotage of aircraft;

h) **Principles of flight**

Principles of flight relating to appropriate category of aircraft; and

i) **Radio communication**

Procedures for communicating with aircraft and relevant ground stations.

11.5 EXPERIENCE

11.5.1 The applicant shall have following experience:
a) a total of two years of service in any one or in any combination of the capacities specified in 1) to 3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

1) a flight crew member in air transportation; or

2) a meteorologist in an organization dispatching aircraft in air transportation;
or

3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;

or

b) at least one year as an assistant in the dispatching of air transport;

or

c) have satisfactorily completed a course of approved training.

11.5.2 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

11.5.3 An applicant for license shall successfully complete written examination as specified by Director General on the subject matter covering the approved syllabus for Aircraft Flight dispatcher.

11.5.4 Applicants will also be required to successfully complete a written or oral examination as specified by the Director General of their knowledge of the contents of the Nepalese Aeronautical Information Publication, Flight Operations Requirements and relevant Nepalese Civil Airworthiness Requirements etc.

11.6 FOO LICENSE - EXEMPTIONS FROM GROUND COURSE

a) Applicants with under mentioned qualifications may be exempted from the FOO ground course:

i) Holder of a valid ATPL or a valid CPL with IR or

ii) A qualified flight navigator.

b) The exemption from the FOO/FD ground course shall be withdrawn in case an applicant fails to clear the CAAN examinations in a maximum of three attempts.

11.7 FOO LICENSE - SKILL

11.7.1 The applicant shall have demonstrated the ability to:
a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighborhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

b) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;

c) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and

d) recognize and manage threats and errors.

Note : Guidance material on the application of threat and management is found I the Procedures for Air Navigation Services-Training (Doc 9868, PANS-TRG), Chapter3, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683)

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11.8 FOO LICENSE – EXAMINATIONS

exam	questions	duration	pass marks	validity
FOO/FD	100	3 hours	70%	2 years

11.9 FOO LICENSE - ON JOB TRAINING (OJT)

a) After passing of the written examinations, applicant for issue of FOO/FD license shall complete on job training (OJT) under supervision of a licensed flight operations officer for at least 90 days within 06 months immediately preceding the date of application.

b) A prior authorization is required from the CAAN to commence the OJT; and the details of the OJT shall be recorded on the form acceptable to CAAN.

11.10 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

11.10.1 Subject to compliance with the requirements specified in these requirements pertaining to the validity of license, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in FOR/AOCR.

a) Furnish the pilot-in-command while in flight, by appropriate means, with information that may be necessary for the safe conduct of flight; this may include the radio telephony privileges also and
b) In the event of an emergency, initiate such procedures as may be outlined in the operations manual of AOC holder.

11.11 FOO LICENSE - LIMITATIONS

a) A flight operations officer shall not:-

i) Dispatch an aircraft of a type for which he has not received performance training.

ii) Shall not be assigned to any duty if he has been absent from such duty for 12 consecutive months unless he has received re-current training by the operator; and

b) A flight operations officer shall not dispatch an MNPS flight unless he / she has successfully completed an approved MNPS course with a ATO; and has dispatched a minimum of 01 MNPS flight under supervision; and

c) A flight operations officer shall not dispatch an ETOPS flight unless he / she has successfully completed an approved EDTO course with an ATO; and has dispatched a minimum of 01 EDTO flight under supervision.

11.12 FOO LICENSE - VALIDITY

The FOO/FD license shall be valid for 24 months.

11.13 FOO LICENSE – ISSUE PROCESS

The applicant shall meet:

a) The eligibility criteria.

b) Undergo an approved FOO/FD ground theoretical course.
c) Pass the CAAN FOO/FD theoretical examinations.
d) Undergo a minimum 90 days of on-job-training.
e) Pass the skill test including one cockpit familiarization report in each aircraft type intended to be dispatched.
f) Fee Voucher as per CAR, 2058.

11.14 FOO LICENSE – RENEWAL/REVALIDATIONREQUIREMENTS

a) An applicant for renewal of a Flight Operations Officer License must produce the license, along with a certificate from his employee to the effect that he is successfully working as a Flight Operations Officer or Aircraft Flight Dispatcher.
b) Evidence that he has within the immediate preceding 12 months made at least one way flight on the flight deck of an Aircraft over an area in which he is authorized to exercise his duties. The flight will be in each aircraft type he/she is intended to dispatch.
c) Evidence of annual refresher/recurrent training.
d) Fee Voucher as per CAR, 2058.

e) For the revalidation of expired FOO license the provision of part 2 para2.19.3 shall be referred to, as applicable

11.15 FOO GROUND INSTRUCTOR REQUIREMENTS

In case of ground instruction for flight operation officer and personnel involved in dispatching aircraft, a pilot or a FOO license holder, with experience of not less than 3 years shall be eligible to conduct ground instruction, if his/her qualification and experience are satisfactory to CAAN.

PART – 12

CABIN CREW CERTIFICATE (CCC)

12.1	CABIN CREW CERTIFICATE (CCC)
12.2	CABIN CREW CERTIFICATE (CCC) - ELIGIBILITY
12.3	CCC – ISSUE PROCESS
12.4	CCC – TRAINING SYLLABUS
12.5	CCC – TRAINING AREAS
12.6	CCC – AIRCRAFT SPECIFIC TRAINING
12.7	CCC – EMERGENCY TRAINING
12.8	CCC – PRACTICE OF EMERGENCY DRILLS
12.9	CURRENCY
12.10	CCC - LIMITATIONS
12.11	CCC – RECURRENT TRAINING
12.12	CCC – RENEWAL / REVALIDATION
12.13	GROUND INSTRUCTOR – CABIN (GIC)
12.14	CCC - DOCUMENTATION
12.15	CCC – SAFETY OVERSIGHT OF CABIN CREWS

12.1 CABIN CREW CERTIFICATE (CCC) - ELIGIBILITY

12.2 Eligibility

a) Age

Applicant shall not be less than 18 years of age.

b) Education

Applicant shall hold an educational qualification of at least higher secondary school certificate or equivalent.

c) Medical

i) Applicant shall be physically and mentally fit duly certified by Physician.

ii) Able to reach safety equipment and open and close the overhead bins in standing position in the specific aircraft.

d) Validity of CCC: CCC is valid for 36 months.

e) CCC - ENGLISH LANGUAGE PROFICIENCY

Applicant shall be able to speak, read and write English in addition to the national language.

f) No Objection Certificate (NOC)

Serving personnel from armed forces and government departments shall provide NOC from their parent organization.

12.3 ISSUE PROCESS

The issue process of Cabin Crew Certificate will be as under:

a) Successfully completing the ground training course.
b) Successfully completing the training drills.
   i) Fire drill.
   ii) Evacuation drill.
   iii) Wet drill.
c) Passing the theoretical examination.
d) Flying two under supervision flights as determine by operator.
e) Satisfactory oral/skill test report by the Company IFS during the drills and in flight check.
f) Fee voucher as per CAR, 2058.

Note- The cabin crew certificate will be issued by CAAN till such a time when relevant provisions of Civil Aviation Regulations 2002 is amended regarding the cabin crew certificate.

12.4 CCC – TRAINING SYLLABUS

	INITIAL	ANNUAL	REQUALIFICATION	A/C TYPE
PART ONE **AVIATION INDOCTRINATION**				
1.1 AIR OPERATIONS INDOCTRINATION				
AIR OPERATOR SPECIFIC Company Orientation • Overview of company: Type and scope of operations conducted • Company structure: Management organization, route structure, fleet composition (size and type), facility locations.	•			
FLIGHT ATTENDANT SPECIFIC	•			
1.2 REGULATORY OVERVIEW				
NATIONAL REGULATIONS • appropriate provisions of FOR and other applicable regulation and guidance material eg. Advisory Circulars	•	•	•	
INTERNATIONAL REGULATIONS • relevant Annexes and ICAO Documents	•	•	•	
COMPANY REGULATIONS	•	•	•	
1.3 AVIATION TERMINOLOGY				
Terminology • Aviation terminology with regard to Airports, Ground and Flight operations, weather conditions, Time Conversions etc.	•		•	
Terms of Reference	•			
Aircraft specific terminology	•			•
1.4 THEORY OF FLIGHT				
General Aircraft Description including major aircraft components.	•		•	
Theory of Flight (Aerodynamics)	•		•	
Contamination of critical surfaces	•		•	
Cockpit and cabin configurations - communications, lighting, oxygen	•		•	•
Pressurization system - effects of	•		•	•

depressurization				
Air Traffic Control - system, procedure and technical terms	•			
Weight and Balance; effect of passenger seating	•	•	•	
Meteorology	•	•	•	
Turbulence and safety precautions	•		•	
Communications Equipment	•		•	
1.5 PHYSIOLOGY OF FLIGHT				
General	•	•	•	
Effect of altitude	•	•	•	
Cabin poisoning	•	•	•	

PART TWO **DUTIES AND RESPONSIBILITIES**				
2.1 AIR OPERATOR SPECIFIC				
CONTENTS OF OPERATIONS MANUAL AND FLIGHT ATTENDANT MANUAL				
• Overview of Manual sections	•	•	•	
• Correlation of Manual sections to Flight Attendant Training	•	•	•	
• Program	•	•	•	
• Reference system	•	•	•	
• Revision system	•	•	•	
• Distribution system	•	•	•	
• Familiarity of portions applicable to Flight Attendants	•	•	•	
FLIGHT ATTENDANT MANUAL				
STRUCTURE • overview of manual sections • correlation of manual sections to Flight Attendant training • program • reference system • revision system • distribution system REQUIREMENTS • responsibilities • carriage of Manual when on duty • maintaining Manual currency	•	•	•	
Company Operating requirements	•	•	•	
Pre-flight and In-flight duties and responsibilities that include : • authority of PIC • chain of command • credential requirements for admission to cockpit • locking of cockpit door • sterile cockpit procedures • required number of Flight Attendants • passenger briefings and demonstrations • passengers requiring extra attention • carry-on baggage requirements • exit row seating requirements • carriage of cargo in passenger compartments.	•	•	•	
stowage of crane and crutches stowage of crew baggage identification and handling of HAZMAT/COMAT serving alcoholic beverages fuelling with passengers on board electronic devices carriage of pets	•	•	•	

stowage of in-flight service items galley equipment restraints stowage compartment passenger and crew seats and restraints Flight Attendant jump seat arrangements passenger seating requirements infant/child restraints required placard and signs compliance with seatbelt and no-smoking signs smoking regulations cockpit to cabin signals serving Food to flight crewmembers MEL provisions reporting mechanical irregularities				
Post-flight duties and responsibilities				
Cockpit and Cabin Crew - composition, seniority, general duties and responsibilities				
Flight Operations Inspectors				
2.2 PASSENGER HANDLING POLICIES				
Passenger acceptance and refusal policies				
Passengers requiring special assistance eg., infants, children, unaccompanied minors, elderly, obese, physically or mentally handicapped, pregnant, nursing mothers, non-English speaking foreign passengers				
armed passengers				
prisoners with escorts, couriers				
unauthorized persons				
apprehensive passengers				
passengers who carry oxygen for personal use	•	•	•	
oxygen administration in flight	•	•	•	
serious illness or injury in flight	•	•	•	
death onboard	•	•	•	
delivery onboard	•	•	•	
unruly passengers; mentally disturbed passengers; drunk passengers; abusive passengers	•	•	•	
PART THREE **SAFETY PROCEDURES**				
3.1 CREW COORDINATION				
General	•		•	
Crew Communication and coordination: • importance and content of crew	•	•	•	

briefing • flight familiarization, including Takeoffs and landings • in-flight communications • post-flight debriefings • crewmember team concept				
Communication, passenger announcements	•	•	•	
3.2 STANDARDIZATION OF PROCEDURES AND SIGNALS BETWEEN COCKPIT AND CREW TO INCLUDE				
Preflight responsibilities	•	•	•	
Chime signals	•	•	•	
Signal for evacuation	•	•	•	
Signal for sterile cockpit	•	•	•	
Security procedures	•	•	•	
Procedures for initiation of evacuation	•	•	•	
Procedures for notification of emergency	•	•	•	
Cockpit emergency assignments	•	•	•	
Procedures for notifying cockpit that all passengers are seated prior to movement of aircraft for Takeoff and for Landing	•	•	•	
Positioning of cockpit door prior to Takeoff	•	•	•	
Procedures for flight attendant entry to cockpit	•	•	•	
Announcements for flight attendants to be seated prior to Takeoff	•	•	•	
3.3 ROUTINE FLIGHT DUTIES				
Authority of crew duty positions	•		•	
Crewmember duties and responsibilities specific to each crew position for each phase of flight such as emergency equipment preflight and passenger boarding responsibilities	•	•	•	
Review of FOR and company policies relevant to cabin safety	•	•	•	
Awareness of interior and exterior safety hazards	•	•	•	
Content of passenger briefings for all phases of flight	•	•	•	
3.4 SPECIAL FLIGHT SITUATIONS				

Procedures for delayed flights	●	●	●	
Spoiled FOOd	●	●	●	
Passenger complaints	●	●	●	
Damaged personal effects	●	●	●	
3.5 SURFACE CONTAMINATION				
Crew member responsibilities	●		●	
De-icing and Anti-icing	●		●	
3.6 BRIEFINGS				
Crew briefings	●	●	●	
Passenger briefings	●	●	●	
3.7 SAFETY CHECKS				
General	●	●	●	
3.8 PRE TAKEOFF AND PRE LANDING				
Cabin preparation	●		●	
Crew member responsibilities	●	●	●	
Abnormal situations	●	●	●	
3.9 PROPELLER ABNORMALITIES				
General	●	●	●	●
3.10 APRON SAFETY				
Hazards on apron	●	●	●	
Crewmember responsibilities	●	●	●	●
Helicopter operators	●	●	●	●
3.11 TURBULENCE				
Crewmember responsibilities	●	●	●	
Safety procedures for preventing injuries during turbulence	●	●	●	
3.12 CREW MEMBER INCAPACITATION				
Pilot incapacitation	●	●	●	
Flight Attendant incapacitation	●	●	●	
CAAN reporting requirements	●	●	●	
3.13 FUEL DUMPING				
General	●		●	

3.14 OXYGEN ADMINISTRATION				
General	•		•	
Procedures	•		•	
3.15 POST-FLIGHT DUTIES				
Documentation	•	•	•	
Communication	•	•	•	
PART FOUR **EMERGENCY PROCEDURES**				
4.1 CREWMEMBER DUTIES AND RESPONSIBILITIES				
Emergency assignments	•	•	•	
Captain's emergency authority	•	•	•	
Reporting incidents and accidents	•	•	•	
Cabin crew notification procedures	•	•	•	
Ground agency notification procedures CAAN, Airport Authority etc.	•	•	•	
Company communication procedures	•	•	•	
4.2 FIRE FIGHTING				
General	•	•	•	
Crew member responsibilities	•	•	•	
Procedures-cabin	•	•	•	
Procedures-external	•	•	•	
4.3 SMOKE/FUMES IN THE CABIN				
General	•	•	•	
Crewmember responsibilities	•	•	•	•
4.4 RAPID DECOMPRESSIONS AND CABIN DEPRESSURIZATION PROBLEMS				
General	•	•	•	
Crew member responsibilities	•	•	•	
Respiration, hypoxia, hypothermia, hyperventilation	•	•	•	
Time of useful consciousness	•	•	•	
Gas expansion/bubble formation	•	•	•	
4.5 EVACUATION				
General	•	•	•	
Crewmember responsibilities	•	•	•	

Evacuation procedures, directing passenger flow, blocked or jammed exit procedures	•	•	•	
Fuel spills and other ground hazards	•	•	•	
Handicapped persons	•	•	•	
Post-evacuation	•	•	•	
Accident/incident review	•	•	•	
4.6 DITCHING* *for international flights only*				
Cockpit and cabin preparation	•	•	•	
Passenger briefing	•	•	•	
Crew coordination	•	•	•	
Primary and secondary swells, sea conditions	•	•	•	
Ditching heading and water landings	•	•	•	
Ditching at night	•	•	•	
Use of life vests and slide rafts	•	•	•	
4.7 EMERGENCY LIGHTING SYSTEMS				
4.8 ILLNESS, INJURY AND FIRST AID				
Principles of CPR	•	•	•	
Ear and sinus blocks	•	•	•	
Seeking medical assistance	•	•	•	
Treatment of shock	•	•	•	
Heart attack and pregnancy situations	•	•	•	
PART FIVE **EMERGENCY EQUIPMENT**				
5.1 EQUIPMENT OVERVIEW				
General	•		•	•
Accident/Incident, new equipment and procedures review		•		•
First Aid equipment	•	•	•	
Oxygen equipment	•	•	•	
Fire fighting equipment	•	•	•	
Survival equipment	•	•	•	
Any other emergency equipment onboard				•
PART SIX **SECURITY**				
6.1 UNLAWFUL INTERFERENCE				

Company procedures for dealing with unlawful interference	●	●	●	
Hijacking and other unusual situations	●	●	●	
Bomb threat procedures	●	●	●	
Security coordinator responsibilities	●		●	
In-flight intercept signals and procedures	●		●	
PART SEVEN **AIRCRAFT SPECIFIC**				
7.1 PHYSICAL DESCRIPTION				
General	●			●
Exterior description	●		●	●
Interior description	●		●	●
7.2 GALLEYS				
General	●		●	●
7.3 COMMUNICATION SYSTEMS				
General	●			●
Interphone	●		●	●
Public address system	●		●	●
Passenger call system	●		●	●
Entertainment system	●		●	●
Automatic announcement system	●		●	●
7.4 LIGHTING SYSTEMS				
General	●	●	●	●
7.5 WATER AND WASTE SYSTEMS				
General	●	●	●	●
7.6 OXYGEN SYSTEMS				
General	●	●	●	●
Oxygen equipment and safety/emergency equipment		●		
7.7 HEATING AND VENTILATION SYSTEMS				
General	●	●	●	●
7.8 EXITS				

General	●	●	●	●
Normal operations	●	●	●	●
Abnormal operations	●	●	●	●
Emergency operations	●	●	●	●
Airstairs	●	●	●	●
7.9 UNIQUE FEATURES				
General	●	●	●	●
PART EIGHT **DRILLS**				
8.1 COMMUNICATION DRILLS				
Public address systems and interphone system drills	●		●	●
Passenger briefing drills	●		●	●
8.2 AIRCRAFT EXIT OPERATION DRILLS - EACH AIRCRAFT TYPE				
Equipment criteria	●	●	●	●
Normal door operations performance criteria	●		●	●
Emergency door operation performance criteria	●	●		●
Emergency exits and slides operations	●	●		●
Evaluation criteria	●	●	●	●
8.3 EVACUATION DRILLS				
General	●	●		
Simulation scenarios	●	●		
Unprepared land and inadvertent water contact evacuation drill performance criteria	●	●		
Evaluation criteria	●	●		
8.4 RAFT DRILL* *for international operations only*				
Equipment criteria, instructions on the use of life raft removal from aircraft and inflation, use of life lines, actual boarding of life raft or slide raft, donning and use of life vests etc.	●	●	●	
Performance criteria	●	●	●	
8.5 LIFE PERSERVER DRILL				
Equipment and performance	●	●		

8.6 AIRCRAFT SLIDE DRILL	●	●		
Equipment and performance	●	●		
8.7 FIREFIGHTING DRILLS				
General	●	●		
Equipment criteria	●	●		
Equipment practice	●	●		
Live firefighting	●	●		
Firefighting/cabin performance criteria	●	●	●	
Evaluation criteria	●	●	●	
Fires / class B main deck cargo compartment	●	●	●	●
8.8 OXYGEN ADMINISTRATION DRILL				
Equipment criteria	●		●	
Portable oxygen bottle performance criteria	●		●	
Fixed oxygen performance criteria	●		●	●
8.9 FIRST AID DRILL				
General	●		●	
Comprehensive First Aid training	●	●	●	

PART NINE **HYGIENE, AVIATION MEDICINE, FIRST AID**				
9.1 HYGIENE AND AVIATION MEDICINE				
Terminology	●		●	
Personal hygiene	●		●	
Tropical hygiene	●		●	
Transmissible disease	●	●	●	
Quarantinable disease	●	●	●	
Endemic disease, Pandemic disease	●	●	●	
Food poisoning	●	●	●	

In-flight medical emergencies and incidents	●	●	●	
Artificial respiration	●	●	●	
Effects of drugs/intoxicants	●	●	●	
9.2 FIRST AID MEDICAL SUPPLIES				
First Aid kits - contents and use of (First Aid training should take by Medical Doctor)	●	●	●	
Medical kits - contents and use of	●	●	●	
PART TEN **HUMAN FACTORS**				
10.1 FUNDAMENTAL HUMAN FACTOR CONCEPTS	●	●	●	
10.2 CREW RESOURCE MANAGEMENT (CRM)	●	●	●	
PART ELEVEN **CARRIAGE OF DANGEROUS GOODS**				
11.1 GENERAL				
Legalities, regulations - national and company	●		●	
Prohibited goods	●	●	●	
Label identification	●	●	●	
Exceptions	●	●	●	
11.2 PROCEDURES				
Emergency procedures for dealing with Dangerous Goods	●	●	●	
PART TWELVE **PREVIOUS ACCIDENTS/INCIDENTS REVIEW**				
Past accident/incident report reviews, if available	●	●	●	
Reporting system, if in existence	●	●	●	

12.5 CCC – TRAINING AREAS

a) The training should include the following:
   i) Appropriate portions of the Operations Manual.
   ii) Basic indoctrination ground training.
   ii) Discipline, duties, and responsibilities.

b) The training program shall include training which will enable crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.

c) The training program shall include training which will acquaint crew members with preventive measures and techniques in relation to passengers, baggage, mail, equipment, stores, and supplies intended to be carried on an aircraft so that they can contribute to the prevention of acts of sabotage or other forms of unlawful interference.

d) Training in the location of the least risk location for a bomb on each type of aircraft operated and methods or specialized means to be employed to attenuate and direct the blast.

e) Knowledge and skill in human performance as related to passenger cabin safety duties including flight crew-Cabin crew co-ordination. The Initial Ground Training for Cabin Crews shall include training in personal appearance and presentation, knowledge of languages, familiarization with aviation industry, passenger facilitation, filling up of requisite forms/records, flight documentation, custom laws, immigration laws and health laws.

12.6 CCC - AIRCRAFT SPECIFIC TRAINING

12.6.1 A general description of the aircraft emphasizing physical characteristics that may have a bearing on ditching, evacuation, and flight emergency procedures and on other related duties;

a) The use of both the public address system and the means of communicating with other flight crew members.

b) Proper use of electrical galley equipment and the controls of cabin heat and ventilation.

c) Proper opening and closing of doors and other exits.

d) A general description of the aircraft emphasizing physical characteristics, cabin system, total seats, oxygen system, water and lavatories, emergency equipment carried on board, type of engines, location of galleys, cabin lights and their operation, cabin temperature control, electrical pertaining to passenger cabin and emergency exits.

e) knowledge of galley, passenger oxygen system, flight crew oxygen system, public address system, electrical system, position and use of fire extinguishers, emergency means of communication during any unusual situation of flight including hijacking and other unusual situations.

f) Cabin heat, ventilation, pressurization, air-conditioning, heating system, electrical panels in the cabin etc.

g) shall include instructions regarding the proper packaging, marking, labeling and documentation of dangerous goods and magnetized materials and instructions regarding their loading, storage and handling characteristics.

h) With emphasis on type of extinguisher to be used on different classes of fires.

i) Emergency exits in the emergency mode with the evacuation slide/raft pack attached (if applicable), with

training emphasis on the operation of the exits under adverse conditions.

j) instruction in the handling of emergency situations including:

i) rapid decompression;

ii) fire in flight or on the ground and smoke control procedures with emphasis on electrical equipment and related circuit breakers found in the cabin areas including all galleys, service centres, lifts, lavatories, movie screens.

iii) ditching and other evacuations, including the evacuation of other persons and their crews, if any, who may need the assistance of another person to move expeditiously to an exit in the event of an emergency; aborted takeoff - which should be conducted during day and night simulated conditions and with low illumination of floor light. emergency training

12.7 CCC – EMERGENCY TRAINING

a) Each training program shall provide the emergency training set forth with respect to each aircraft type, model and configuration and each kind of operation conducted in so far as appropriate.

b) Instruction in emergency assignments and procedures, including coordination among crew members.

c) Individual instructions on the location, function and operation of emergency equipment including:

i) Equipment used in ditching and evacuation.

ii) First Aid Kit and its proper use.

iii) Portable fire extinguishers.

iv) Illness, injury or other abnormal situations involving passenger or crew members to include familiarization with the physician kit.

v) Hijacking and other unusual situations like bomb threat.

vi) Review and discussion of previous aircraft accidents and incidents pertaining to actual emergency situations.

vii) Each cabin crew shall accomplish the following emergency training during the specified training periods, using those items of installed emergency equipment for each type of aircraft in which he or she is to serve.

viii) Emergency drill requirements shall be accomplished during initial training. each cabin crew must perform: at least one approved firefighting drill using at least one type of installed hand fire extinguisher, appropriate for the type of fire to be fought, while using the type of installed protective breathing equipment, for combating fires aboard aircraft.

ix) Observe the following drills: Removal from the aircraft (or training device) and inflation of each type of life raft, if applicable. Deployment,

inflation and detachment from the aircraft (or training device) of each type of slide/ raft pack). Emergency evacuation including the use of a slide.

d) Cabin Crew who serve in operations above 25,000 feet shall receive instruction in the following –

i) Respiration.
ii) Hypoxia.
iii) Duration of consciousness without supplemental oxygen at altitude. Gas expansion.
iv) Gas bubble formation.
v) Physical phenomena and incidents of decompression.

12.8 CCC – PRACTICE OF EMERGENCY DRILLS

a) A Trainee Cabin Crew shall undergo the following emergency drills:

i) Wet Drill (ditching) : valid for 3 Years
ii) Evacuation Drill : valid for 2 Years
iii) Fire Drill : valid for 1 Year

b) The drills shall be monitored by the CAAN inspector/designated examiner.

c) The drill/s may be repeated if the CAAN inspector/designated examiner is not satisfied with the performance of student/s.

12.9 CURRENCY

A cabin crew who has not operated any flight during last six months shall undergo a recency check.

12.10 CC – LIMITATIONS

a) Unless approved by the it will be determined, a cabin crew shall not exercise the privileges of a cabin crew on more than three aircraft at one time.

b) No cabin crew shall be scheduled nor shall any cabin crew operate on any aircraft on which he/she is not currently trained; and holds valid competency certificates with appropriate type endorsement and Cabin Crew Competency Card (Ref. Attachment No. 5).

12.11 CCC – RE-CURRENT TRAINING

a) Recurrent training, once in every 12 months, shall ensure that each cabin crew is adequately trained and currently proficient with respect to the type/s of aircraft (including differences training).

b) Recurrent training shall include evacuation, fire drill and wet drill.

12.12 CCC - RENEWAL / REVALIDATION

12.12.1 The CCC shall be renewed subject to meeting the re-current requirements as under:

i) Medical assessment.
ii) A ground refresher.
iii) Fire drill.
iv) Evacuation drill.
v) Wet drill.
vi) In-flight competency check.

12.13 CCC – GROUND INSTRUCTOR - CABIN (GIC)

12.13.1 A Ground Instructor – Cabin (GIC) may be approved by CAAN provided he/she:

a) Holds or has held CCC or an equivalent authorization.
b) Has 6 years of experience as a Cabin Crew.
c) Suitable temperament and excellent conduct.
d) Have been recommended by the company.
e) Train the trainer course.
f) Satisfactory monitoring report by a CAAN inspector.

12.13.2 Approval **Certificate**

Subject to receiving the required documentation, licensing office will issue the approval certificate in the prescribed format.

12.14 CCC - DOCUMENTATION

12.14.1 **Issue of CCC**

Operator/organization shall submit the following documents:

a) Application.
b) Medical assessment.
c) 02 colour photographs
d) Ground training report by training organization.
e) Ground training report (emergency drills).
f) Theory examination result
g) Detail of under-supervision flights.
h) In-flight competency check report.
i) On type drill report.
j) Fee voucher as per CAR, 2058

12.14.2 **Renewal / Revalidation of CCC**

a) Application form.
b) Cabin Crew Certificate
c) Ground training report from training organization.
d) In-flight competency check report.
e) Medical assessment.
f) On type drill report.
g) Fee voucher.

12.15 CCC – SAFETY OVERSIGHT OF CABIN CREWS

12.15.1 CAAN Inspectors shall carry out safety oversight audits of the operators and en route inspections to ensure the following:

a) That the cabin crews hold valid competency certificates.
b) That the cabin crews perform their function during the flights in accordance with CAAN regulations.
c) That the CAAN prescribed flight and duty time limitations are complied with.
d) that the operators ensure that cabin crews are seated at their assigned stations, with the seat belts and shoulder harness on, during take-off and landing; and whenever deemed necessary by the pilot-in-command in the interest of safety.
e) That the operators ensure that no non revenue passenger is allowed to occupy a jump seat during flight.

f) The operators shall ensure that adequate number of approved GICs and DCCCs are available to handle the required certification task.
g) That operator's and training and checking departments maintain a complete record of training and utilization of the cabin crews.

Attachment

CAAN

Ref. No. | | | | |

I.CIVIL AVIATION AUTHORITY NEPAL

II.CABIN CREW CERTIFICATE

PHOTO

III **Certificate Number** _____

IV **Name** .....

.....

IV a **Date of Birth**

V **Nationality** .....

VI **Address Permanent** .....

Currently Residence

.....

VII **Organization**

VIII **Position**

IX **Signature of Holder** ... ...

X) RATINGS

Aircraft Rating :-

Valid for use in connection with service for the crew member's term of employment.

Issued on : …… (Date)

_____

(Signature of issuing Officer)

X) *Remarks :* - Cabin Crew

Lead Cabin Crew

IX) PRIVILEGES

The privileges of Cabin Crew Certificate are:-

a) Preserve the safety of passengers on board an aircraft and provide guidance to all persons on board during emergency,

b) Safe evacuation of passengers in an emergency,

c) Assist passengers in case of an injury or sickness.

CONDITIONS OF USE

a) The Certificate is to be available at all times while on duty.

b) Loss of this Certificate is to be reported to Manager Flight Service immediately. Loss of Certificate by negligence will result in disciplinary action.

c) The Certificate should be available during renewal training.

d) The Certificate will be invalid if the holder does not complete recurrent training within the stipulated period.

e) Operating a flight with an invalid Certificate or without the appropriate aircraft endorsement will be in violation of the Rules.

f) The privileges of the Certificate can be exercised only with a valid Medical.

g) The validity of Medical check conducted by an authorised Medical Examiner is two years.

PART 13AERONAUTICAL STATION OPERATOR LICENCE

Note.— This licence is not intended for personnel providing Aerodrome Flight Information Service (AFIS). Guidance on the qualifications to be met by these personnel can be found in Circular 211, Aerodrome Flight Information Service (AFIS).

13.1 Requirements for the issue of the licence

13.1.1 Before issuing an aeronautical station operator licence, CAAN shall require the applicant to meet the requirements of 13.1. Unlicensed individuals may operate as aeronautical station operators on the condition that the CAAN ensures that they meet the same requirements.

13.1.2 *Age*
The applicant shall be not less than 18 years of age.

13.1.3 *Knowledge*
The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:

General knowledge
a) air traffic services provided within the State;

Operational procedures
b) radiotelephony procedures; phraseology; telecommunication network;

Rules and regulations
c) rules and regulations applicable to the aeronautical station operator; and

Telecommunication equipment
d) principles, use and limitations of telecommunication equipment in an aeronautical station.

13.1.4 *Experience*
The applicant shall have:
a) satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months; or

b) satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.

13.1.5 *Skill*
The applicant shall demonstrate, or have demonstrated, competency in:
a) operating the telecommunication equipment in use; and

b) transmitting and receiving radiotelephony messages with efficiency and accuracy.

13.2 Privileges of the aeronautical station operator and the conditions to be observed in exercising such privileges

13.2.1 Subject to compliance with the requirements specified in regarding the validity of license and language proficiency prescribed in these requirements, the privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.

13.3 Aeronautical meteorological personnel

Note.— The requirements for training and qualifications for all aeronautical meteorological personnel are the responsibility of the World Meteorological Organization (WMO) in accordance with the Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization *(Doc 7475). The requirements can be found in WMO Document 258* — Guidelines for the education and training of personnel in meteorology and operational hydrology — *Volume I:* Meteorology.

PART 14 SPECIFICATIONS FOR PERSONNEL LICENCES

14.1 Personnel licences issued by CAAN in accordance with the relevant provisions of this requirement shall conform to the following specifications:

14.1.1 Detail

14.1.1.1 CAAN having issued a licence it shall be ensured that other States are able to easily determine the licence privileges and validity of ratings.

Note.— Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.

14.1.2 The following details shall appear on the licence:
I) Name of State (in bold type);

II) Title of licence (in very bold type);

III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;

IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);

IVa) Date of birth;

V) Address of holder if desired by the State;

VI) Nationality of holder;

VII) Signature of holder;

VIII) Authority and, where necessary, conditions under which the licence is issued;

IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;

X) Signature of officer issuing the licence and the date of such issue;

XI) Seal or stamp of authority issuing the licence;

XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;

XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and

XIV) Any other details desired by the Nepal issuing the licence.

14.1.3 Material
First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 14.1.2 shown clearly thereon.

14.1.4 Language
All Nepalese licenses issued under these requirements will be issued in English language.

When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations

issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.

14.1.5 Arrangement of items
Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 13.1.1, so that on any licence the number will, under any arrangement, refer to the same item heading.

Note.— Item headings may be arranged in such order as may best suit the convenience of the Contracting State issuing the licence.

Attachment 1

1.1 Procedure for the issuance of license on the basis of licenses issued in ICAO contracting States into Nepalese pilot license

1.1.1 The CAAN may issue a local license on the basis of the foreign license/certificate issued by contracting State.

1.1.2 License issued by contracting State shall be examined and evaluated properly for the compliance of Annex 1.

1.2 Procedure to evaluate the license issued by ICAO contracting States

CAAN will evaluate the status of compliance of original license with ICAO Annex 1 provision for the issuance of a Nepalese license on the basis of foreign license issued by ICAO contracting States by adopting the following procedures.

1.2.1 Procedure for CPL/ATPL

Submission of documents to CAAN:

(a) Applicants must submit license along with application:-

1. **Valid** foreign Professional Pilot's License along with verification letter from issuing State. The CAAN may verify the authenticity of license through verification.
2. Foreign Medical Assessment from State of issue
3. **Authenticated** Log book of a period of at least preceding 5 years, which must include information regarding dates, aircraft type (single/Multi) and registration, crew status (PIC, Co-pilot etc.), total time, Sectors, Departure-arrival times, day & Nights, X-country flights, X-country tests with no. of landings, Skill tests (Day /night / IR with no. of landings) instrument time (actual, simulated in aircraft), simulator flying (separately logged).

   All the entries must be verified by the appropriate authority in the State of Issue of foreign license. Tests must be signed by the examiners as well.
4. Valid Certificates of Skill tests for Single as well as Multi engine as appropriate.
5. For CPL Aeroplane flying experience shall be as mentioned in PELR 7.6.1 and for Helicopter as mentioned in 7.8.1.
6. For ATPL Aeroplane flying experience shall be as mentioned in PELR 7.21.1, 7.21.2 and for Helicopter as mentioned in 7.24.1 and 7.24.2.
7. **For Multi endorsement on CPL:** Record of ground training and pass result of technical exam, Statement indicating at least 8 hrs of training on multi engine aircraft for which endorsement is requested (including test/ check), and within 6 months General flying test by day with three solo take off and landings each, General flying test Night with three solo take off and landings each and for IR on multi IR test report with two approaches on aircraft for which multi -endorsement on license is requested.

(b) Prior to submitting an application, the candidate should complete the following requirements:-

For CPL

1. General Flying Test report by day, night and Instrument Rating test (if IR desired) in a flying training institute approved by the regulatory authority of the ICAO contracting State.
2. Pass results of Civil Aviation Air Regulation (AIP) and Basic CPL Examination as specified by the Director General.
3. Nepalese Class-I Medical assessment.
4. Obtain certificates from respective school Boards examination for 12^{th} with original certificates
5. Applicant must complete all requirements for CPL as mentioned in the company Operations Manual.
6. Fees as per Civil Aviation Regulation 2002.

For ATPL

1. Pass results of Civil Aviation Air Regulation and ATPL Examination as specified by the Director General.
2. Nepalese Class-I Medical assessment.
3. Obtain certificates from respective school Boards examination for 12^{th} with original certificates
4. Applicants must have successfully completed appropriate tests of their technical knowledge and the practical flying skill with a degree of competency appropriate to the privileges granted for Airline Transport Pilot License.
5. Applicant must complete all requirements for ATPL as mentioned in the company operations manual.
6. Fees as per Civil Aviation Regulation 2002.

Attachment 2.1

2.1 Procedure for contacting the State of Issuance

2.1.1 The following procedure shall be adopted to contact the State of issuance for the necessary verification of original licenses to ensure that the license issued by the contracting State was in compliance with the provision of ICAO Annex 1.

2.1.2 Verification shall be done by furnishing all the details as mentioned below:

Verify the Authenticity of Foreign License, Rating and Medical certification as follows:

Name	:
Nationality	:
Date of Birth	:
Sex	:
License No.	:
License Level	:
Date of Issue of License	:
License Validity	:
Type Rating with validity	:
Instructor rating with type of aircraft	:
Details of last IR and PPC	:

English Language for radio-telephony communication:

Is the certificate/license under suspension or revocation?

Expiration date of certificate/license	:
Country of medical certification	:
Validity of Medical	:

Accidents/incidents in last 5 years:

Remarks, if any :

Declaration by the State of issue that the License/Certificate issued is in compliance with Annex 1:

Please inform us in case the licence is suspended or revoked

2.1.3 Through Email or via Fax or via any other means available.

Attachment 2.2

CIVIL AVIATION AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT

FORM FOR THE VERIFICATION OF FOREIGN LICENSE

Name :	Date of Birth :
Nationality :	Marital Status/Sex :
License No.	License Level: (CPL/ATPL)
Type Rating:	Validity of License:
Instructor Rating:	Language Proficiency:
Medical Validity:	Medical Assessment Class:
Country of Medical Certification:	
Date of Issue of License:	Country of Issue:
This license/certificate was not under suspension or revocation.	

_____
Signature of Applicant

Attachment 3

3.1 Additional exam required for validation of foreign license issued by the contracting State

3.1.1 Air Regulation Examination (AIP)

3.1.2 English Language Proficiency Test, as applicable

3.1.3 Oral Interview

Attachment 4

Front Side of the Card

FLIGHT CREW COMPETENCY CARD Company Logo **his record shall be available for review when engaged in Flight Operations**									
Name :									
Designation:			**License No.:**						
Employer :									
Date Valid To		**Aircraft Type**	**PPC**	**ILS CAT II**	**ILS CAT III**	**Emergency Evacuation**	**CRM**	**Dangerous Goods**	**Company Chief Pilot / Operation Manager**
Y	**M**								

Rear Side of the Card

Date Valid To		**Aircraft Type**	**PPC**	**ILS CAT II**	**ILS CAT III**	**Emergency Evacuation**	**CRM**	**Dangerous Goods**	**Company Chief Pilot / Operation Manager**
Y	**M**								

Attachment 5

Company Logo	**CABIN CREW COMPETENCY CARD**	PHOTO

Name :

S.No.	Particulars	Valid Until (Type of Aircraft)	
01.	Recurrent Training		
02.	Emergency Evacuation Training and Drill		
03.	CRM Course		
04.	Dangerous Goods		
05.	Medical Validity		

Chief Pilot / Operation Manager _____ Date : _____

Attachment 6

CIVIL AVIATION AUTHORITY OF NEPAL

FLIGHT CREW LICENSE APPLICATION FORM

FLIGHT SAFETY STANDARDS DEPARTMENT

SINAMANGAL, KATHMANDU.

SUBJECT : LICENSE ISSUANCE

1. FULL NAME : …… …… …… …… …… …… ……
2. LICENSE NUMBER : …… …… …… …… …… …… ……
3. PERMANENT ADDRESS :…… …… …… …… …… ……
4. MAILING ADDRESS : …… …… …… …… …… …… ……
5. TELEPHONE NUMBER : …… …… …… …… …… ……
6. IDENTIFICATION MARK : …… …… …… …… …… ……
7. DATE OF BIRTH : …… …… …… …… …… …… ……..
8. DATE OF LAST MEDICAL : …… …… …… …… …… ……
9. ISSUE

   (A) LICENCE - ATPL / MPL/CPL / FE

   (B) RATING - NIGHT

   (C) RATING - INSTRUCTOR

   (D) RATING - INSTRUMENT

(E) ……..… - TYPE RATING
(AIRCRAFT TYPE)

10. (A) TIME RELATED TO LICENSE / ENDORSEMENT FOR ……

	TOTAL TIME	AIRCRAFT		CROSS COUNTRY IF APPLICABLE	NIGHT		INSTRUMENT		INSTRUCTOR FLIGHT TRAINING
		SINGLE ENGINE TYPE	MULTI ENGINE TYPE		TIME	TAKE-OFF LANDING	FLIGHT	SIMULATOR	
DUAL									
PILOT-IN-COMMAND									
CO-PILOT									

10. (B) TOTAL TIME TO DATE

	TOTAL TIME	AIRCRAFT		CROSS COUNTRY IF APPLICABLE	NIGHT		INSTRUMENT		INSTRUCTOR FLIGHT TRAINING
		SINGLE ENGINE TYPE	MULTI ENGINE TYPE		TIME	TAKE-OFF LANDING	FLIGHT	SIMULATOR	
DUAL									
PILOT-IN-COMMAND									
CO-PILOT									

10. I CERTIFY THAT TRAINING AND EXPERIENCE SET FORTH ABOVE IS TRUE. I REQUEST THAT MY LICENSE / ENDORSEMENT BE ISSUED AS MENTIONED IN 9.

DATE :…… …… …… SIGNATURE OF THE APPLICANT :

NOTE :

1. FOR LICENCE TO BE ENDORSED FOR ADDITIONAL PRIVILEGES, MEDICAL CERTIFICATE MUST BE VALID.
2. THE APPLICATION MUST BE ACCOMPANIED BY THE FEE, EXAMINATION RESULTS, FLIGHT CHECK REPORT, LOG BOOKS, LETTER OF RECOMMENDATION ETC. AS APPLICABLE.
3. ANY CHANGES ON ABOVE INFORMATION MUST INFORM CIVIL AVIATION AUTHORITY OF NEPAL IMMEDIATELY.

Attachment 7

CIVIL AVIATION AUTHORITY OF NEPAL

FLIGHT CREW LICENSE RENEWAL APPLICATION FORM

FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU.

SUBJECT: RENEWAL OF LICENSE/RATING.

1. FULL NAME: …… …… …… …… …… …… …… ……

2. LICENSE NUMBER…… …… …… …… …… …… ……

3. RECENT ADDRESS…… …… …… …… …… …… ……

4. TELEPHONE NUMBER OF THE APPLICANT :…… …… ……

5. LICENSE/RATING RENEWAL REQUESTED FOR :

   A) TYPE RATING: …… …… …… …… …… …… ……
   (TYPE(S) OF THE AIRCRAFT TO BE RENEWED)

   B) INSTRUMENT RATING: …… …… …… …… …… ……

   C) INSTRUCTOR RATING: …… …… …… …… …… ……

6. LAST MEDICAL DATE:…… …… …… …… …… …… ……

7. CURRENT MEDICAL DATE:…… …… …… …… …… ……

8. LAST PPC DATE: …… …… …… …… …… …… ……
   (TYPE(S) OF AIRCRAFT)

9. CURRENT PPC DATE: …… …… …… …… …… ……
   (TYPE(S) OF AIRCRAFT)

11. ALL DOCUMENTS AS MENTIONED ON THE OVERLEAF OF THE FLYING HOUR DETAIL FORM, ARE ATTACHED.

DATE:

…… …… ……
SIGNATURE OF THE APPLICANT:

CIVIL AVIATION AUTHORITY OF NEPAL

TOTAL FLYING HOURS FOR ISSUANCE OR RENEWAL OF PILOT'S ATPL/CPL/INSTRUCTOR/INSTRUMENT RATING FOR THE PRECEEDING SIX/TWELVE MONTHS FROM …… TO ……

NAME OF LICENSE HOLDER : …… ……
PILOT LICENCE NUMBER : …… VALID UNTIL : ……

		SINGLE ENGINE AIRCRAFT				MULTI ENGINE AIRCRAFT						TOTAL	INSTRUMENT FLYING		LINK OR SIMULATOR	REMARKS
		DAY		NIGHT		DAY			NIGHT				SIMULATED	ACTUAL		
		Dual	Solo	Dual	Solo		2ND PILOT	1ST PILOT		2ND PILOT	1ST PILOT					
PREVIOUS TOTAL HOURS BROUGHT FORWARD																
MONTH	TYPE OF A/C															
GRAND TOTAL																

EXAMINED THE LOG BOOK AND CERTIFIED

CORRECT :

Signature of Licence Holder : …….. Date : …… SIGNATURE : ……

DATE : …….

Attachment 8

CIVIL AVIATION AUTHORITY OF NEPAL

FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU.

DATE : ……

LICENSE DEPOSIT CERTIFICATE

Mr./Mrs./Ms …… ……., THE HOLDER OF ATPL/ CPL/MPL/FE/FOO LICENSE NO. …… ISSUED BY THE CIVIL AVIATION AUTHORITY OF NEPAL HAS DEPOSITED HIS/HER SAID LICENSE FOR RENEWAL / ENDORSEMENT ON …… …….. THIS CERTIFICATE WILL BE VALID TILL …….

(SIGNATURE)
LICENSING OFFICER

Attachment 9

CIVIL AVIAITON AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU.

SYLLABUS FOR CPL EXAMINATION

I. AIRCRAFT AND ENGINES

1. Airframe and Systems

1.1 Types and construction of airframes.
1.2 Aerofoils.
1.3 Control surfaces, types and uses.
1.4 Flight controls, types and uses.
1.5 Principle of operation and construction of piston and turbine engines.
1.6 Basic Lubrication, hydraulic electrical and fuel system of general aircraft.
1.7 Operational procedures and limitations of power plants.
1.8 Principle of operation of movable aerofoils.

2. AERODYNAMICS

I) AEROPLANE :

2.1 Newton's Laws of motion and their application in aircraft flying.
2.2 Berneoullis' principle and application.
2.3 Lift-causes, factors affecting lift.
2.4 Drag-causes, factors affecting drag.
2.5 Thrust-causes, factors affecting thrust.
2.6 Weight-factors affecting the gravity (load factors).
2.7 Components of lift, drag, thrust and weight (gravity).
2.8 Circular motion- theory, practical usefulness in aircraft flying.
2.9 Equilibrium, stability, instability of forces acting on aircraft.
2.10 Factors affecting stability, stalls, turns, climb, descent, load factors.
2.11 Various conditions of flight and the forces acting on it.

3. Aircraft Performance

3.1 Aircraft performance, definition and practical use.
3.2 Factors affecting aircraft performance.
3.3 Use of various performance charts.
3.4 Weight and balance- computation and practical uses.
3.5 Factors affecting C of G.
3.6 Computation of landing distance, take-off distance, climb and descent using performance charts.
3.7 Limitation of aircraft operation.

4. Flight Planning

4.1 Preparation of a flight plan.
4.2 Computation of fuel plan.
4.3 Computation of headings, ground-speeds, time enroute (EET), true airspeed, wind velocities.
4.4 Selection of routes (IFR/VFR).
4.5 Necessity of obtaining weather briefing.
4.6 Alternate course.
4.7 Chart plotting.
4.8 Checking of AIP, NOTAMS.
4.9 Radio planning practice.
4.10 Interpretation of aerodrome chart.

5. Aircraft Instruments

5.1 Basic flight instruments, principle of operation and practical uses.
5.2 Basic navigation instruments for VFR flights, principle of operation and practical uses.
5.3 Basic engine instruments, principle of operation and practical uses.
5.4 Pictorial interpretation of the cockpit instruments.
5.5 Gyroscopic and pressure instruments.

II. AIR NAVIGATION

1. Basic Navigation

1.1 The earth.
1.2 Great circles, small circles, rhomb lines.
1.3 Latitudes, longitudes, and its uses in air navigation.
1.4 Directions
- compass, true and magnetic, definitions, their interrelationship and uses.

1.5 Magnetic compass
- Principle of operation and limitations.

2. Charts

2.1 General properties of various types of projections.
2.2 Representation of meridians, parallels great circles and rhumb line.
2.3 Use of aeronautical charts.

3. Dead Reckoning

3.1 Fundamentals of dead-reckoning.
3.2 Practical application of track, heading, wind, speeds (airspeed, groundspeed).
3.3 Computation of EET, ETA, groundspeeds, airspeeds.
3.4 Computation of drift, wind correction angle.
3.5 Determining DR, position fix.

4. Navigational Computer

4.1 Practical application of navigational computer.
4.2 Computation of various speeds, time en-route (EET, ETA), distances, headings, wind, fuel consumption etc.
4.3 Triangle of velocities, its practical use in air navigation.

5. In-Flight Navigation

5.1 Navigation during climb and descent regime of flight.
5.2 Navigation in cruise flying.
5.3 Use of fixes to revise navigation data e.g. speed, track, wind, EET and ETA and others etc.
5.4 Computation of speed, distance, time, fuel etc. associated with climb descent and cruise phase of flight.

III. METEOROLOGY

1. The Atmosphere and Physical Process

1.1 Composition, extent and vertical division.
1.2 Pressure, density and temperature.
1.3 Variation of pressure, density and temperature and their effects on the weather.
1.4 Adiabatic processes, dry air, evaporation, condensation, latent heat, saturated and unsaturated air, inversions and their influences on the weather.
1.5 Stability, instability of air and weather associated to it.
1.6 Lapse rate, vertical distribution of temperature and density.

2. Humidity and Precipitation

2.1 Humidity in atmosphere and its effect on density.
2.2 Humidity variation and weather associated with it.
2.3 Condensation, precipitation, sublimation and freezing in atmosphere.
2.4 Precipitation, its characteristics and development.

3. Clouds

3.1 Types and classification of clouds.
3.2 Principle of formation of clouds and its modifications.
3.3 Flying characteristics in different types of clouds.
3.4 Cooling by advection, radiation and adiabatic expansion.
3.5 Characteristics of all clouds.
3.6 Hazards to flying by various clouds.

4. Motion of Atmosphere

4.1 Relationship between isobars and wind.
4.2 Fundamental cause of wind, pressure gradient, coriolis force, geotropic and cyclostrophic winds.

4.3 Convergence and divergence effects.
4.4 Local winds (Font, anabatic, catabatic winds, land and sea breezes and others).
4.5 Variation of wind with height.
4.6 Thermal component of wind.
4.7 Origin of jet streams and standing waves.
4.8 Mountain waves.
4.9 Wind shear.

5. Surface Weather

5.1 Formation of fog, mist, haze.
5.2 Effect on weather by haze, fog and mist.
5.3 Effect on visibility due to fog, mist, haze, blowing sand, snow or dust etc.
5.4 Types of fog and source of their origin.

6. Air Masses

6.1 Description, factors affecting the properties of an air mass.
6.2 Classification of air masses, modification due to various factors and their area of origin.
6.3 Fronts.
6.4 Warm, cold, occluded, Stationary fronts, associated clouds and weather.
6.5 Frontal depressions, non-frontal depressions and associated weather.
6.6 Electricity in atmosphere.
6.7 Movement of fronts.
6.8 Turbulence, thunderstorm, squall lines.

7. Weather Observation

7.1 Weather charts.
7.2 Ground observation.
7.3 Pilot observation.
7.4 Significant of weather charts.
7.5 Weather forecast.

IV. HUMAN PERFORMANCE AND LIMITATION

1. Altitude Flying

1.1 Respiration and blood circulation.
1.2 Hypoxia, definition, causes, symptoms and remedy.
1.3 Time of useful consciousness.
1.4 Definition, causes of hyperventilation.
1.5 Symptoms and remedy of hyperventilation.
1.6 Blood pressure.
1.7 The gas Laws.
1.8 Rapid decompression, effects and counter measures.
1.9 Entrapped gases.

2. Human Information Processing

2.1 Central and peripheral nervous system.
2.2 Mechanism of perception, constancies, selective perception.
2.3 Reflexes and biological control systems.
2.4 Functional anatomy of eye.
2.5 Physiology of visual system.
2.6 Night vision.
2.7 Functional anatomy of ear.
2.8 Hearing loss (perceptive, conductive).
2.9 Detection of rotary and linear acceleration.
2.10 Motion sickness.

3. Integration of Sensory Inputs

3.1 Basic concepts and definition.
3.2 Categories of disorientation.
3.3 Vertigo, coriolis effect, pressure vertigo, flicker vertigo.
3.4 Visual illusions.
3.5 Prevention and handling of disorientation.
3.6 Effects of stress and time of day.

4. Human Behavior

4.1 General personality and characteristics.
4.2 Individual differences in personality.
4.3 Attitude development.
4.4 Behavior and skills.
4.5 Learning, motivation and performance.
4.6 Types of human error, prevention and counter measures.
4.7 Crew coordination.
4.8 Optimizing of crew performance in flight.
4.9 Effects of different communication styles.
4.10 Pilot judgement concepts.
4.11 Identification of hazardous attitudes.
4.12 Cockpit stress management and safety awareness.

5. Flying and Health

5.1 Causes and symptoms of incapacitation.
5.2 Side effects of drug and medication.
5.3 Procedures for dealing with incapacitation.
5.4 Various toxic materials, alcohol, smoking.
5.5 Effects of disturbances and treatment.
5.6 Causes, types, symptoms, prevention and treatment of fatigue.
5.7 Effects of anxiety and defense mechanism.
5.8 Common minor ailments.
5.9 Tropical climates.

V. OPERATIONAL PROCEDURES AND RULES OF THE AIR

1. General

1.1 Definitions as per ICAO Annex 6.
1.2 Flight operations.

1.2.1 Aerodrome operating minima.
1.2.2 Minimum flight altitudes.
1.2.3 Requirement for alternate aerodrome.
1.2.4 Oxygen requirements.
1.3 Duties and responsibility of Pilot-In-Command and First Officers.
1.4 Equipment required for aircraft on all flights.
1.5 Fuel and oil requirements.
1.6 Fitness of flight crew members.

2. Carriage of Freights and Dangerous Goods

2.1 Definitions as per ICAO Annex-18.
2.2 Carriage of freight in passenger cabin with passengers on board.
2.3 Proper loading and stowing of freight.
2.4 Weight and balance reports.
2.5 Classification of dangerous goods.
2.6 Packing, labeling and markings of freight and dangerous goods.
2.7 Procedures to be followed for transportation of dangerous goods.
2.8 Identification of dangerous and non dangerous goods.
2.9 Responsibility of Pilot-In-Command.

3. Flight Safety

3.1 Safety briefing to passengers
3.2 Safety procedures to be followed during embarkation and disembarkation of passengers.
3.3 Handling of passengers during emergency situations.
3.4 Hazards to flight safety due to cabin pressurization failure.
3.5 Flight crew at their duty station.
3.6 Use of seatbelts, harnesses and their significances.
3.7 Wake turbulence hazard to flight safety.
3.8 Unauthorized operations
3.9 Notification to ATS authority of any incident and or accident.

4. Rules and Regulations for CPL Holders

4.1 National legislation.
4.2 Necessity to hold Nepalese CPL.
4.3 Requirements to issue CPL.
4.4 Privileges for CPL holder pilots.
4.5 Limitations for CPL holders.
4.6 Responsibility.
4.7 Logging of flight time.
4.8 Maintaining the currency of License.
4.9 Renewal process.

5. Rules of the Air

5.1 Definitions as per ICAO Annex 2 and 11.
5.2 Classification and types of aircraft.
5.3 Right of way.
5.4 Lights to be displayed by aircraft.
5.5 Requirements to submit flight plan.
5.6 Altimeter setting procedures.

5.7 Instrument flight rules.
5.8 Visual flight rules.
5.9 Air Traffic Control clearances and any changes to it.
5.10 Unlawful interferences.
5.11 Communication failure procedures.
5.12 Visual, light signals to aircraft.

VI. INSTRUMENT FLYING PROCEDURES

1. Basic Instrument Environment

1.1 Fundamentals of instrument flying.
1.2 Pitch instrument.
1.3 Yaw instrument.
1.4 Roll instrument.
1.5 Power instrument.
1.6 Primary and supporting instruments.
1.7 Cross checking of instruments.
1.8 Gyroscopic, and pitot-static instruments.
1.9 Causes and prevention of disorientation.

2. Attitude Flying

2.1 Flying with reference to instruments.
2.2 Recognition of deviation from required flying attitudes.
2.3 Establishing co-ordinated turns, climbs and descents at various speeds, and power settings.
2.4 Definitions of standard rate of turn, V-speed and others associated with instrument flying.
2.5 Relation between speed, power and attitude of aircraft.
2.6 Maintaining constant attitude.
2.7 Change of attitude.
2.8 Pictorial interpretations.

3. Navigation

3.1 Orientation to radio navigational aids.
3.2 Bearings.
3.3 Interception, tracking of bearings.
3.4 Way points.
3.5 Minimum IFR altitudes.
3.6 Alternate course of action.
3.7 RADAR and non-RADAR environnent.
3.8 Pictorial Interpretation.

4. IFR Charts

4.1 Basic concept of charts.
4.2 Aerodrome charts.
4.3 Departure charts.
4.4 Enroute navigation charts.

4.5 Approach charts.
4.6 Identification of initial, intermediate and final approach fixes.
4.7 Deriving informations from charts.
4.8 Determination of MRA, MOCA, MSA, MEA from the charts

5. Standard Instrument Departures/Arrivals

5.1 Use of radio navigational aids.
5.2 Operating minima.
5.3 Clearance limits.
5.4 Runway lights and markings.
5.5 Taxiway lights and markings.
5.6 Threshold lights and markings.
5.7 Touch down zone light and markings.
5.8 Approach lights.
5.9 Aerodrome beacon.
5.10 RVR
5.11 Computation of speeds versus heights.
5.12 Decision heights, minimum descent altitudes.
5.13 Approach fixes.
5.14 Holding patterns and entry procedures and speeds to be maintained while holding.
5.15 Procedures to be followed to make SIA and SIDs.

6. Emergency Procedures

6.1 Emergency reference data.
6.2 Emergency communication procedures.
6.3 Deviations from flight plan.
6.4 Lost procedures.
6.5 Choice of alternate.
6.6 Communication failure procedures.
6.7 Partial panel flights.
6.8 Power plant failures.
6.9 Vision adaptation.
6.10 Unusual attitudes.

VII. RADIO AIDS TO NAVIGATION

1. Fundamental

1.1 Basic radio theory.
1.2 Waves and wave transmission.
1.3 Radio waves.
1.4 Characteristics of radio wave propagation.
1.5 Frequency, frequency bands.
1.6 Current.
1.7 Reception, transmission of radio waves/signals and disturbances to it.
1.8 Types of radio aids to navigation.

2. VOR

2.1 Principle of operation.
2.2 Bearings (Radial).
2.3 To, From indication and uses.

2.4 Position of aircraft in relation to radial.
2.5 Components of VOR receiver, functions and uses.
2.6 Accuracy.
2.7 Limitations.
2.8 Errors.
2.9 Pictorial interpretation.
2.10 Tests.

3. DME

3.1 Principle of operation.
3.2 DME arcs and indication.
3.3 DME distances.
3.5 Difference between DME distance and actual distance.
3.6 Components of DME receiver.
3.7 Pictorial interpretation.
3.8 Frequency band.
3.9 Accuracy.
3.10 Limitations.
3.11 Errors.
3.12 Test of DME receiver.

4. NDB

4.1 Principle of operation.
4.2 Bearings, QDM, QDR
4.3 Position of aircraft in relation to bearing.
4.4 Components of ADF receiver.
4.5 Differences between ADF & VOR.
4.6 Fixed card and rotable card type indicators.
4.7 Pictorial interpretation.
4.8 Limitations.
4.9 Errors.
4.10 Accuracy.
4.11 Frequency band.

5. ILS

5.1 Ground facilities involved.
5.2 ILS identification.
5.3 ILS and VOR differences.
5.4 Sources of azimuth information's and utilization.
5.5 Sources of range information's and utilization.
5.6 Sources of height information and utilization.
5.7 Runway environment indicating systems.
5.8 Back course and front course approaches.
5.9 Approaches with one or more ILS components unserviceable.
5.10 Limitations.
5.11 Errors.
5.12 Accuracy.
5.13 Frequency bands.
5.14 Pictorial interpretation.

6. RADAR

6.1 Concept of RADAR.
6.2 Principle of operation of RADAR.
6.3 Types of RADAR.
6.4 Uses of RADAR in navigation.
6.5 Uses of RADAR in approaches.
6.6 Frequency band.
6.7 Limitations.
6.8 Accuracy.

7. INS, GPS

8.1 Fundamental principle of operation
8.2 Uses in air navigation.
8.3 Uses in approaches.
8.4 Sources of information.

Attachment 10

CIVIL AVIAITON AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU.

SYLLABUS FOR ATPL EXAMINATION

The examination requirement for Airline Transport Pilot License is that an applicant has to be the holder of an Airline Transport Pilot License with Multi-engine Rating issued by a contracting State, and has a certificate of successful completion of an ALTP ground course from a school approved by DGCA, Nepal or candidate should have completed the ATPL theoretical knowledge from CAAN approved/ validated approved training organization (ATO).

The minimum pass mark is 70% and the duration of the examination is 2:00 hours.

There will be no minus system for the wrong answer selected by the examinee.

All questions will be of multiple choices.

A candidate who fails the examination may not be re-examined until one month has elapsed since he was examined and a recommendation be submitted that he has undergone remedial instructions as required.

A candidate detected using dishonest method during the examination will be declared unsuccessful for that particular examination.

Airline Transport Pilot License

The applicant will be examined on the following subjects:

A) Aerodynamics.

B) Aircraft general knowledge.

C) Meteorology.

D) Navigation.

E) Operational procedures.

F) Flight performance and planning.

G) Human factors.

H) Nepalese Civil Aviation Regulation, Civil Aviation Act, Airworthiness Requirements, Flight Operation Requirements (FOR) and Personnel Licensing Requirements (PELR).

A) AERODYNAMICS

I) Aeroplane :

1. Use and effects of flaps in various stages of flight.
2. Types and control surfaces associated with aircraft stability.
3. Different forces acting on airplane, and its equilibrium.
4. Functions and procedures of operation of primary and secondary control surfaces.
5. Load factors.
6. Effects of position of center of gravity.
7. Stall, causes and procedures of recovery.
8. VMC and relevant factors.

B) Aircraft general knowledge.

1. General description of appropriate aircraft.
2. Characteristics and limitations of electrical, hydraulic, flight controls, pneumatic and fuel system of appropriate aircraft.
3. Principles of operation, handling procedures and operating limitations of power plants (power plant includes engine, propeller, oil system).
4. Operating procedures and limitations of appropriate airplane.
5. Compasses, gyroscopic instruments, pitot-static instruments, their functions, errors and operational limitations.
6. Practices and procedures in the event of malfunction of various flight instruments.

C) Meteorology.

1. Causes, recognition and effects of icing on aircraft.
2. Causes, identification of frontal zone, and expected weather at the front.
3. Identification and avoidance of hazardous weather.
4. Different types of clouds, their formation and effect on aircraft flying.
5. Procedures to be followed when encountered embedded thunderstorm.

D) Navigation.

1. Identification, reliability and accuracy of radio navigation aids.
2. Determining the entry procedures in holding pattern.
3. Use, interpretation of the charts (SID, approach, enroute).
4. Determining the position, time to the station using the available radio navigation aid(s).
5. Use of different radio navigation aids.

E) Operational procedures.

1. Interpretation and use of aeronautical publication (AIPs, NOTAMs etc).
2. Precautionary and emergency procedures, safety practices associated with IFR flights.
3. Operational procedures for carriage of freight and dangerous goods.
4. Precautionary and safety measures to be taken during embarkation and disembarkation from aircraft.
5. Requirement and practices for safety briefing to the passengers.

F) Flight performance and planning.

1. Calculation of mass (weight) and balance.
2. Preparation and filing of ATS flight plan.
3. Air Traffic Services procedures to be followed in controlled and uncontrolled airspaces/aerodromes.
4. Altimeter setting procedures.
5. Communication failure procedure, for VFR and IFR flights.

G) Human factors.

1. Causes, identification and rectification of spatial disorientation.
2. Use of supplemental oxygen on high altitude flights.
3. Causes, identification and corrective measures for hypoxia, hyperventilation.

4. Disorientation caused due to runway configuration (upslope and downslope runways, narrower and wider runways) and corrective steps.

5. Effects of change of atmospheric pressure on human body.

6. Vision in night flying.

7. Effects of alcohol, smoking etc.

H) Nepalese Civil Aviation Regulation, Civil Aviation Act, Airworthiness Requirements, Flight Operation Requirements (FOR) and Personnel Licensing Requirements (PELR).

1. Civil Aviation Act, 2015.
   As published by HMG/Nepal.

2. Civil Aviation Authority of Nepal Act 2053

3. Nepalese Civil Airworthiness Requirements (NCAR).
   As published by CAAN.

4. Flight Operation Requirements (FOR).
   As published by CAAN.

5. Personnel Licensing Requirements (PELR)
   As published by CAAN.

Attachment 11

CIVIL AVIAITON AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU

SYLLABUS FOR FLIGHT OPERATIONS OFFICER EXAMINATION

1. Air Law

1.1 rules and regulations relevant to the holder of a *flight* operations officer license, appropriate air traffic services practices and procedures;
1.2 principles of operation of aeroplane power plants, systems and instruments;
1.3 operating limitations of aeroplanes and powerplants;
1.4 minimum equipment list;

2. Flight Performance Calculation and Planning Procedures

2 1 effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
2.2 operational flight planning; fuel consumption and endurance calculations. alternate airport selection procedures; en-route cruise control; extended range operation;
2.3 preparation and filing of air traffic services flight plans;
2.4 basic principles of computer-assisted planning systems.

3. Meteorology

3.1 aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
3.2 interpretation and application of aeronautical meteorological reports, charts and forecasts, codes and abbreviations; use of, and procedures for obtaining, meteorological information;

4. Navigation

4.1 principles of air navigation with particular reference to instrument flight.

5. Operational Procedures

1.1 use of aeronautical documentation;
1.2 operational procedures for the carriage of freight and dangerous goods;
1.3 procedures relating to aircraft accidents and incidents; emergency flight procedures;
1.4 procedures relating to unlawful interference and sabotage of aircraft;

6. Principles of Flight

6.1 principles of flight relating to the appropriate category of aircraft; and

7. Radio Communication

7.1 procedures for communicating with aircraft and relevant ground stations.

8. Skill

The applicant shall have demonstrated the ability to

8.1 make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighborhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

8.2 determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans; and

8.3 provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a Flight Operations Officer license.

Attachment 12

CIVIL AVIAITON AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU

SYLLABUS FOR BASIC FLIGHT ENGINEER LICENSE EXAMINAION (Fixed Wing)

1) Aerodynamic & Design

1.1. Pressure, density and temperature of atmosphere
1.2. Aerofoils, lift and drag
1.3. Longitudinal, direction and lateral stability
1.4. Function of ailerons, elevator, rudder, flaps and spoilers
1.5. Weight & balance, center of gravity and loading
1.6. Various condition of flight and forces acting on it

2) Aircraft Structure and Landing gear

2.1. Types of fuselage condition
2.2. Loads and stresses on wings and fuselage
2.3. Flying control systems
2.4. Types of landing gears and brake mechanism

3) Aircraft Systems
3.1. Basic lubrication of aircraft
3.2. Hydraulic System : Principles, functions, functional test, leak testing and visual inspection
3.3. Pneumatic System : Principles, compressor & regulators, function, visual inspection
3.4. Ice Protection System : Ice detection and removal methods
3.5. Fire Protection Systems : fire detection and extinguishing in aircraft

4) Engines
4.1. Types of engines
4.2. Gas Turbine Engines : compressor, turbine
4.3. Engine oil System
4.4. Fuel System

5) Aircraft Performance
5.1. Factors affecting aircraft performance
5.2. Use of Various performance chart
5.3. Limitations of aircraft operations

6) Aircraft Instruments

6.1. Basic flight instruments, principle of operation and practical uses
6.2. Basic navigation instruments, principle of operation and practical uses
6.3. Basic engine instruments, principle of operation and practical uses
6.4. Autopilot check

7) Aircraft Electrical System

7.1. Aircraft batteries : Testing of lead-acid batteries and Nickel-cadmium batteries
7.2. D.C. Power Supply : Aircraft generators and power testing
7.3. A.C. Power Supply : Aircraft alternators and power testing

8) Operational Procedures

8.1. Minimum flight altitudes
8.2. Requirement for alternate aerodrome
8.3. Oxygen requirements
8.4. Duties and responsibility of flight engineer
8.5. Fitness of flight crew members

9) Emergency procedures

9.1. Reporting of incidents and accidents
9.2. Engine failure
9.3. Failure in electrical systems
9.4. Instrument failure

Attachment 13

CIVIL AVIAITON AUTHORITY OF NEPAL
FLIGHT SAFETY STANDARDS DEPARTMENT
SINAMANGAL, KATHMANDU

SYLLABUS FOR ORAL EXAMINATION OF INSTRUCTOR PILOT

1. Civil Aviation Act, 2015 BS
   Civil Aviation Authority of Nepal Act 2053 BS

2. Civil Aviation Regulations 2058 BS (2002 AD)

3. Nepalese Civil Airworthiness Regulations (NCAR2009)
   - Chapters E1, E4, E6, C9

4. Flight Operations Requirements (FOR)
   - Chapter 1,2,4,6 and 10 (Helicopter)
   - Chapter 3,4,9,1,5 (Aeroplane)

5. Personnel Licensing Requirements (PELR)

6. AOCR

7. DGHR

8. AIP Nepal

9. ICAO annexes and documents

10. Relevant operators manual (OM)

Attachment 14

Synthetic Flight Instructor (SFI) Authorization Application Form

Applicant Name:

Address:

Mobile/ Tel. No.:

Date and place of birth:

Nationality:

Application:

License type and no.:

English language proficiency level (minimum level 4):

Minimum flight hours in multi pilot:

Ground Training/check flight and relevant type training from ATO, name, date and hours:

Instructor course completed date and ATO:

Three route sector completed as an observer on flight deck on applicable type (within 12 months):

Proficiency check on flight simulator (within 12 months):

At least two LOFT based simulator by qualified instructor (within 12 months):

Should not have tested alcohol positive during pre/post flight medical check (within 10 yrs):

Should not have been held blameworthy for an aircraft accident or incident in previous 5 yrs:

Should have undergone a medical assessment by AME:

- Physical ability
- Visual and color perception
- Hearing

I hereby declare that the information given in this form is true and correct.

Applicant Signature:

Office stamp:

Attachment 15

ORAL EXAMINATION SYLLABUS FOR AIR RULES AND REGULATION (AIP)

1. CAR 2002
2. AIP Nepal
3. Applicable ICAO Annexes and documents
4. Applicable CAAN requirements (AOCR, FOR, PELR, NCAR, DGHR etc.) and documents
5. PBN requirements and guidelines
6. SMS/SSP
7. Relevant operators manual (OM)

Attachment 16

SYLLABUS FOR FLIGHT OPERATIONS OFFICER ORAL EXAMINATION

i. Civil Aviation Act, 2015 BS
ii. Civil Aviation Authority of Nepal Act 2053 BS

iii. Civil Aviation Regulations 2058 BS (2002 AD)

iv. Nepalese Civil Airworthiness Regulations (NCAR2009)
v. Chapters E1, E4, E6, C9

vi. Flight Operations Requirements (FOR)
vii. Chapter 1,2,4,6 and 10 (Helicopter)
viii. Chapter 3,4,9,1,5 (Aeroplane)

ix. Personnel Licensing Requirements (PELR)

x. AOCR

xi. DGHR

xii. AIP Nepal

xiii. ICAO annexes and documents

xiv. Relevant operators manual (OM)

Attachment 17

ORAL EXAMINATION SYLLABUS FOR CABIN CREW EXAMINER

1. CAR 2002

2. Applicable ICAO Annexes (annexes 1, 6, 17, 18 and 19)

4. Applicable CAAN requirements (AOCR, FOR, PELR, NCAR, DGHR, etc.) and documents

5. PBN requirements and guidelines

6. SMS/SSP

7. Relevant operators manual (OM) and Cabin Crew Training Manual