

SENATE OF PAKISTAN
House of the Federation



REPORT OF THE SUB-COMMITTEE OF THE SENATE STANDING
COMMITTEE ON AVIATION

ON

THE ISSUE TO REVIEW AND DISCUSS AMENDMENTS NEEDED IN THE
CIVIL AVIATION RULES, 1994 AND NATIONAL AVIATION POLICY, 2019.

PRESENTED BY

SENATOR SALEEM MANDVIWALLA
CONVENER

SENATE SECRETARIAT

REPORT OF THE SENATE SUB-COMMITTEE ON AVIATION ON THE ISSUE TO REVIEW AND DISCUSS AMENDMENTS NEEDED IN THE CIVIL AVIATION RULES, 1994 AND NATIONAL AVIATION POLICY, 2019.

1. The Senate Standing Committee on Aviation in its meeting held on 13th October, 2021 constituted a Sub-Committee under sub-Rule (1) of Rule 183 of the Rules of Procedure and Conduct of Business in the Senate, 2012. The Composition and Terms of the Reference (TORs) of the Sub-Committee were as under:-

COMPOSITION:-

1.	Senator Saleem Mandviwalla	Convener
2.	Senator Afnan Ullah Khan	Member
3.	Senator Aon Abbas	Member
4.	MNA Shahid Khaqan Abbasi	Special Invitee

TERMS OF REFERENCE:-

(i) To review and discuss amendments needed in the Civil Aviation Rules, 1994 and National Aviation Policy, 2019.

2. The Sub-Committee convened two meetings on the 22nd December, 2021 and 23rd December, 2021 respectively. The Members, Special Invitee, Secretary Aviation, DG Civil Aviation, all the Stakeholders and the representatives of relevant departments attended the meetings. The Sub-Committee was formed to review the Civil Aviation Rules, 1994 and on the request of the Minister Aviation also to discuss the proposed National Aviation Policy.

1st MEETING

3. The 1st Meeting of the Sub-Committee of the Senate Standing Committee on Aviation was held on 22nd December, 2021 at 11:00 a.m. at OLD PIPS HALL, Parliament Lodges, Islamabad, under Convener'ship of Senator Saleem Mandviwalla.

4. The meetings started with the recitation from the Holy Quran. The hon'ble Convener of the Sub-Committee Senator Saleem Mandviwalla welcomed all participants and expressed his gratitude for making it convenient to attend the meeting. Thereafter, the proceedings started.

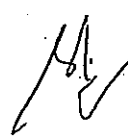
5. The Secretary, Aviation Division briefed the Sub-Committee that on the directives of Prime Minister of Pakistan, National Aviation Policy was reviewed in 2019 and approved by the Federal Cabinet on 25th March, 2019. Purpose of reviewing the Policy was to reduce cost of doing business, Ease in Regulatory requirements, Promotion of Tourism and Regional Connectivity, Provide facilitation for Aircraft Manufacturing and Similar Setups and Efforts to reduce Taxes and Duties.

6. The Sub-Committee was told that National Aviation Policy 2019 policy is quite flexible and conducive for the aviation business as compared to the National Aviation Policy 2015. Many relaxations have been given, be it age of the aircraft, paid-up capital or security requirement. It was further apprised that Tourism Promotion Regional Integration License has also introduced by CAA in 2019 policy. Aviation Oversight Committee has been formed under the Chair of Secretary Aviation which is having quarterly meetings with the Stake holders to look into their issues.

7. The Sub-Committee decided to thoroughly deliberate upon the draft clauses in order to make concrete amendments therein. After deliberations, the Sub-Committee decided that separate Chapters on General Aviation, Regular Public Transport (RPT), Tourism Promotion and Regional Integration (TPRI), Aircraft Acquisition, Domestic and Charter Licensing, Engineering, Aircraft on Ground, Flying Clubs and Schools and Finance (including payment and taxation mechanism) should be developed segregated.

8. The convener of the sub-committee pointed out that the Ministry of Aviation should put targets in the National Aviation Policy and devise a strategy on the quantifiable targets.

9. The details of the amendments proposed in the National Aviation Policy are at **ANNEXURE A**.



23-12-2021 (Day 2)

10. On 23-12-2021, the Sub-Committee deliberated upon Civil Aviation Rules 1994 to make them more pragmatic and conducive for all stake holders. The representative from CAA informed Committee that these rules provide Regulatory Framework regarding Airworthiness, Licensing and Flight Operations. It was told that Rules, being skeletal legislation, are required to be approved by the Cabinet.

11. The Senate Sub Committee on Aviation deliberated on the time frame required for the security clearances (IB and Special Branch) for the issuance of PCAA Licenses, it was directed that Aviation Division shall take the ownership and seek such clearances within 45 days. The whole process must complete within 45 days and required license be issued.

12. The Committee also taken up the matter of delay in issuing the NOC to one of the aircraft manufacturers for seeking tax exemption from FBR for import of aircraft parts and raw material. Sub-Committee directed the Aviation Division to device a mechanism for facilitation of MROs and Aircraft on Ground in import of parts.

33. The Sub Committee was told that an Internal Committee has been formulated in CAA to look into all clauses of Civil Aviation Rules, 1994 and international best practices which is supported by Legal Team and they are reviewing the existing Rules. Once this exercise is completed, a draft copy of the amended Rules will be shared with the Aviation Committee within three months

14. The Sub-Committee proposed amendments in the Civil Aviation Rules **(ANNEXURE B)** and proposed that these rules should be renamed as Civil Aviation Rules, 2022.

15. The Sub-Committee further proposed that the Ministry of Aviation should incorporate these rules in true later and spirit.

16. Highlights on National Aviation Policy (2019):-

1. After reviewing the policy, the committee was of the view that there is a need of formulation of a new Aviation Policy in which specific targets should be given, for example, how many planes Pakistan would register in next three years, how much increase of Flights is targeted for the next three years?
2. The committee further stressed the need of promotion of aviation sector in Pakistan, as Pakistan has lowest seat per capita, airport per capita capacity in the region. Some of the suggestions for the new Aviation Policy is annexed at A.
3. Aviation policy of different countries and IASA should be reviewed and analyze in order to make Aviation Policy more pragmatic.
4. While making bilateral agreement, the interests of local airlines should be safeguarded by considering Point to point quota sharing and agreements should be based on seat capacity rather than frequencies.
5. International Feeder Routes Model (IFRM) may be looked into for betterment of Tourism Promotion and Regional Integration/Connectivity.
6. Security deposit in the shape of Bank Guarantee may further be reduced to facilitate the Operators.
7. For induction, a Pilot should have relevant degree, theoretical knowledge based on up to date syllabus, necessary training and minimum flying experience.
8. Aviation Division shall revisit the clause regarding "Ground Handling Service Providers" in consultation with SECP/ legal authorities.
9. Cost of putting Simulator should be reduced and in make compatible with international market.

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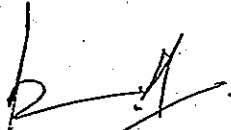
17. Highlights on Aviation Rules, 1994:

1. The Civil Aviation Rules, 1994 should be renamed as Civil Aviation Rules, 2022. The amendments proposed in the Civil Aviation Rules is annexed at B.
2. Ministry of Aviation should take ownership of security clearance and the whole process should be completed within 45 days.
3. The power of issuance of domestic License shall be vested in the name of Director General, Civil Aviation Authority and issuance of International License to be entrusted to Ministry of Aviation.
4. Aviation Division to devise a mechanism for facilitation of MROs and Aircraft on Ground in import of parts.
5. Civil Aviation Authority to consult best practices around the world regarding conditions of renewal of a license, its perpetuity and endorsement.
6. Student License should not be issued by CAA, instead, some other mechanism be involved in the light of international best practices.
7. Period for simulator for the pilots of private jets should be enhanced to 1 year instead of 6 months and practice of supervising and check the facility by Inspector CAA should be stopped in connection with best international practices.
8. Validity of Licenses for PPL, CPL etc. should be on perpetual basis may also be looked into keeping in view the international best practices.
9. CAA will look into all clauses of Civil Aviation Rules, 1994 in consultation with Legal Team in line with international best practices and a draft copy of the amended Rules will be shared with the Aviation Committee within three months.

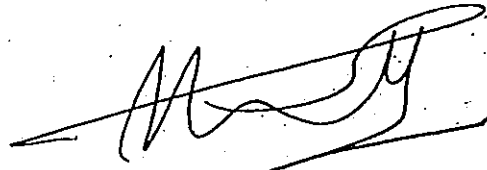


18. Directions may be issued for incorporation of the proposed amendments in the Civil Aviation Rules and National Aviation Policy in true letter and spirit.

19. The meeting ended with a vote of thanks to and from the Chair.



(Syed Khurram Hussain Naqvi)
Secretary Sub-Committee



(Senator Saleem Mandviwalla)
Convener, Sub-Committee

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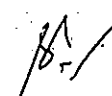
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AMMENDMENTS/SUGGESTIONS IN NATIONAL AVIATION POLICY

Sr. No.	Aviation Policy	Suggestions	Remarks
1.	<p>1.5 Effect of Taxation on Aviation</p> <p>Excessive taxation on air transport usually has an adverse impact on the growth of Aviation Sector as well as economic and social development. When a new tax on aviation is introduced, it is transferred to the consumer by increasing the price of the ticket/air-travel/cargo. During the course of revision of aviation policy it has been learnt that excessive taxation by FBR has led to restricting the growth of civil aviation activities in Pakistan. To foster growth and incentivize consumers, effect of taxation has been given due consideration to rationalize its impact.</p>	<p>Para 1.5 Effect of Taxation on Aviation (be amended as following.)</p> <p>Excessive taxes by FBR are preventing the growth in the aviation businesses and civil aviation activities in Pakistan. To foster growth and to provide sustainability/stability and consistency the taxation regime should be reduced and should be brought to the level of developing countries where aviation sector is still at very infant stage. To foster growth and incentivize consumers, effect of taxation has been given due consideration to rationalize its impact and changes in budget shouldn't be made every year to keep Aviation Policy intact.</p>	<p>Taxation regime should be reduced.</p> <p>Sales tax should be subsidized/ refunded on purchase of airplane.</p> <p>Investment requires to buy a plane is already very costly and 17% GST will increase that cost to great level.</p>
2.	<p>1.6 Total Economic Impact of Aviation</p> <p>The total economic impact of aviation activity is the sum of direct, indirect and induced impacts. Employing labor, purchasing locally produced goods and services and contracting for construction and capital improvements are all activities that generate direct</p>	<p>1.6 Total Economic Impact of Aviation and Taxes (to be replaced with)</p> <p>In the Pre-Covid 19' year i.e. in 2019 the Airlines Industry did a business of US \$ 666 Billion and it was a thriving industry the world over. Thereafter it went into nosedive and is still struggling to recover from the affects of Pandemic created recession. The overall revenues expected for the year 2021 will be a little below US\$ 300 billion. This is also directly affecting</p>	<p>Total economic impact of taxes on aviation industry should be kept in mind while applying any tax on this sector.</p> <p>Aviation sector in Pakistan is still at a very infant level, and it needs support of government to</p>



	<p>impacts. The Indirect impacts derive from off-site economic activities that are attributable to the business activities of the aviation companies. It is the number of jobs created at those firms that supply ancillary services for individuals who are employed in aviation industries and for customers of the firms. Induced impacts are the result of the spending of wages and salaries of the direct and indirect employees on items such as food, housing, transportation and medical services. These are the multiplier effects caused by successive rounds of spending throughout the economy as a result of the direct and indirect effects.</p> <p>The above examples clearly indicate that aviation supports economic growth much more than commonly understood. Liberalization, tax abolishment as well as other incentives have a long lasting positive impact on the national economy, particularly for countries with developing economies.</p>	<p>the aviation businesses in Pakistan which has created social and economic issues. Its worth mentioning here that tourism industry is directly related to travel or communication and the tourism industry's growth in Pakistan alone is expected to be about US \$ 40 billion in the next five years. This can be achieved by creating a vibrant aviation industry.</p> <p>Similarly, both aviation and tourism industry go hands in glove and have the potential of creating 200,000 jobs in next five years for which a maximum leverage is required to be given to the aviation sector which is hereby given the status of the industry.</p> <p>a. A tax holiday for next 10 years is given, thereafter the taxes as per para 1.5 be applicable.</p> <p>b. Lands and facilities at airports be provided at a minimum cost for next five years to the present and upcoming operators. Thereafter the applicable rates be implemented.</p>	<p>reach to it full potential.</p>
3.	<p>1.7.1 F.E.D/PCAA Charges</p> <p>In order to revive the Aviation Sector in Pakistan, the Federal Government (FBR) may consider exemption of taxes and duties on the investments made in Aviation Sector such as airport infrastructure development, flight</p>	<p>1.7.1 F.E.D/PCAA Charges (to be replaced as below)</p> <p>In order to revive the aviation sector, the Federal Government (FBR) will provide tax exemption and exemptions in custom duties on the investments made in Aviation Sector such as airport infrastructure development, flight catering services, aircraft manufacturing industry, maintenance repair organizations,</p>	

<p>catering services, aircraft manufacturing industry, Maintenance Repair Organizations, import of aircraft including aircraft engines, spare parts & supplies of all specification and ground support equipment. The Federal Government intends to grant a tax holiday of 10 years for existing and new aircraft manufacturing industry set up, Maintenance Repair Organizations, airport operational equipment manufacturers, etc.</p> <p>The Federal Government may consider reducing the Federal Excise Duty (F.E.D) on air travel/air- cargo. Initially, the policy of substantial reduction in F.E.D by FBR be introduced for a period of two years to analyze the impact of such a measure to revive the air transportation business in Pakistan and may be reviewed after two years. F.E.D on distance of 500 Km or less may be exempted as these are mostly Socio-Economic Routes. F.E.D on Air-Ambulance/Medevac may also be exempted. This arrangement may continue accordingly subject to positive results in the growth of Aviation Sector with its contribution to national economy.</p> <p>The main impediments in the</p>	<p>import of aircraft including aircraft engines and spare parts and ground support equipment. A tax holiday is also given on the import of Aviation Fuels and Lubricants for next 10 years, thereafter taxes as per para 1.5 will be applicable.</p> <p>The tax holiday of 10 years is also given to any company interested in establishing any aviation related industry from the time of its operation in Pakistan.</p> <p>The FED collected from passengers for domestic travel should be collected in GST mode. This would allow airlines to adjust their GST paid on imports and procurements for domestic operations</p> <p>The Federal Government may consider reducing the Federal Excise Duty (F.E.D) on air travel/air- cargo. Initially, the policy of substantial reduction in F.E.D by FBR be introduced for a period of two years to analyze the impact of such a measure to revive the air transportation business in Pakistan and may be reviewed after two years. F.E.D on distance of 500 Km or less may be exempted as these are mostly Socio-Economic Routes. F.E.D on Air-Ambulance/Medevac may also be exempted. This arrangement may continue accordingly subject to positive results in the growth of Aviation Sector with its contribution to national economy.</p> <p>The main impediments in the flourishing of the Aviation Sector are the charges levied on the Aviation Sector/operators in one form or other; CAA shall review and rationalize the Aeronautical charges. Moreover, Non-Aeronautical charges are also to be rationalized in accordance with the market and competitors. Additionally,</p>	
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	<p>flourishment of the Aviation Sector are the charges levied on the Aviation Sector/operators in one form or other; CAA shall review and rationalize the Aeronautical charges. Moreover, Non-Aeronautical charges are also to be rationalized in accordance with the market and competitors. Additionally, Pakistan CAA charges for domestic operations shall be in Pak-Rupee (PKR) and implemented for period as mentioned Annex-C (Note 'g').</p> <p>Parking charges for the non-operational/life-expired/salvaged aircraft shall not be levied from the time of its declaration under such category. However, preferably these aircraft shall be parked at any area other than apron side declared for such purpose. The operator must make all endeavors for early disposal of such aircraft in coordination with FBR/Customs-Wing.</p>	<p>Pakistan CAA charges for domestic operations shall be in Pak-Rupee (PKR) and implemented for period as mentioned Annex-C (Note 'g').</p> <p>Parking charges for the non-operational/life-expired/salvaged aircraft shall not be levied from the time of its declaration under such category. However, preferably these aircraft shall be parked at any area other than apron side declared for such purpose. The operator must make all endeavors for early disposal of such aircraft in coordination with FBR/Customs-Wing.</p>	
4.	<p>1.7.2 Custom Duties and Taxes</p> <p>In addition to incentives mentioned at Para 1.7.1 above the import or lease (wet/damp/dry) of aircraft may be exempted from tax and duties. Custom Duties may also be abolished on the import of maintenance kits and associated parts of aircraft including aircraft engines, tyres, spare parts,</p>	<p>1.7.2 Customs Duties and Taxes. (To be replaced as below)</p> <p>In addition to the incentives mentioned at Para 1.7.1 the import on (wet/damp/dry/purchase) of aircraft is exempted from taxes/levies and custom duties. The taxes, customs duties and associated charges are also subsidized/ refunded on the import of maintenance kits/spare parts including aircraft engines, tires, and other supplies that is to include</p>	<p>Making a policy is easy but the real task is its implementation.</p> <p>To keep the policy intact, the implementation of the policy should be reviewed by Cabinet every year.</p> <p>To remove</p>

<p>supplies etc. Import of technical manuals and ground support equipment, aircraft paint for all aircraft will also be exempted from import duties. In addition, tools, boarding cards, repair and exchange of parts, services from foreign vendors, testers and equipment for support shops, ground support equipment, special purpose vehicles like cherry lifters, scissor lifts etc. shall also be included in the exempt list Annex-A.</p> <p>To encourage the flying clubs who have a very small revenue base, the incentives shall be provided. Exemption of custom duty on aircraft and its parts shall be applicable to the General Aviation aircraft as well.</p> <p>To facilitate and expedite clearance of import consignment of Aviation Sector one window 24/7 custom clearance facility will be established at all major airports, sea ports and dry ports.</p> <p>Considering that excessive taxation on air transport usually has an adverse impact on Aviation, the above mentioned tax/duties exemptions are likely to facilitate long lasting growth</p>	<p>the cost of handling/allied services (Fuel etc) and maintenance of aircraft abroad. This is to be included in the customs and any other finance policy by FBR not only for subsidy/refund on customs duty but for easy foreign remittances (through telegraphic transfer/credit cards etc). The subsidy/refund list is included at Annex-A.</p> <p>To encourage the flying clubs who have a very small revenue base, the incentives shall be provided. Exemption of custom duty on aircraft and its parts shall be applicable to the General Aviation aircraft as well.</p> <p>To facilitate and expedite clearance of import consignment of Aviation Sector one window 24/7 custom clearance facility will be established at all major airports, sea ports and dry ports.</p> <p>Considering that excessive taxation on air transport usually has an adverse impact on Aviation, the above mentioned tax/duties exemptions are likely to facilitate long lasting growth and stability in Aviation Sector.</p> <p>Provision of money transfer for purchase of aircraft and parts etc. at Annex-A through TT be given through monetary and or finance policy through State Bank to facilitate the Operators in getting the required items on immediate basis. This TT may not take more than 24 hours to process.</p>	<p>impediments which were the basic reason for the failure of NAP 2015 and NAP 2019 these provisions must be added in the required policies of FBR through Ministry of Commerce.</p>
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	and stability in Aviation Sector.	<p>AOG parts can be imported thru on-board courier and customs/FBR must accept proof of payment even if it is made through a credit card. This provision is also required to be added in the concerned policies (Customs/Finance/Monetary or any other policy as deemed appropriate) through Ministry of Commerce or any other ministry or State Bank of Pakistan .</p> <p>Implementation of the Aviation policy will be monitored each year by the Ministry of Aviation.</p>	
5.	<p>2.1.2 Ownership Liberalization</p> <p>To promote local participation in the Aviation Sector, airlines will be encouraged to be owned by Pakistani Nationals. Foreign equity partnership in domestic commercial air transport carriers shall not exceed 49% or to the extent where controlling interest remains in local hands. At the same time to promote aircraft manufacturing industry and AMOs/MROs, Pakistani Nationals will be encouraged to invest in the same. However, FDI and JV (Joint Venture) will also be permitted.</p>	<p><u>Ownership Liberalization:</u></p> <p><u>Suggestion</u></p> <p>Para 2.1.2 may be amended such that no foreign airline, aviation concern or aviation related party can acquire more than 49% equity in a local airline.</p> <p><u>Amended Para:</u></p> <p>2.1.2 Ownership Liberalization</p> <p>To promote local participation in the Aviation Sector, airlines will be encouraged to be owned by Pakistani Nationals. No foreign airline, aviation concern or aviation related party can acquire more than 49% equity in a local airline. At the same time to promote aircraft manufacturing industry and AMOs/MROs, Pakistani Nationals will be encouraged to invest in the same. However, FDI and JV (Joint Venture) will also be permitted.</p>	<p>The National Interest and Security shall be compromised if foreign airlines are allowed to operate on domestic routes through liberalization of ownership. The local aviation industry also needs to be protected against the influence of foreign airlines.</p>
6.	3.1.5 Greenfield & Brownfield	<u>Greenfield & Brownfield Airports:</u>	

	<p>Airports</p> <p>The Development of Greenfield and Brownfield Airports in private sector shall be encouraged. The Pakistan Civil Aviation Authority shall promulgate easy and friendly procedure to attract private sector towards developing Greenfield airports.</p> <p>To encourage this investment, the Civil Aviation Authority may provide incentives for the private investor.</p> <p>The customs duty on the equipment imported for Greenfield and Brownfield airports may be exempted by FBR as per the procedure in vogue.</p>	<p>The Development of Greenfield and Brownfield Airports in private sector shall be encouraged. The Pakistan Civil Aviation Authority shall promulgate easy and friendly procedure to attract private sector towards developing Greenfield airports.</p> <p>To encourage this investment, the Civil Aviation Authority may provide incentives for the private investor</p> <p>"The federal government of Pakistan directs that all taxes and duties including customs duty on the equipment imported for Greenfield and Brownfield airports would be subsidized/refunded by FBR to facilitate growth."</p>	
7.	<p>3.4.1 Incentives for AMOs/MROs</p> <p>The multi-million dollar AMO/MRO market has been untapped in Pakistan where it is operating at less than 0.05% business. Therefore, following incentives shall be offered to investors in AMO/MRO business:</p> <p>a. Tax incentives to be offered by FBR.</p> <p>b. Discounted PCAA charges for the piece of land leased or licence for AMOs/MROs.</p> <p>c. Up to 100% Foreign Direct Investment (FDI) shall be permitted.</p>	<p>3.4.1 Incentives for AMOs/MROs</p> <p>The multi million Dollars AMO/MRO market is untapped. Therefore, following incentives are given to present and future investors in AMO/MRO business.</p> <p>a. Tax Holiday for 10 years to be added by FBR in its policy and if required thru legislation.</p> <p>b. PCAA charges on AMO/MRO on account of different services are very high which discourage the investors and they should be reduced by 80 %. MROs should be declared in Special Technology Zones.</p> <p>c. 50 % discount on lease of land at main airports and free of cost land at socio economic airport is hereby offered. This will help kick start the economic activity at such airports and create several jobs.</p>	

	However, JV with a local business entity shall be preferred.	d. Up to 100% Foreign Direct Investment (FDI) shall be permitted. However, JV with a local business entity shall be preferred.	
8.	<p>3.5 Development of Aircraft Manufacturing Industry</p> <p>The global commercial aircraft manufacturing industry market has enrolled a new step of growth over the past five years. During the global economic downturn, growing unemployment, declining per capita disposable income and overall economic uncertainty negatively affected leisure travel and weakened downstream demand from commercial air carriers. However, fast economic growth and increased air travel in rising markets, combined with the need to replace aging aircraft with new, more fuel-efficient ones in developed markets, has greatly increased demand for industry products.</p> <p>Aircraft manufacturing industry contains space vehicles, engines of different aircraft, propulsion units etc. The aircraft manufacturing industry manufactures all of the above and correlated aircraft structures. Aircraft design and manufacturing is a high</p>	<p><u>Development of Aircraft Manufacturing Industry:</u></p> <p>In NAP 2019 para 3.5 the following changes are recommended</p> <p>"The global commercial aircraft manufacturing industry market has enrolled a new step of growth over the past five years. During the global economic downturn, growing unemployment, declining per capita disposable income and overall economic uncertainty negatively affected business/leisure travel and weakened downstream demand from commercial air carriers. However, fast economic growth and increased air travel in rising markets, combined with the need to replace aging aircraft with new, more fuel-efficient ones in developed markets, has greatly increased demand for new industry products. There is a clear requirement of businessmen in Pakistan to travel faster, efficiently, economically and safely, even to destinations not served by the airline industry; with total freedom of time.</p> <p>Aircraft manufacturing industry contains encompasses air/space vehicles with engines of different kind aircraft to support propulsion including all ground equipment to support its operations units etc. The aircraft manufacturing industry manufactures all of the above and correlated aircraft structures. Aircraft design and manufacturing is a high technology and cost</p>	

<p>technology and cost intensive industry that takes decades to mature. World over establishment and growth of this industry is dependent on support and patronage of the Government. However, once matured it is known to make sizeable contribution to the national GDP through earnings/savings in foreign exchange. The Pakistan Aeronautical Complex is a Pakistani aerospace, defence, aviation contractor and Military Corporation producing aerial systems and undertaking aerospace designing for both military and civilian usage.</p> <p>Keeping in view the huge gap of aircraft manufacturing industry in the country investment including Foreign Direct Investment in aircraft manufacturing shall be encouraged and Civil Aviation Authority through Aviation Division shall prescribe conditions to setup, regulate and control the manufacturing, sale, import and export of aircraft. The Federal Government will negotiate with global Original Equipment Manufacturer (OEM) to facilitate establishment of a complete aircraft assembly plant in Pakistan along with its ancillary industries.</p> <p>Aircraft manufacturing/design Industry</p>	<p>intensive industry that takes decades to mature. World over establishment and growth of this industry is dependent on support and patronage of the Government. However, once matured it is known to make sizeable contribution to the national GDP through earnings/savings in foreign exchange. The Pakistan Aeronautical Complex is a Pakistani aerospace, defence, aviation contractor and Military Corporation producing aerial systems and undertaking aerospace designing for both military and civilian usage.</p> <p>Keeping in view the huge gap of aircraft manufacturing industry in the country investment including Foreign Direct Investment in aircraft manufacturing shall be encouraged and Civil Aviation Authority through Aviation Division shall prescribe conditions to setup, regulate and control the manufacturing, sale, import and export of aircraft. The Federal Government will negotiate with global Original Equipment Manufacturer (OEM) to facilitate establishment of a complete aircraft assembly plant in Pakistan along with its ancillary industries.</p> <p>Aircraft manufacturing/design Industry once approved by PCAA, the approved organization for aircraft design/manufacturing should not require annual renewals; the validity of organization's approval once issued shall be perpetual, however, each organization must be completely reviewed for compliance with applicable regulations at period not exceeding 24 months. Nonconformances and observations pointed out during the audit are to be rectified within specified time. Failure to address the observations within the specified time may</p>	
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once approved by PCAA, the approved organization for aircraft design/manufacturing should not require annual renewals; the validity of organization's approval once issued shall be perpetual, however, each organization must be completely reviewed for compliance with applicable regulations at period not exceeding 24 months. Non-conformances and observations pointed out during the audit are to be rectified within specified time. Failure to address the observations within the specified time may entail financial/administrative penalties in accordance with relevant regulations.

Investment including Foreign Direct Investment in aircraft manufacturing shall be encouraged to setup, manufacture, sale, import and export of aircraft and its spare parts including engine and related equipment in adherence to best industry practices and procedures. Incentives shall be offered to investors by FBR in setting up aircraft manufacturing/design-related equipment as per **Annex-B**.

entail financial/administrative penalties in accordance with relevant regulations.

PCAA shall offer extremely discounted fees/charges for the piece of land leased or licensed for the purpose of Aircraft Design/manufacturing. PCAA shall encourage development of private aircraft manufacturing and testing airports within the country. All NOC requests logged with PCAA/Aviation Division for the import or export of aircraft, helicopter, parts and items listed in Annex-B shall be granted in a limited cumulative time of 45 calendar days. All service charges levied by PCAA departments for their services to Aircraft Design/Manufacturing industry shall be rationalized to minimums to facilitate sustainability and growth of the local industry. In principle, Aviation Division and PCAA shall extend maximum possible support and assistance for the incubation of the aircraft design/manufacturing industry. The Government of Pakistan shall provide patronage to Aircraft design and manufacturing units.

The federal government of Pakistan Directs the State Bank of Pakistan to allow opening / Operations of Foreign Currency, US Dollar based, corporate accounts to Aircraft Design / Manufacturing companies to facilitate Letter of Credit, local/foreign payments in USD, SWIFT / wire remittances, sale, import, export of aircraft, helicopters, parts, allied equipment mentioned in Annex B and related services.

~~Investment including Foreign Direct Investment in aircraft manufacturing shall be encouraged to setup, manufacture, sale, import and export of aircraft and its spare parts including engine and related equipment in adherence to best industry practices and procedures. The details of incentives shall be that have been offered to investors by FBR in the federal government of Pakistan for setting up aircraft manufacturing/design-related equipment industry as per are highlighted in Annex-B~~

To curb on the misuse of incentives granted under this National Aviation Policy the following limitations would apply.

1. The incentives listed in the annex-B will only be extended to PCAA approved Manufacturing organizations. In case of a startup, an aircraft design and manufacturing business applicant must have proof of capability (e.g. "Capability Review Certificate" provided by international certification agency like BIC) with a valid technology transfer contract to start laying out of the industry.
2. To preserve the conflict of interest, because of the nature of operations of a design / manufacturing company (e.g. the continued airworthiness support of the aircraft), the owners/directors of the manufacturing company cannot be

		<p>owners or post holders of an operator.</p> <p>3. The minimum term for an aircraft design/manufacturing setup would be 15 years from the day of incorporation, in case the business is wrapped up before the minimum term, the business would be liable to pay the taxes it had gotten exempted under the incentives in Annex-B, granted to the design/manufacturing organizations.</p> <p>4. The manufacturing company cannot work as a trading company. The items imported under the incentives defined in Annex-B for manufacturing of Aircraft/helicopters cannot be sold or leased to another business unless it is for the maintenance/support of the aircraft/helicopters manufactured by the importing manufacturer.</p>	
9.	<p>4.2 Aircraft Registration, Fleet Size and Age</p> <p>In order to incentivize Aviation Sector especially with respect to the calendar age and operational life of aircraft, following revised conditions are stipulated below (Refer to Annex-G):</p> <p>a. Fleet registration for all Pakistani operators shall be mandatory,</p>	<p>4.2 Aircraft Registration, Fleet Size and Age</p> <p>In order to incentivize Aviation Sector especially with respect to the calendar age and operational life of aircraft, following revised conditions are stipulated below (Refer to Annex-G):</p> <p>a. Fleet registration for all Pakistani operators shall be mandatory</p> <p>b. Foreign nationals shall be permitted to take equity</p>	

	<p>b. Foreign nationals shall be permitted to take equity stakes up to 49% in domestic commercial air operations.</p> <p>c. Minimum fleet size to start domestic operation (RPT) shall be three (03) airworthy aircraft of minimum similar capacity on purchase/dry-lease, whereas, minimum of five (05) airworthy aircraft on purchase/dry-lease for international operations (RPT) would be required.</p> <p>d. Operators shall have aircraft that meet international noise and environmental standards.</p> <p>e. To start TPRI/Charter operations of passenger aircraft minimum requirement shall be two (02) airworthy aircraft of minimum similar capacity as per its licence category.</p> <p>f. For Charter cargo operations, one (01) airworthy aircraft shall be acceptable as per its licence category.</p> <p>g. For aircraft age/life limitations as per type/category of operations refer to Annex-G</p>	<p>stakes up to 49% in domestic commercial air operations.</p> <p>c. Minimum fleet size to start domestic operation (RPT) shall be three (03) airworthy aircraft of minimum similar capacity on purchase/dry-lease, whereas, minimum of Five (05) airworthy aircraft on purchase/dry-lease for international operations (RPT) would be required.</p> <p>d. Operators shall have aircraft that meet international noise and environmental standards.</p> <p>e. To start TPRI/Charter operations of passenger aircraft minimum requirement shall be two (02) airworthy aircraft of minimum similar capacity as per its licence category.</p> <p>f. For Charter Operations, Two (02) airworthy aircraft will be acceptable for Operations on Charter License.</p> <p>g. For aircraft age/life limitations as per type/category of operations refer to Annex-G</p> <p>Note: It is essential that we allow such operation, as many privately owned aircraft in Pakistan are underutilized and keep sitting on the ground rather than generating economic activity and jobs, that they are fully utilized and expenses of the owners in keeping their fixed cost are at least reduced. This will encourage more and more businessman in acquiring and importing the aircraft in the country. Any economic activity must be encouraged.</p>	
10.	<p>4.3 Paid up Capital and Security Deposit for Operators</p> <p>For the grant and validity of RPT and</p>	<p>4.3. Paid up Capital and Security Deposit for Operators</p> <p>Any applicant applying for issuance of any Air</p>	<p>There is a requirement of paid-up capital for each category of license. Airlines can apply and</p>

	<p>other categories of Air Transport licences minimum paid-up capital shall be in accordance with the limits specified in Annex-C. Validity regarding issuance/renewal period of all kind of Air Transport licences shall be for 02 years/24 months, subject to all existing/new annual evaluation/inspection for compliance with mandatory requirements. Competent Authority (s) for issuance/renewal is given in Annex-D.</p>	<p>Transport License may have a loss free paid up capital and security deposit limits mentioned in Annex-C. Security deposit can be either in cash form or through bank guarantee but minimum 50 % must be in cash, deposited in the relevant PCAA account.</p> <p>For the grant and validity of RPT and other categories of Air Transport licences minimum paid-up capital shall be in accordance with the limits specified in Annex-C. Validity regarding issuance/renewal period of all kind of Air Transport licences shall be for 02 years/24 months, subject to all existing/new annual evaluation/inspection for compliance with mandatory requirements. Competent Authority (s) for issuance/renewal is given in Annex-D.</p> <p><u>Suggestion</u></p> <p>In case the airline has applied for a license requiring higher paid-up capital; lower equity requirements should be considered fulfilled.</p>	<p>acquire license for each category separately, but then the airline has to come up with extra paid-up capital to fulfil the requirements of that category.</p>
11.	<p>4.3.1 Paid-up Capital & Security Deposit for New Operators</p> <p>Any applicant applying for issuance of RPT, Charter, TPRI, Aerial Work, Flying School or Ground School licence, shall have to meet the loss-free paid up capital and security deposit limits mentioned at Annex-C of the policy. The security deposit shall be in the form of 100% cash deposit. CAA shall ensure issuance of licence within 30 days after approval by the Federal</p>	<p>4.3.1 Paid-up Capital & Security Deposit for New Operators</p> <p>Any applicant applying for issuance of RPT, Charter, TPRI, Aerial Work, Flying School or Ground School licence, shall have to meet the loss-free paid up capital and security deposit limits mentioned at Annex-C of the policy. The security deposit shall be in the form of 100% cash deposit. CAA shall ensure issuance of licence within 30 days after approval by the Federal Cabinet/DGCAA and fulfillment of security deposit requirement by the operator. Upon obtaining AOC, RPT operators shall deposit an amount equal to three billing cycles as</p>	<p>Shall be equal to 1 billing cycle in form of an Bank guarantee. Current provision of depositing equal to 3 billing cycles overburdens the operator and additionally if accepted in a form. Bank guarantee, will ease doing of business for new entrants.</p>

<p>Cabinet/DGCAA and fulfillment of security deposit requirement by the operator. Upon obtaining AOC, RPT operators shall deposit an amount equal to 03 billing cycles as advance within 30 days as security against default in payment of PCAA dues. However, if the amount of 03 Billing Cycles is less than security deposit as mentioned in Annex-C then security deposit shall prevail/override the 03 Billing Cycles. The initial security deposit submitted by RPTs before issuance of licence shall be credited towards their three (03) billing cycle security deposit. Advance Billing Cycles for RPTs would be revised with the change in the scheduled operations during summer and winter seasons, accordingly.</p>	<p>advance within 30 days as security against default in payment of PCAA dues. However, if the amount of 03 Billing Cycles is less than security deposit as mentioned in Annex-C then security deposit shall prevail/override the 03 Billing Cycles. The initial security deposit submitted by RPTs before issuance of licence shall be credited towards their 03 billing cycles security deposit. Advance Billing Cycles for RPTs would be revised with the change in the scheduled operations during summer and winter seasons, accordingly.</p> <p>For Non-RPT operators the security deposit shall be in the form of 100% cash deposit. CAA shall ensure renewal of license. Non Aero Billing by CAA should also be centralized.</p> <p>Security Deposit can also be accepted in the form of Bank Guarantee to help ease of doing business.</p>	
<p>12.</p> <p>4.3.6 Security Clearance</p> <p>The security clearance of operators/applicants and airport services providers from concerned agencies shall be mandatory. Aviation Division shall directly communicate with relevant Ministry/agency (Intelligence Bureau and Special Branch) for each case.</p> <p>Security clearance for the import of fixed/rotary wing aircraft on purchase/lease basis shall not be required for Pakistani companies and</p>	<p><u>4.3.6 Security Clearance:</u></p> <p>The security clearance of operators/applicants and airport services providers from concerned agencies shall be mandatory. Aviation Division shall directly communicate with relevant Ministry/agency (Intelligence Bureau and Special Branch) for each case.</p> <p>"The federal government of Pakistan directs to resolve all security clearance (domestic/ international) requests made to an agency or ministry in a limited cumulative time of 45 days. In case no response is received from the agency or ministry in 45 days, it</p>	<p>It is suggested that the maximum time for security clearance should be capped at 45 days.</p>

	<p>nationals holding valid licences.</p> <p>Already security cleared operators shall need no further security clearance for the import of aircraft, provided there is no change in their board of directors. However, such aircraft could be subject to security check on arrival.</p>	<p>shall be deemed that they do not have any objection and the security clearance be deemed granted.</p> <p>Security clearance for students of flying schools should also be done in 45 days.</p> <p>Security clearance for the import of fixed/rotary wing aircraft on purchase/lease basis shall not be required for Pakistani companies and nationals holding valid licences.</p> <p>Already security cleared operators shall need no further security clearance for the import of aircraft, provided there is no change in their board of directors. However, such aircraft could be subject to security check on arrival.</p>	
13.	<p>4.7 Policy Guidelines for Dry and Wet Lease of Aircraft</p> <p>Dry lease will be encouraged over wet lease arrangements. There shall be no permanent addition to capacity by inducting foreign registered aircraft on wet lease.</p> <p>In case the required aircraft are available with local Charter & other operators, the airlines will be encouraged to first explore the possibility of leasing local aircraft.</p>	<p>4.7 Policy Guidelines for Dry and Wet Lease of Aircraft</p> <p>Dry lease will be encouraged over wet lease arrangements. There shall be no permanent addition to capacity by inducting foreign registered aircraft on wet lease.</p> <p>In case the required aircraft are available with local Charter & other operators, the airlines will be encouraged to first explore the possibility of leasing local aircraft.</p> <p>Operation on wet lease aircraft shall be allowed for 6 months as immediate market demand allows only wet lease to be inducted allowing to meet passenger demand, as induction on dry lease aircraft requires at lease 4 to 6 months as this involves commercial/technical negotiation along with the physical inspection/demo flight of the aircraft and later rectifications of any snags that are recorded</p>	

14.	<p>4.10 Policy Guidelines for Charter Operations</p> <p>The following guidelines shall be observed for all Charter operations:</p> <p>a. Domestic Charter operations shall be allowed to Pakistani operators using Pakistani registered aircraft. Rules, regulations and policy on commercial charges will be elaborated to differentiate between RPT, Charter, GA and Flight Training in line with International Standards.</p> <p>b. International Charters originating from Pakistan shall be allowed to Pakistani operators only (except Hajj, Umra and other religious pilgrimage operations to/from other countries which may be regulated as per bilateral arrangements/agreements).</p> <p>c. There shall be no restriction on round trip tourist passenger Charter groups on all international routes irrespective of the scheduled operations.</p> <p>d. On routes adequately served by scheduled operators, one-way passenger Charter operations will also be allowed with an aircraft having up to</p>	<p>during the physical inspection/demo flight.</p> <p>4.10 Policy Guidelines for Charter Operators. (Amendment in para g)</p> <p>The following guidelines shall be observed for all Charter operations:</p> <p>a. Domestic Charter operations shall be allowed to Pakistani operators using Pakistani registered aircraft. Rules, regulations and policy on commercial charges will be elaborated to differentiate between RPT, Charter, GA and Flight Training in line with International Standards.</p> <p>b. International Charters originating from Pakistan shall be allowed to Pakistani operators only (except Hajj, Umra and other religious pilgrimage operations to/from other countries which may be regulated as per bilateral arrangements/agreements).</p> <p>c. There shall be no restriction on round trip tourist passenger Charter groups on all international routes irrespective of the scheduled operations.</p> <p>d. On routes adequately served by scheduled operators, one-way passenger Charter operations will also be allowed with an aircraft having up to 19 seats. This is to protect the interest of scheduled operators on these routes. On Primary Routes, where no RPT operator conducts operations, Charter operators may operate Scheduled Commuter Service with more than 19 seats aircraft, however, if any of the RPT operator intends to operate on any of such Primary Routes then the priority would be given to RPT operators.</p> <p>e. Private-sector investor/entrepreneur other than Charter operators shall be encouraged to develop</p>	
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<p>19 seats. This is to protect the interest of scheduled operators on these routes. On Primary Routes, where no RPT operator conducts operations, Charter operators may operate Scheduled Commuter Service with more than 19 seats aircraft, however, if any of the RPT operator intends to operate on any of such Primary Routes then the priority would be given to RPT operators.</p> <p>e. Private-sector investor/entrepreneur other than Charter operators shall be encouraged to develop executive lounges for Charter operations at Lahore, Islamabad and Karachi airports. These lounges shall also include facilities of Customs and Immigration on 24/7 basis.</p> <p>f. Policy Guidelines for dry and wet lease of aircraft will also apply to Charter Class II operators.</p> <p>g. Operation for night Charter/Aerial Work shall be permitted to single engine aircraft on case to case basis.</p>	<p>executive lounges for Charter operations at Lahore, Islamabad and Karachi airports. These lounges shall also include facilities of Customs and Immigration on 24/7 basis.</p> <p>f. Policy Guidelines for dry and wet lease of aircraft will also apply to Charter Class II operators.</p> <p>g. Operation for night Charter/ Aerial works/ Flying Schools shall be allowed on specified terms and conditions.</p> <p>h. Charter Operation like various other countries is allowed with a two air worthy aircraft.</p> <p>i. RPT operator shall be allowed charter operations with its existing 3 aircraft and only one off should be allowed, provided that RPT operator maintains its schedule operations and its charter operations does not affect its approved schedule. At any time if schedule operation is not maintained in the interest of charter operation, PCAA may then have sole discretion to cancel approved charter flights.</p>	
<p>15.</p> <p>4.11 Guidelines for Personnel Licences</p> <p>a. A transparent, standardized and online examination system shall also be introduced for pilots, air traffic controllers, technicians and engineers.</p>	<p>4.11 Guidelines for Personnel Licenses.</p> <p>a. A transparent, standardized and online examination system shall also be introduced for pilots, air traffic controllers, technicians and engineers. Revised syllabi for all personnel licences (pilots) would be implemented as per the best international standards.</p>	

<p>Revised syllabi for all personnel licences (pilots) would be implemented as per the best international standards.</p> <p>b. All Personnel licences shall be issued Machine Readable Document (MRD) with all details on record. The validity of the personnel licence for initial/renewal shall be for 05 years subject to clearance of all checks and fulfillment of all the conditions (such as simulator currency, instrument rating, medical validity, etc). The onus of any violation to the prescribed conditions shall lie on the operator as well as the individual. Any violation shall be liable to financial/administrative penalty to the order of PKR 500,000/- or suspension of operator/personnel licence. Subsequent violations will compound the penalty.</p> <p>c. For conversion of foreign licences to PCAA licences, rational and logical process of conversion shall be adopted in line with best international practices. Conversion of FAA, JAA and Australian licences shall be introduced to compensate flying hours of PPL/CPL/ATPL holders for induction in commercial flying operations.</p> <p>d. Multi Crew Pilot Licence (MPL) training shall be introduced. The MPL syllabi shall be more focused on multi-crew training under supervision.</p>	<p>b. The latest technology / tools to be adopted for automation in Personnel Licencing system with a target to transform from current manual system for issuing paper based licences to new electronic licences by end 2023 through the use of an integrated licencing database.</p> <p>Validity of the personnel license be on perpetual basis subject to valid medical and Currency/validity of IR which will be marked in the Pilot's logbook by a DCP.</p> <p>c. Foreign Licenses of ICAO signatory states will be converted to PCAA License by fulfilling following requirements.</p> <p>i. Valid required PCAA Medical fitness/certificate.</p> <p>ii. Foreign License Holder will be required to give only flight check for the conversion of license.</p> <p>iii. Foreign License of Pakistani origin person, of FAA, EASA, ICAO or any other regulator approved by CAA will be converted to Pakistan License.</p> <p>iv. Foreign License Holder will provide evidence and or verification of his or her flight hours record from the concerned foreign CAA/NAA and or from the previous or current employer.</p> <p>v. Minimum of six hours of local flight training covering VFR/IFR procedures and a flight check from any flight school will be required. The flight check report will be submitted by the concerned school directly to the Licensing Branch of CAA.</p> <p>e. Validation of foreign flight crew license will be done</p>	
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(Reference IATA PANS-TRG doc 9868).	<p>as per already prescribed procedure and will be valid subject to validity of the foreign license and or medical and will be issued for a maximum period of one year.</p> <p>f. Pakistani flight crews and or license holders working abroad and on their license validation of other ICAO signatory state can continue to fly on the medical fitness certificate of that state but that medical must be acceptable to NAA/CAA of that country for the category of the license.</p> <p>g. Student Pilot Permit/License will be issued by Flying Schools/Clubs (by a CAA designated person or CFI) subject to a valid medical and fulfilling basic requirement of the permit/license which will be regularized by PCAA. Additionally, a local police clearance/verification certificate will also be required. However, the process for obtaining Special Branch and IB clearance be initiated by PCAA and a Commercial Pilot License will only be issued once these clearances are received.</p> <p>h. Aircraft Maintenance Engineer (AME) be issued on perpetual basis. OJT period for issuance of AME be reduced to two years, obsolete requirement of Oral Exams for issue of AME License be finished as the methodology has changed the world over. In addition to required qualification obtained through PCAA procedures the foreign qualification if attained through ICAO signatory state's approved facility will also be acceptable for issuance of Basic and Type License.</p> <p>j. Foreign AME licenses be converted to PCAA licenses in the same category as this will also help in overcoming the shortage of such engineers in the</p>	
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		<p>country.</p> <p>h. Type Course for 5700 kg MTOW Aircraft is not required but the endorsement will be made on the experience basis as was done earlier and AMO/MRO will be responsible to sign off the experience in the individual's logbook.</p> <p>i. All Aviation Training Organizations for any required Aviation Course/Simulator Training from ICAO signatory states if Approved by their concerned National Aviation Authority (NAA)/Civil Aviation Authority (CAA) be approved based on their approvals by their own authorities. It is standard industry practice the world over.</p> <p>j. OEM/Manufacturer/AMO/MRO/Simulator Facility in ICAO signatory states duly approved by the NAA/CAA of those countries do not require an additional approval from PCAA and approvals of such organizations be given on their valid approvals from their concerned NAA/CAA, being from ICAO signatory states.</p>	
16.	<p>9.3 Responsibility for Implementation</p> <p>The implementation of National Aviation Policy 2019 shall be the responsibility of Aviation Division & PCAA. NAP-2019 supersedes all other previous policies on the</p>	<p>Responsibility for Implementation: NAP 2019 para 9.3 should include the following sentence</p> <p>The implementation of the policy shall be completed within 60 calendar days of National Aviation Policy approval from the cabinet, by all relevant ministries and departments.</p> <p>The implementation of National Aviation Policy 2019</p>	

	subject. An action plan based on this policy must be prepared in a timely manner and action items may be identified and grouped into projects.	shall be the responsibility of Aviation Division & PCAA. NAP-2019 supersedes all other previous policies on the subject. An action plan based on this policy must be prepared in a timely manner and action items may be identified and grouped into projects.	
17.	Insertion of New Chapter on General Aviation	<p><u>Insertion of New Chapter on General Aviation</u></p> <p>To encourage the General Aviation the mentioned incentives will be applicable and additional support will be provided as below;</p> <p>A. General Aviation being a very small part of the aviation industry is given Tax and exemptions on any government related charges.</p> <p>B. Existing Operators who are engaged in air operations are given tax free utilization of the airport services and or facilities.</p> <p>C. GA operators are given exemption from all taxes/levies and custom duties including but not limited to Income Tax.</p> <p>D. GA operators are exempted from taxes/levies/custom duties on Aviation Fuel/AVGAS.</p> <p>E. GA operators are permitted taxes/duty free import AVGAS as it's a non-regulated product as for as the OMCs are concerned to support in lowering of their cost of operations, this will also reduce the cost of pilots training</p>	<ul style="list-style-type: none"> ▶ In the National Aviation Policy of Pakistan, GA should be given prime importance. ▶ Liberalization of GA should be done in every possible way so that access to people to have more planes shall be simplified. ▶ There should be proper policy guidelines for promoting GA so that international manufacturers, operators, may open their outlets and appoint their

		in Pakistan, which will attract foreign students and can become a source of foreign exchequer.	agents in Pakistan. ► Pakistan should also focus on building new airports (private / commercial) to promote General Aviation.
18.	<p>Policy Guidelines for General Aviation Operations</p> <p>Role of General Aviation (GA) is primarily for the training of aviation personnel, tourism, plant protection, cloud seeding, aviation sports, Medevac (Air Ambulance), etc. Not only incentives will be provided for the growth of GA, but also regulatory framework will be strengthened for the safety and growth of this sector. Following steps shall be taken to enhance GA operations:</p> <p>a. Private-sector investors shall be encouraged to develop supporting infrastructure, like airstrips for GA outside control zone area. PCAA will provide free guidance and advice to all prospective entrepreneurs and investors on selection, siting of airstrips and business plan.</p>	<p>Policy and Guidelines for General Aviation Operations (Amendments made)</p> <p>A. Provincial Governments and Private Sector investors be encouraged to develop supporting infrastructure, like airstrips for GA. PCAA will provide guidance and advise on selection of land and in developing the business plan. For security clearance the policy mentioned at para 4.3.6 be applied.</p> <p>B. Government land will be provided at 50% of the government rates to encourage development of air strips which enhances socio economic activity. Similarly, the provinces are encouraged and will be provided full support in the establishment of private air strips for General Aviation use.</p> <p>C. PCAA will patronize/incentivize training of female pilots and will provide 40% cost of training every year to at least 04 female student pilots on merit and recommendations from flying schools/clubs.</p> <p>D. A standard Flight Training Book be used for ground training of Student Pilots. This will help in uniform</p>	<p>Policy guidelines for General Aviation that were added in Para 4.8 should be added in the chapter of General Aviation.</p>

b. Uniform curriculum requirements of training shall be developed and implemented for ground studies of pilots. In this regard, consultancy from aviation experts shall be sought.

c. PCAA will patronize/incentivize training of female pilots up to a prescribed limit.

d. Liberalized guidelines shall be formulated in consultation with users to promote and encourage private investment in flying clubs, air taxi service, private ownership of aircraft, including helicopters and gyrocopters, airships, light sports aircraft, amphibian aircraft and aero-sports activities, i.e., hand-gliding, ballooning, heli-skiing and para-jumping etc.

e. Flying clubs shall be facilitated to overcome shortage of pilots in the country. For example, PCAA facilities to flying clubs, where available, will be leased to develop airstrips outside control zones exclusively for training flights.

f. PCAA may take the initiative to ignite the dormant market of General Aviation by investment in low-cost modern technology training aircraft and lease them to flying clubs in order to reduce flying training cost by about 50%. Grass airstrips, up to 3,000 feet long, may also be developed in every

curriculum for all FTOs.

E. PCAA to build infrastructures and or offer the existing suitable infrastructure at Socio Economic Airports or at Airports where no flying school exists and offer such infrastructure at no cost to existing flying school license holders to establish their satellite training stations and to flying school license applicants to establish a new flying school. This will help in socio economic activity at underutilized airports. This practice is followed in many countries to attract various aviation businesses and to encourage investments.

F. **Government should** purchase two seat training aircraft and lease them to Flying School license holders with an aim to reduce training cost and to help overcome shortage of pilots. The study on the shortage of pilots shows that Asia alone will need more than 90,000 pilots in next ten years.

G. Auto GAS/MOGAS is encouraged and permitted for use to lower the cost of operations of General Aviation Operators including but not limited to Flying Schools also to help lower the training cost. It emits lesser lead contents and have a lower environment affect as well. However, it is essential that the aircraft on which it is used is either certified for such use or has a Supplementary Type Certificate (STC) mentioning the serial number of the aircraft.

H. To Be Overhauled (TBO) hours provided by piston engine manufacturer for overhauling the engine is a recommendation only. It is being misconstrued for a definite requirement. An ANO be issued in 30 days of the issuance of this policy for guidelines for periodic checks to monitor the engine condition as is being done by FAA and Transport Canada.

	<p>district under PPP to encourage sports flying and air taxi service. Provincial Governments' interest in ownership, administration and use of these airstrips may also be explored and considered.</p>	<p>I. NOC for import of aircraft may it be on any kind of lease or on ownership basis be issued upto 45 days. It is optional for the importer/operator if they want to get the aircraft inspected by PCAA after its import in Pakistan or before the import i.e in foreign country.</p> <p>J. If PCAA desires training of its personnel within Pakistan and or abroad it may do so at its own expense and operator/owners will not be overburdened for that. It is also not desirable by ICAO as stated in Para 6.3.2.2 of ICAO DOC 8335 and is discouraged the world over.</p> <p>K. CAA inspectors from Air Worthiness or Flight Standards directorates be trained and certified by CAA though independent training facilities may be in Pakistan if available or abroad. The engineers/surveyors/inspectors be provided the OJT at AMO/MRO for experience and assessment as many lack and sometime do not have the practical experience at all.</p> <p>L. Maintenance Planning Document provided by manufacturer of aircraft should not be restricted or amended by CAA or Operator as it is provided by the manufacturer.</p> <p>M. Procedures be devised that AMO/MRO renews Certificate of Airworthiness like other countries. Validity of such certificate be increased to two years. (EASA, FAA)</p> <p>N. Liberalized policies be made in 180 days for various Aerial Sports activities for promotion of tourism and put up to Federal Cabinet for approval. The aerial sports are Gyro Copters, Air Ships, Light Sports Aircraft, Hot Air Balloons, Hang Gliders, Para Gliders, Heli-Skiing, Para Jumping and or any other similar activities. Reference can be taken from FAA DOC 14 CFR Parts</p>	
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1,21,43,45,61,65,91 and 105 etc.

O. General Aviation Areas be defined at all airports and easy access be provided.

P. General Aviation areas where defined are in poor condition. They must be developed with proper infrastructure including toilets and parking facilities so that they do not give a shabby look.

Q. GA operators be given 50% subsidy on utility charges at airports.

R. Promotion of GA through media be encouraged to generate more interest of the general public in the aviation industry and any events of GA companies must not be restricted by CAA from media coverage. General Awareness generates more socio-economic activity.

S. Introductory Flights/Air Experience by Flying Schools be encouraged and must not be restricted as it is the standard industry practice the world over. This helps flying schools in attracting prospect student pilots.

T. State Monetary Policy and or any other policy to include financing of aircraft. At present no bank extends any loans or financing for aircraft. The state bank may direct the local banks to provide financing on easy terms for acquiring the aircraft from abroad. Aircraft Financing is even simpler in other countries than financing or leasing a car.

U. For a kick start to Aviation Industry existing Air Transport license holders whose license have expired due to default of any payments of CAA are given 10 years for the payment of dues in equal instalments to restart the business, similarly, those Air Transport license holders

		<p>which could not start their business due to any impediments are given an opportunity to replan and start their business, their licenses be renewed accordingly. With this the defaulted payments will be recovered and economic activity and job creation in Aviation sector is encouraged.</p> <p>V. Simulator training for GA aircraft be required once a year as standard industry practice. Where possible it should be substituted with actual flight training as simulator trainings are not available in the region and a lot of foreign exchequer is incurred on such trainings. CAA can file exception to ICAO if needed.</p> <p>W. Route Checks for GA Pilots are not required internationally as they do not fly scheduled flights on regular routes. Route Checks for other than Skardu/Gilgit are not essential accordingly.</p> <p>X. AOC inspection for GA operators be conducted by a maximum of two CAA officials and at no cost to the operator like any other country in the world.</p> <p>Y. Business premises of the Licensees may not be frequently visited by those who are not from the regulatory functions.</p> <p>Z. Where necessary for ease of operations and for the ease of doing business, the guidance may be taken from Part 91 and Part 135 Documents of FAA as we need not to reinvent the wheel and best industry practices may always be adopted.</p>	
19.	Annexure A	<p>Annex A (Amendments)</p> <p>a. FBR will exempt aircraft/aircraft parts/items from all taxes/levies and customs duties on their imports, as per</p>	

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		<p>the list below.</p> <p>(The list can be the same, but para b is amended for clarity and c and d are added to remove impediments preventing growth in aviation sector)</p> <p>b. Any other parts/items/material/lubricants not mentioned in the above list but directly related to Aviation requirement and or maintenance may also be exempted by FBR and such provision be amended in Customs Policy.</p> <p>c. Custom Duty and or any other tax/Levies free import of AOG parts be permitted on priority as a grounded aircraft can cost airlines US \$ 15000 or more per day and can cause great inconvenience to general public once the flights are cancelled resulting even in the greater revenue loss. An onboard courier is allowed to carry the aircraft parts were possible. Payment proof be accepted for the payments made thru credit cards or through foreign accounts of the operator/airlines. This be made a part of Finance and or Monetary Policy by Ministry of Commerce.</p> <p>d. Such provisions as mentioned in Annex-A (a, b and c) be made a part of finance bill each year or a separate bill providing such exemptions be introduced to remove impediments which are continuously preventing the growth in aviation sector.</p>	
20.	Annexure B	<p>1. <u>Incentives for aircraft manufacturing industry:</u></p> <p>NAP 2019 Annex-B should be changed, as following:</p> <p>a. Total tax exemption may be offered by FBR has been granted by the Federal Government of</p>	

		<p>Pakistan for setting up of an aircraft Design/Manufacturing industry for a limited time period of 20 years.</p> <p>b. Pakistan Civil Aviation Authority, Ministry of Science and Technology, Ministry of Industries and Production and Ministry of Defense Production to include design and manufacturing organizations to the list of Research and Development organizations and promote by granting funds for R&D in Aircraft Design and Manufacturing sector.</p> <p>c. Exemption of all taxes and duties including customs duty and associated charges has been granted to Aircraft Design/Manufacturing Organizations on import of under mentioned items:</p> <ol style="list-style-type: none"> I. All equipment/machines/autoclaves required for Aircraft/Helicopter manufacturing. II. Raw materials imported for manufacturing of aircraft or aircraft parts including composite materials, polycarbonates for windows/windshields and supporting materials needed for manufacturing/production/assembly processes. III. Molds, jigs, fixtures imported for manufacturing of aircraft parts or aircraft. IV. Precision measuring / laser cutting equipment used in composite parts. V. N-axis CNC machine for aircraft/helicopter/engine parts manufacturing. VI. Specialized sensors, PVM, design 	
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computers, laptops, printers, plotters, scanners, quality control tablets, RAM, storage drives, copiers and accessories needed for design/manufacturing of aircraft.

VII. 3D scanners, 3D printers, spectrometers, and CMM machines and Quality Measuring/torque Instruments and tools.

VIII. Non-Destructive testing, Flight, Structural, operational and condition monitoring testing equipment/devices; laser welding / conventional welding machines.

IX. Aircraft manufacturing related industrial lifting equipment, pallet lifters and stackers, compressors, hardware, tools, dyes, consumables, batteries, oils, chemicals, resins, fabrics, pipes, fixtures and pneumatic/hydraulic equipment/instruments/fittings.

X. Aircraft turbine/MoGas/AvGas/Diesel aircraft/helicopter engines and accessories, hybrid / Electric Motors and Engines with Battery Packs and accessories.

XI. Propeller and rotor blades

XII. Materials imported for infrastructure growth purely used for aircraft design/manufacturing industry including pre-built Hangars and makeshift office structures.

XIII. Display system (FIDS) including Electronic Flight information systems (EFIS), Engine management systems (EMS), wide area augmentation systems (WAAS),

		<p>weather information systems (WIS), IFR panels, comprehensive avionics suites etc.</p> <p>XIV. Rescue, Fire-fighting, Emergency and safety Equipment needed on ground and in air which is already tax free, shall also including Emergency Locator Transmitter (ELT), Normal parachutes, Ballistic Parachute Recovery Systems (BRS), Emergency Medical Kits (EMK), ADS-B and GPS/DGPS equipment.</p> <p>d. Any other Part/item/materials not mentioned in the above list may be exempted with the approvals of aviation Division."</p>	
21.	Annexure C	<p>Annex-C (Amendments)</p> <p>a. Operator with higher category license will not be required for an additional paid up capital and additional security deposits if a lower category license is sought or applied and shall be granted the License within 15 days.</p>	
22.	Annexure D	<p>Annex-D</p> <p>a. Air Transport License approval authority for all domestic licenses will be DG CAA and for all international licenses will be Minister of Aviation Division, Islamabad.</p> <p>b. All Licenses will be issued within 45 days of the application date.</p>	

		c. All Air Transport Licenses will be issued on perpetual basis.	
	General Policy Guidelines: to be included in National Aviation Policy wherever deemed appropriate.		
23.		Primary & Socio Economic routes: Restriction to operate at least 5% on primary and socio economic route of the total capacity floated on trunk routes before commencement of international operations shall be relaxed for RPT operator as it is not possible for RPT operators commercially to operate on the mentioned Primary routes, whereas, Socio-economic routes are concerned. RPT operators face difficulties operating because those routes are training dependent on pilots for route familiarizations which PIA does not cooperate much on our pilot trainings for those socio-economic routes.	
24.		PCAA has set the conversion of foreign AML up till December, 2021, whereas it should be extended for further five years' period for acceptance of EASA certificates as an international practice followed by GCAA, UAE, GACA, KSA and other regional authorities to facilitate the Aviation operators	
25.		All accountable managers shall be approved by PCAA for their competence to hold the assigned post. The accountable managers shall be selected from a panel of nominees (more than one up to three) provided by an operator." It should be amended as "All accountable managers shall be selected by the operator to hold the assigned post. Their names should be forwarded to PCAA for final approval."	

		As per NAP, Paid-up capital shall be free of losses and the same shall be monitored on annual basis. • Owner's equity (net worth) shall not be negative at any point in time. • Minimum Equity (net worth) to Assets Ratio should be at least 15%, gradually increasing by at least 1% per annum up to a minimum of 20% over a period of the next five years. This should be reviewed in light of COVID and this condition should be held in abeyance for at least 5 years due to heavy losses due to COVID 19]	
27.		As per NAP, One Window Operation for RPT/Non-RPT License for ease of RPT and Non-RPT operators during their initial issuance/renewal of license, PCAA shall issue instructions to facilitate all stakeholders through One Window Operation. Efforts will be made to ease out the process of issuance/renewal of licenses. One window operation should be made effective as at present airlines have to knock on many doors in CAA and Aviation Division for renewals.]	
28.		As per NAP, Exemption on Taxes / Duties on Import of Aircraft / Aircraft Parts. Illustrated Part Catalogue (IPC should be approved as a blanket, and each time a part is imported it should not have to be approved at present it takes a long time. The approval process could be delegated to CAA. At present the airlines have to be in touch with the Aviation Division and CAA.	
29.		Exemption of Sales tax has been withdrawn on import of aircraft and aircraft spare parts. Need to be restored or adjustability allowed on output sales tax/FED]	
30.		Airlines have no option of choosing the fuel vendors at major airports, which is an impediment for growth of	

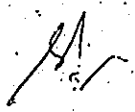
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		aviation industry in Pakistan.	
31.		PCAA bills in USD equivalent PKR even for domestic Carriers. Billing should be purely in PKR.	
32.		<p>Relief due to Pandemic Affects</p> <p>Airlines worldwide have suffered adversely due to Pandemic. Many Countries worldwide and also in the region have supported their aviation industry through various type of relief packages, whereas no specific relief was provided to the local airlines of Pakistan.</p> <p>In 2019, GOP had offered two years relief to local airlines by reducing FED, waiving-off CAA Charges and zero custom duties on aircraft spare etc. in order to promote traveling and increase economic activity. Most of this relief period was consumed during Pandemic where traveling had reduced and no major benefit could be accrued to the local airlines.</p> <p><u>Suggestions:</u></p> <ol style="list-style-type: none"> 1. FED may be reduced to previous levels for next three years. 2. CAA charges for local airlines be waived off for a period of three years. 	
33.		<p>Through-Put and Other Charges</p> <p>Through-put charges are collected by CAA at all airports on all imports. These charges besides imports are levied on other services as well at New Airport Islamabad. Besides, there are other CAA charges like PKR 1000 per</p>	

		<p>aircraft per night at JIAP for aircraft maintenance at night parking.</p> <p><u>Suggestion</u></p> <ol style="list-style-type: none"> 1. The through-put charges be waived-off altogether at all airports for the local airlines. 2. CAA charges for aircraft maintenance at night parking be waived-off including arrears. 	
34.		<p>Abnormal Variations in Exchange Rate</p> <p>All airlines are required by International Accounting Standards Board and ICAP to follow IFRS 16 for the financial accounting. In case of abnormal increase in dollar exchange rate the equity is adversely impacted. At times the equity goes below the fixed threshold set out in NAP 2019.</p> <p><u>Suggestion</u></p> <p>In case of abnormal variation of exchange rate, exchange gain/ (loss) arising as a result of IFRS 16 application should be ignored if it impacts the minimum equity requirements of the airlines.</p>	
35.		<p>NOC from Aviation Division</p> <p>There is a requirement of an NOC from Aviation Division, for all purchases of aircraft parts etc. by the airlines. NOC</p>	



		<p>request is processed through different Offices of PCAA and Aviation Division which takes considerable time.</p> <p><u>Suggestion</u></p> <p>The requirement of NOC be waived-off after addition in fifth schedule of customs as suggested above.</p>	
36.		<p>Airlines be considered as an industry</p> <p>In NAP 2019 considers airlines to be part of aviation industry, however the State departments and State Bank of Pakistan do not consider airlines to be an industry. As such airlines are denied some of the privileges which are extend to industries.</p> <p><u>Suggestion</u></p> <p>Airlines may be granted status of an industry and all privileges available to various industries may also be made available to airlines.</p>	
37.		<p>Threshold of advance payments in Foreign Exchange</p> <p>Airlines have to seek prior approval from State Bank of Pakistan through their commercial banks for all advance payments beyond USD 10,000/-. The advance payments are required for the purchase of aircraft parts, components and materials. Most of the times the advance payment requirements are much more than the threshold of USD 10,000/-. Timely procurement of spares by airlines many a times gets delayed as prior approval takes weeks. State</p>	



		<p>Bank of Pakistan has already set higher threshold for other industries, for example services industries can make payments up to USD 250,000/- for a transaction without prior approval of State Bank of Pakistan.</p> <p><u>Suggestion</u></p> <p>The threshold for airlines may also be raised to USD 250,000/- (and equivalent) for advance payments.</p>	
38.		<p>Temporary Induction of Aircraft on ACMI Basis</p> <p>NAP-2019 permits scheduled RPT airlines to temporarily (not exceeding 180 days) induct aircraft on wet lease to meet shortfall in their capacity for various reasons. The process of wet lease is lengthy and cumbersome and is not extended to other license holders. It is a lot quicker and easier to temporarily induct aircraft on ACMI basis.</p> <p><u>Suggestion</u></p> <p>Scheduled airlines with RTP license and operators with class II charter license may be permitted to induct aircraft on ACMI basis for time limited charter operations.</p>	
39.		<p>SRO for Exemptions in NAP</p> <p>The recommendations at para 1.7.2 and its Annex "A" of Aviation Policy 2019 are not included in the Fifth Schedule of Customs Act 1969 (Their latest issue of SROs of 2019).</p>	

		<p>As such NOC is to be obtained from Aviation Division for the exemptions for each category. Despite exemptions NOC the taxes and duties are still levied on aircraft seat fabrics, lubes & greases on commercial basis.</p> <p><u>Suggestion</u></p> <p>Necessary SROs by finance Ministry be issued to cover all exemptions provided by NAP</p>	
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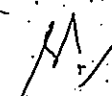
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Amendments Proposed in the CAA Rules 1994


Sr. No.	Original Rule	Proposed Amendment	Remarks
1.	<p>Rule 1 Short title, commencement and application</p> <p>(1) These rules may be called the Civil Aviation Rules, 1994.</p> <p>(2) They shall come into force at once.</p> <p>(3) These rules shall apply to flight operations within Pakistan by aircrafts other than military aircrafts and, except where otherwise prescribed, to flight operations by aircrafts registered, acquired or operating under these rules, wherever they may be.</p>	<p>Rule 1 Short title, commencement and application</p> <p>(1) These rules may be called the Civil Aviation Rules (CARs), 2022.</p> <p>(2) They shall come into force at once.</p> <p>(3) These rules shall apply to flight operations within Pakistan by aircraft other than military aircraft and, except where otherwise prescribed, to flight operations by aircraft registered, acquired or operating under these rules, wherever they may be.</p>	<p>These rules may be renamed as the Civil Aviation Rules (CARs), 2022.</p> <p>Word aircraft is used as plural also, hence, where applicable it must be changed in all the rules.</p>
2.	<p>Rule 2 Definitions: (1) In these Rules, unless there is anything repugnant in the subject or context,</p>	<p>Rule 2</p> <p>(cxviii) Designated Examiner (DE) is a PCAA designated check pilot, TRE/SFE/CFI and or any PCAA approved examiner.</p> <p>(cxix) DCP is Designated Check Pilot (cxx) TRE is type rating examiner (cxxi) SFE is Synthetic / Simulator Flight Examiner (cxxii) CFI is Chief Flight Instructor. (cxxiii) TRI is type rating Instructor (cxxiv) SFI is Synthetic / Simulator Flight</p>	<p>In rule 2 a new definition of designated examiner and other terms after cxvii should be added.</p>



3.	<p>Rule No. 4. Duties and Powers of the Director General (1) The Director-General shall, subject to the directions of the Federal Government, be charged with the administration of these rules, and shall exercise and perform all the powers, and functions conferred on the Director-General by these rules.</p>	<p>Instructor. Rule No. 4 Duties and Powers of the Director General (1) The Director-General shall, subject to the directions of the <i>Minister Aviation</i>, be charged with the administration of these rules, and shall exercise and perform all the powers, and functions conferred on the Director-General by these rules.</p> <p><i>(2) As Pakistan is an ICAO signatory State of Chicago Convention 1944, it is binding on Pakistan to have an autonomous Civil Aviation Authority, thus all powers to issue license shall rest with Director General CAA Pakistan.</i></p> <p><i>(3) The function of the CAA Pakistan is autonomous for the wisdom to make rules, regulation, Air Navigation Orders (ANOs), policies, Safety Circulars, and CAA Manuals and draft of such documents be circulated to the stake holders for their valuable input.</i></p> <p><i>(4) The Director General shall refer the fiscal decisions to make pay packages, emoluments, and TA/DA of all CAA employees to finance division through aviation division to keep all CAA employees abreast with all other federal government institutions.</i></p> <p><i>(5) As CAA consists of aviation professional, so the promotions of CAA employees shall be done based on</i></p>	<p>After sub rule (1) of Rule 4, the following sub-rule (2), sub rule (3) sub-rule (4) and sub-rule (5) shall be added.</p>
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		competence, qualification and promotion exams and not on the basis of date of induction.	
4.	Rule No. 5: Delegation of Powers- The Federal Government or the Authority or the Director-General may by order in writing direct that any power or function conferred upon, or entrusted to, it, under these rules shall, in such circumstances and under such conditions, if any, as may be specified in the direction, be exercised or performed by: (a) Any officer or authority subordinate to it or him, or (b) Any other person.	Rule No. 5: Delegation of Powers- The Director-General may by order in writing direct that any power or function conferred upon, or entrusted to, it, under these rules shall, in such circumstances and under such conditions, if any, as may be specified in the direction, be exercised or performed by: (a) Any officer or authority subordinate to it or him, or (b) Any other person so employed by it or him on contract basis being a specialist person in the field of aviation.	In rule 5 the words "The Federal Government or the Authority shall be substituted with "Director General".
5.	Rule No. 8 Insertion of new Sub-clause (9)	Rule 8 (9) Any aircraft issued with a type certificate from the country of manufacturer be registered in Pakistan and type certificate be accepted.	Note: word registration is removed and replaced with country of manufacturer.
6.	Rule No. 15. Aircraft not to carry emblems or signs.- An aircraft registered in Pakistan shall not have on its exterior surface any emblem, sign or lettering which would interfere with the easy recognition of its nationality and registration marks, and shall not display any advertisement on its exterior surface without the permission in writing of the Director-General.	Rule No. 15. Aircraft not to carry emblems or signs.- An aircraft registered in Pakistan shall not have on its exterior surface any emblem, sign or lettering which would interfere with the easy recognition of its nationality and registration marks. Any display or advertisement required shall be certified by AMO/MRO/ Approved Person.	Note: Worldwide practice for promotion of airlines and or any other operator is to frequently change the livery of the aircraft for financial gains and it may not be restricted. However, AMO/ MRO may certify such changes in Certificate of release to service (CRS).
7.		Rule No.18	Note: Amended to make

	<p>Rule No. 18</p> <p>Insertion of new sub rules after sub rule 1 (b).</p>	<p>After Rule (1) (b), add sub rule (c), (d) and (e)</p> <p>(c) Once the importer/lessor submits the documents of the aircraft, after due scrutiny of the documentation submitted, the NOC for import shall be granted by the Director General within 07 working days. The importer and or Lessor shall have the option to either get the aircraft inspected in Pakistan or abroad on its own expenses. Export Certificate of Airworthiness from the Manufacturer or from the previous state of registry, entitles the aircraft to fly and or imported through other means to Pakistan for Airworthiness inspection.</p> <p>(d). After landing in Pakistan there should be a maximum one week in which the inspection of the aircraft be completed in accordance with PCAA airworthiness standards and the importer shall be advised, if any maintenance is required on the imported aircraft, else Inspection and registration process shall be completed within seven working days and Certificate of Registration shall be issued accordingly.</p> <p>(e) The import of Aircraft in Pakistan shall be facilitated thus for the sake of quick registration of aircraft in Pakistan after import/ lease the importer/ lessor of aircraft may bring in engineers from the existing</p>	<p>import of aircraft easy.</p>
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		<i>state of registry of Aircraft to assist/ cooperate with PCAA Airworthiness to make the Aircraft Airworthy for quick Registration in Pakistan.</i>	
8.	Rule No.18 (2) A certificate of airworthiness issued or validated under this rule shall be valid for such period as the Director-General may determine not exceeding twelve months from the date of issue.	Rule No.18 (2) A certificate of airworthiness issued or validated under this rule shall be valid for such period as the Director-General may determine not exceeding Twenty-Four months from the date of issue. However, an inspection report after 12 months be submitted to Director General by the concerned AMO/MRO/Approved Person.	Note: As per EASA rules C of A is issued for two years but after one-year approved person (Quality Assurance Form 4 Holder) of AMO/MRO re validates it for another year. CAA even after implementing ANO 145 couldn't do it as CARs 1994 did not allow it, hence, a period of 24 months may please be amended.
9.	Rule 19 (e) if any modification is carried out, or equipment installed, other than as approved by the Director General;	Rule 19 (e) if any modification is carried out, or equipment installed which is not OEM/Supplemental Type Certificate approved (STC)/ Authorized Release Certificate (ARC) / Certificate of Conformity (C of C) or which do not have a Certificate of Release to the Service (CRS). However, any of such modifications and or changes be reported to Director General within 30 days of such change.	Industry Practice: FAA/ Transport Canada
10.	Rule No. 22. Renewal of certificate of Airworthiness.- The renewal of a certificate of Airworthiness in respect of an aircraft registered in Pakistan shall be dependent on compliance with the conditions and requirements related to the inspection and maintenance procedures for that	Rule No. 22. Renewal of certificate of Airworthiness.- The renewal of a certificate of Airworthiness in respect of an aircraft registered in Pakistan shall be dependent on compliance with the conditions and requirements related to the inspection and maintenance procedures for	Industry Practice: Worldwide

	aircraft as may be specified by the Director-General.	that aircraft as specified by the <i>Manufacturer</i> .	
11.	Rule 23 (4) An approval given under this rule shall be valid for such period as the Director-General may specify not exceeding one year.	Rule 23 (4) <i>An approval given under this rule shall be valid on perpetual basis subject to a Surveillance / spot Audits every two years or more depending on performance of organization.</i>	Note: Like EASA surveillance Audit may be carried every two years. EASA follows the same practice and even exempt organizations from audits after satisfactory performance.
12.	Rule 25 (4) Aircraft registered in Pakistan shall not be maintained or modified, or repaired by an organization outside Pakistan except with the approval of the Director-General.	Rule 25 (4) Aircraft registered in Pakistan shall not be maintained or modified or repaired by an organization outside Pakistan except <i>when such organization is approved for the maintenance of the type of the aircraft by concerned CAA/NAA abroad.</i>	Industry Practice: Worldwide
13.	Rule 25 (5) An approval given under this rule shall be valid for such period as the Director General may specify, not exceeding one year.	Rule 25 (5) <i>An approval given under this rule shall be valid on perpetual basis subject to a Surveillance/ spot Audits every two years or more depending on performance of organization.</i>	Note: EASA does audit every two years.
14.	Rule No. 25 Insertion of new sub rule (7)	Rule 25 (7) <i>An Aircraft registered in Pakistan can be maintained or modified or repaired by an organization/AMO/MRO duly approved by Director General, such changes in aircraft be notified to the Director General at the earliest along with OEM approvals and or Supplemental Type Certificate (STC)/ Authorized Release Certificate (ARC)/ Certificate of Conformity (C of C) on the modifications or such repairs.</i>	This is in addition to the amendment made in Rule 19 (e) as that rule covers the validity of the Certificate of Airworthiness and Rule 25 talks about Maintenance Organizations. 30 days restriction is not placed in Rule 25 (7) as aircraft may be grounded for maintenance and repair works beyond a 30 day period and at that time certificate of airworthiness may

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15.	<p>Rule No. 26. Suspension or cancellation of approval of a maintenance organization.- If the Director-General has reason to believe that a maintenance organization has ceased to comply with the conditions for approval, he may, subject to the provisions of rule 341, suspend such approval for such period as he deems fit, or may cancel it.</p>	<p>Rule 26. Suspension of approval of a maintenance organization.-</p> <p>If the Director-General has reason to believe that a maintenance organization has ceased to comply with the conditions for approval, he may, subject to the provisions of rule 341, suspend such approval for such a period as <i>deemed appropriate for such organization to achieve compliance.</i></p>	<p>not matter much.</p> <p>Cancellations are not desirable but the compliance, hence, cancellation is removed.</p>
16.	<p>Rule No. 27. Maintenance, inspection and servicing of aircraft.-</p> <p>An aircraft registered in Pakistan shall not fly unless;</p> <p>(a) the aircraft, including its engines, equipment and radios, has been maintained and periodically inspected in accordance with the maintenance procedures approved in respect of that aircraft by the Director-General; and</p> <p>(b) any repairs, replacements or modifications</p>	<p>Rule No. 27. Maintenance, inspection and servicing of aircraft.-</p> <p>An aircraft registered in Pakistan shall not fly unless;</p> <p>(a) the aircraft, including its engines, equipment and radios, have been maintained and periodically inspected in accordance with the maintenance procedures approved in respect of that aircraft by the <i>Manufacturer.</i> <i>Term TBO (To Be Overhauled) shall not be misconstrued as a mandatory requirement, however, after TBO a Maintenance Release be issued with every 50 hours flown, similarly, the calendar life is also a recommendation, and a maintenance release will be essential for declaring the aircraft and or engine as airworthy; and</i></p> <p>(b) any repairs, replacements or modifications have been carried out in conformity with Rule 25 (7).</p>	<p>Rule 28 to Rule 33 cover all requirements for a cross check and compliance.</p> <p>Changes are made in conformance of the Rule 27 (f), (g) i and ii which have not been changed.</p> <p>These sub rules cover the responsibility of the maintenance organization and or engineer who is duly authorized person and only the duplication of efforts have been removed which adheres to the maintenance requirements as per international standards and as per the requirements of the manufacturer of the aircraft which are already being adhered to and no special</p>

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have been carried out in a manner approved by the Director-General; and

(c) all modifications and inspections deemed mandatory by the Director-General have been carried out within the prescribed time periods, or within such extended periods as may have been authorized by the Director-General;

(d) all defects entered in the aircraft technical log have been rectified, or have been deferred in accordance with procedures approved by the Director-General; and

(e) the aircraft has been serviced and replenished in accordance with the procedures specified in the flight manual or maintenance documents, using the substances or materials specified therein, or as may be specified by the Director-General in Air Navigation Orders, or by other means; and

and

(c) all modifications and inspections deemed mandatory by the **manufacturer** have been carried out within the prescribed time periods, or within such extended periods as may have been authorized by the **manufacturer**;

(d) all defects entered in the aircraft technical log have been rectified, or have been deferred in accordance with procedures provided by the **manufacturer**; and

(e) the aircraft has been serviced and replenished in accordance with the procedures specified in the flight manual or maintenance documents, using the substances or materials specified therein **or through Supplemental Type Certificate (STC) or Certificate of Conformity (C of C) or by Certificate of Release to Service (CRS)**.

and

instructions can be issued by Director General in this regard. TBO is not a mandatory requirement in respect of piston engines and it is a recommendation by only, many aircraft engines remain fit for flying way beyond TBO hours and engineers certify them for fitness. Similarly, another recommendation is for calendar life, but it also do not affect the engine. Reference: FAA and transport Canada.

CRS is issued by a CAA Licensed Engineer, hence, the responsibility rests with him to use appropriate material/substances. Industry Practice the worldwide.

	<p>(f) in the case of aircraft in respect of which a certificate of airworthiness in the private category has been issued, a certificate of maintenance has been completed and signed by a person authorized to do so by the Director-General, to certify that all maintenance work has been completed satisfactorily and in accordance with the approved maintenance procedures and schedules; or</p> <p>(g) in the case of aircraft in respect of which a certificate of airworthiness in the public transport category or aerial work category, has been issued:</p> <p>(i) a certificate of release to service has been completed and signed by a person authorized to do so by the Director-General, being a certificate issued after overhauls, repairs, replacements, modifications and mandatory inspections have</p>	<p>(f) in the case of aircraft in respect of which a certificate of airworthiness in the private category has been issued, a certificate of maintenance has been completed and signed by a person authorized to do so by the Director-General, to certify that all maintenance work has been completed satisfactorily and in accordance with the approved maintenance procedures and schedules; or</p> <p>(g) in the case of aircraft in respect of which a certificate of airworthiness in the public transport category or aerial work category, has been issued:</p> <p>(i) a certificate of release to service has been completed and signed by a person authorized to do so by the Director-General, being a certificate issued after overhauls, repairs, replacements, modifications and mandatory inspections have been carried out on that aircraft; and</p>	
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	<p>been carried out on that aircraft; and</p> <p>(ii) a certificate of maintenance review has been completed and signed by a person authorized to do so by the Director-General, certifying that all maintenance specified in the approved maintenance schedule has been carried out within the time period specified therein, or within such extended period as may have been authorized by the Director-General.</p>	<p>(ii) a certificate of maintenance review has been completed and signed by a person authorized to do so by the AMO/MRO, certifying that all maintenance specified in the approved maintenance schedule has been carried out within the time period specified therein, or within such extended period as may have been authorized by the <i>manufacturer</i>.</p>	
17.	Rule No. 27E. Duty of the owner of operator in case of suspension or cancellation of maintenance release.-	27E. Duty of the owner <i>or</i> operator in case of suspension or cancellation of maintenance release.-	Grammatical or typo error, of replaced with or.
18.	<p><u>Section – 5</u></p> <p><u>RADIO EQUIPMENT IN AIRCRAFT</u></p> <p>Rule No. 34. Radio equipment to be license and approved.—</p> <p>Radio equipment shall not be installed in an aircraft registered in Pakistan unless:</p> <p>(a) there is in respect of such radio equipment a license issued by the Federal Government;</p> <p>(b) the installation in the aircraft has been approved by the Director-General; and the</p>	<p><u>Section – 5</u></p> <p><u>RADIO EQUIPMENT IN AIRCRAFT</u></p> <p>34. A Radio Installation Certificate be issued for an aircraft registered in Pakistan by the Director General at the time of Registration of such aircraft on Pakistan register.</p>	<p>Rule 34 changed. Radio and such equipment is a part of aircraft and such certificates be issued at the time of Registration of aircraft by PCAA. This information be notified to PTA if needed.</p>

	equipment is of a type approved by the Director General and complies with such directions issued by him in respect of airworthiness requirements.		
19.	Insertion of New Rules after Rule 35	<p>New Rule Added:</p> <p>Rule No. 35A. EXAMINATION RULES</p> <p>(1) Except as authorized by an invigilator, no person shall, or shall attempt to, in respect of a written examination,</p> <ul style="list-style-type: none"> a) copy or remove from any place all or any portion of the text of the examination; b) give to or accept from any person a copy of all or any portion of the text of the examination; c) give help to or accept help from any person during the examination; d) complete all or any portion of the examination on behalf of any other person; or e) use any aid or written material during the examination. <p>(2) A person who commits an act prohibited under sub-Rule (1) fails the examination and may not take any other examination for a period of one year.</p> <p>(3) MATERIALS REQUIRED:- A pencil is required for rough work. Electronic</p>	

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calculators are useful and are permitted if their memory is cleared before and after the examination. Computers capable of storing text are not approved. Navigation tools (ruler/scale, protractor, flight computer) are required for the navigation questions.

(4).TIME LIMITS:- Examinations, including all sections of a sectionalized examination, that are required for the issuance of a permit or license or for the endorsement of a permit or license with a rating shall be completed during the 24-month period immediately preceding the date of the application for the permit, license or rating.

(5) REWRITING OF EXAMINATIONS:-

If a person who fails an examination or a section of an examination required for the issuance of a flight crew permit, license, rating or foreign license validation certificate is ineligible to rewrite the examination or the failed section for a period of

- a) in the case of a first failure, 14 days;
- b) in the case of a second failure, 30 days; and
- c) in the case of a third or subsequent failure, 30 days plus an additional 30 days for each failure in excess of two failures, up to a maximum of 180 days.

(6) EXAMINATION FEEDBACK

NOTE: When writing more than one supplementary examination, the maximum time allowed shall be the sum of the times indicated for each examination, not to exceed 3½ hours.

Although the overall and supplementary examinations contain questions related mostly to the sections shown under the four mandatory subject areas, there may be occasions where knowledge from another subject area is required to arrive at the correct response.

Feedback is an essential part of CBTA.

Feedback statements on the results letter will inform the candidate where questions were answered incorrectly.

New Rule Added.

Rule No. 35 (B) EXAMINATIONS

(1) FULL EXAMINATION: - It consist of one exam comprising 100 questions of multiple choice from all the subjects with three hours duration and 60 % passing marks.

(2) The mandatory subject areas are:

Air Law

Navigation

Aeronautics--General Knowledge

Meteorology

Applicants who obtain less than 60 % on the overall examination will, for license purposes, be required to rewrite the complete paper.

Rule 35 (B) (3)

SUPPLEMENTARY EXAMINATIONS

Applicants who obtain 60% or more on the overall examination, but who fail one or more mandatory subject areas will be assessed a partial pass. During one sitting, they will be required to write supplementary examinations for each subject area failed. Details on the mandatory subject area supplementary examinations are as follows:

Note: Similar practice is being followed by FAA/Transport Canada

Note:
Following terms shall be used for the names of examinations.

PPL (E) for Private Pilot License Exam

CPL (E) for Commercial Pilot License Exam

ATPL (E) for Airline Transport Pilot License Exam

		<p>Rule 35 B (4) HELICOPTER TO AEROPLANE EXAMINATION Pilots who hold a valid PCAA Commercial or Airline Transport Pilot License in the Helicopter Category and who wish to apply for a Commercial Pilot License, Aeroplane Category, shall demonstrate their knowledge by writing Commercial Pilot License/Airline Transport License examination.</p> <p>Rule 35 B (5) PAKISTANI FORCES PILOTS Pakistani Defense Force pilots fulfilling the hours criteria for CPL/ATPL shall appear and pass the required exam and flight test for acquiring PCAA License.</p>	CPAER TERM REMOVED
20.	<p>Rule No. 37. Flight Crew license. - (1) License granted under this part shall be one of the following:</p> <p>(i) A student pilot license being a license authorizing the holder to receive practical flight instruction, and to fly solo, within the territorial boundaries of Pakistan for the purpose of qualifying for the issue of a higher category of license.</p>	<p>Rule 37. Flight Crew license/Permit. - (1) License granted under this part shall be one of the following:</p> <p>(i) A student pilot Permit/license being a license authorizing the holder to receive practical flight instruction, and to fly solo, within the territorial boundaries of Pakistan for the purpose of qualifying for the issue of a higher category of license, <i>the permit/license after fulfilling basic qualification requirement and with a valid medical certificate will be issued by any Flight Training Organization and shall</i></p>	



<p>(ii) A private pilot license being a license authorizing the holder to fly as pilot-in-command or as co-pilot of a private aircraft, provided that the appropriate aircraft, class or type rating is included in the license, or to fly an aerial work aircraft for the purpose of receiving practical flight instruction.</p> <p>(iii) A commercial pilot license being a license authorizing the holder to act as pilot-in-command in any private aircraft or to act as pilot-in-command in any aerial work or charter aircraft having a maximum certificated take-off mass of 5,700 kgs or less; to act, subject to the approval of the Director-General and on other than international operations, as pilot-in-command of a regular public transport aircraft having maximum certificated all up mass of 5,700 kgs or less; to act as co-pilot of a private, aerial work or charter aircraft, or with the approval of the Director-General, of a regular public transport aircraft provided that in each case the appropriate aircraft, class or type rating is included in the license.</p>	<p><i>remain valid for lifetime.</i></p> <p><i>Foreign Student Pilots be issued with a Student Pilot Permit/license subject to a valid Pakistan visa status only.</i></p> <p>(ii) A private pilot license being a license authorizing the holder to fly as pilot-in-command or as co-pilot of a private aircraft, provided that the appropriate aircraft, class, or type rating is included in the <i>logbook, and duly endorsed by a CAA approved Designated Examiner (DE), or to fly an aerial work aircraft for the purpose of receiving practical flight instruction.</i></p> <p>(iii) A commercial pilot license being a license authorizing the holder to act as pilot-in-command in any commercial/private aircraft or to act as pilot-in-command in any aerial work or charter aircraft provided that in each case the appropriate aircraft, class or type rating is included in the <i>logbook, as an endorsement where applicable duly signed and stamped by a CAA approved Designated Examiner (DE).</i></p>	
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(v) An airline transport pilot license being a license authorizing the pilot to act as pilot-in-command or as co-pilot, in any private, or aerial work, or charter, or regular public transport aircraft provided that in each case, the appropriate aircraft, class or type rating is included in the license.

(vi) A Glider Pilot License being a license authorizing the holder to act as a pilot-in-command of any glider provided that the appropriate glider rating is included in the license.

(vii) A Free Balloon Pilot License being a license authorizing the holder to act as pilot-in-command of a free balloon provided that the appropriate balloon rating is included in the license.

(v) An airline transport pilot license being a license authorizing the pilot to act as pilot-in-command or as co-pilot, in any private, or aerial work, or charter, or regular public transport aircraft provided that in each case, the appropriate aircraft, class or type rating is included in the **logbook, and duly endorsed, signed, and stamped by a CAA approved Designated Examiner (DE)**

(vi) A Glider Pilot License being a license authorizing the holder to act as a pilot-in-command of any glider provided that the appropriate glider rating is included in the **logbook, and duly endorsed, signed, and stamped by a CAA approved Designated Examiner (DE).**

(vii) A Free Balloon Pilot (Hot Air Balloon Pilot) License being a license authorizing the holder to act as pilot-in-command of a free/hot air balloon provided that the balloon rating is included in the **logbook, and duly endorsed, signed, and stamped by a CAA approved Designated Examiner (DE).**

Foreign Hot Air Balloon Pilot License be converted to PCAA license on successful clearance of Air Law Exams and with valid FRTOL and the required medical certificate.

(viii) A flight engineer license being a license authorizing the holder to act as flight engineer

<p>(viii) A flight engineer license being a license authorizing the holder to act as flight engineer in any aircraft; provided that the appropriate aircraft type rating is included in the license.</p> <p>(ix) A flight navigator license authorizing the holder to act as flight navigator in any aircraft.</p> <p>(x) A flight radio telephone operator license being a license authorizing the holder to operate the radio telephone equipment in any aircraft in which he is authorized to act as a member of the flight crew.</p> <p>(2) The holder of a license granted under this Part other than a student pilot license shall not exercise the privileges of that license unless it</p>	<p>in any aircraft; provided that the appropriate aircraft type rating is included in the <i>logbook, and duly endorsed, signed, and stamped by a CAA approved Person.</i></p> <p>(ix) A flight navigator license authorizing the holder to act as flight navigator in any aircraft <i>provided the appropriate rating is endorsed either on license or the logbook, and duly endorsed, signed, and stamped and stamped by a CAA approved Person examiner.</i></p> <p>(x) A flight radio telephone operator license being a license authorizing the holder to operate the radio telephone equipment in any aircraft in which he/she is authorized to act as a member of the flight crew to be issued subject to a written exam conducted by a Flight Training Organization.</p> <p>New Sub-rule Added</p> <p><i>(xi) Foreign flight crew license be converted to equivalent PCAA flight crew license subject to a valid medical fitness certificate acceptable to PCAA, ability to demonstrate knowledge of Air law of Pakistan through an examination and a flight test conducted in Pakistan.</i></p>	
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	<p>contains a valid certificate of examination, or a valid certificate of experience as may be specified by the Director-General in Air Navigation Orders.</p> <p>(2) The holder of a pilot license except Free Balloon Pilot license and Glider Pilot license may exercise the privileges of the license for a further period as specified in these rules or Air Navigation Orders unless the higher license is suspended or cancelled under these rules.</p>	<p>(2) The holder of a pilot license except Free Balloon Pilot license and Glider Pilot license may exercise the privileges of the license for a further period as specified in these rules or Air Navigation Orders unless the higher license is suspended or cancelled under these rules.</p>	<p>Rule 37 Sub Rule (2) is deleted and Sub Rule (3) is re-numbered as sub rule (2) which is unchanged.</p>
21.	<p>Rule No. 38. Validity of License. - In addition to such conditions and limitations as imposed under these Rules, license issued under this Part, other than Aircraft Maintenance Engineer License, shall become valid on the day of issue and shall remain valid for periods as may be specified thereafter, subject to periodical medical assessments, professional's examinations and requirements of experience as may be specified by the Director-General in Air Navigation Order.</p>	<p>Rule No. 38. Validity of License. - In addition to such conditions and limitations as imposed under these Rules, license issued under this Part, other than Aircraft Maintenance Engineer License, shall become valid on the day of issue and shall remain <i>valid for life, subject to requirements of flight currency included in the logbook and duly endorsed, signed, and stamped by a CAA approved Designated Examiner (DE)</i></p>	
22.	<p>Rule No. 39. Requirement to hold an appropriate rating. - (1) A person holding a license issued or validated by the Director General</p>	<p>Rule No. 39. Requirement to hold an appropriate rating. - (1) A person holding a license issued or validated by the Director General shall not exercise the privileges of his license by:</p>	<p>In Sub-rule (a), the word "license" at the end shall be replaced with "logbook, and duly endorsed, signed and</p>

<p>shall not exercise the privileges of his license by:</p> <p>(a) acting as pilot, or as a flight engineer on an aircraft unless a rating appropriate to the *class or type of aircraft is included in his license;</p> <p>(b) acting as the pilot of an aircraft engaged in agricultural operations unless an agricultural rating is included in his license;</p> <p>(c) acting as the pilot-in-command of an aircraft under Instrument Flight Rules unless an instrument rating is included in license;</p> <p>d) giving flight instruction required for the issue of a pilot license or for the issue of a rating unless he holds a flight instructor rating endorsed on his license and in the case of flight instruction for the issue or renewal of an instrument rating, also holds an instrument rating</p> <p>(e) acting as pilot-in-command of an aircraft whilst towing a light glider unless he holds a towing rating</p>	<p>(a) acting as pilot, or as a flight engineer on an aircraft unless a rating appropriate to the class or type of aircraft is included in his/ her <i>logbook, and duly endorsed, signed and stamped by a CAA approved Designated Examiner (DE).</i></p> <p>(b) <i>The rating for a particular category and type of an aircraft shall be endorsed for the holder of a license after going through simulator/flying training by SFI / DE from a CAA approved Sim/flight training facility.</i></p> <p>(c) acting as the pilot of an aircraft engaged in agricultural operations unless an agricultural rating is included in his <i>logbook, and duly endorsed, signed and stamped by a CAA approved Designated Examiner (DE)</i></p> <p>(d) acting as the pilot-in-command of an aircraft under Instrument Flight Rules unless an instrument rating is included in <i>logbook, and duly endorsed, signed and stamped by a CAA approved Designated Examiner (DE);</i></p> <p>(e) giving flight instruction required for the issue of a pilot license or for the issue of a rating unless he/she holds a flight instructor rating endorsed on his Logbook and in the case of</p>	<p>stamped by a CAA approved Designated Examiner (DE) After sub-rule (a) a new sub rule (b) is added and the remaining sub rules shall be renumbered.</p> <p>Amendment made in Rule39 (f) And Sub Sub Rules i,ii and iii</p>
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endorsed in his license.

(2) A rating for a specific class or type of aircraft shall entitle the holder of a pilot license to act as pilot-in-command, or as co-pilot whichever is authorized by the rating, in that class or type of aircraft.

(3) A type rating for a specific type of aircraft shall entitle the holder of a flight engineer license to act as a flight engineer in that type of aircraft.

(4) Notwithstanding the provision of this rule a pilot may with the permission of the Director-General fly a single seat aircraft without a rating for that aircraft provided that the flight is for the purpose of qualifying for the issue of that rating.

flight instruction for the issue or renewal of an instrument rating, also holds an instrument rating.

(f) SFI / TRI / DE, who imparts training and conducts Sim / Flight Checks of a license holder shall be approved by a CAA flight inspector, and such CAA flight Inspector shall himself be qualified as per ICAO Doc 9868 and ICAO Doc 8335 and trained in line with Competency Based Training and Assessment (CBTA) on type of aircraft for which the CAA flight inspector is issuing the approval. In case a CAA inspector with these qualifications is not available than approvals of SFI /SFE / DE's will have to be arranged by the operators from any ICAO approved Simulator /Flight training facility located in any ICAO signatory state.

(i). Only the TRI/SFI and or DE of the concerned Operator shall impart training and conduct the checks, in case of Non-Availability of the TRI/TRE/SFI/SFE with the Operator, entitles the Operator to arrange such an instructor or examiner from any ICAO signatory state's approved facility when such training and exam is conducted.

(ii) A simulator training is essential every six months for Regular Passenger Transport Operation and every year for aircraft operated in any other category.

(iii). Simulator Training is not essential for any aircraft which has a MTOW of 5700 kg or below.

added which covers the training on simulator and aircraft.

It also covers the requirement of a simulator training twice a year for RPT and once a year for operators in any other category.

This rule is written in such a way that unnecessary monitoring of unqualified inspectors shall be stopped.

(g) acting as pilot-in-command of an aircraft whilst towing a light glider unless he holds a towing rating endorsed in his **logbook, and duly endorsed, signed and stamped by a CAA approved Designated Examiner (DE).**

(2) A rating for a specific class or type of aircraft duly endorsed **in the logbook by a DE, shall entitle the holder of a pilot license to act as pilot-in-command, or as co-pilot whichever is authorized by the rating, in that class or type of aircraft.**

(3) A type rating for a specific type of aircraft shall entitle the holder of a flight engineer license to act as a flight engineer in that type of aircraft.

(4) Notwithstanding the provision of this rule a pilot may with the permission of the Director-General fly a single seat aircraft without a rating for that aircraft provided that the flight is for the purpose of qualifying for the issue of that rating.

Rule 39 Sub Rule (5)

With adherence to Rule 39 Sub Rules 1, 2, 3 and 4 the requirements of any additional approvals by the Director General for conducting type ratings of a pilot and or any simulator training for the type rating are not

Note:
With this the requirement of CL4 and any authority needed for type ratings etc is abolished. The ANOs and or any other documents be amended accordingly

		required.	
23.	<p>Rule 40 (3) A medical assessment shall be valid for the period not exceeding:</p> <p>(a) twenty four months for student and private pilot license;</p> <p>(b) twelve months for commercial and airline transport pilot license;</p> <p>(c) twenty four months for glider and free balloon pilot license; and</p> <p>(d) twelve months for flight engineer and flight navigator license</p> <p>Rule 40 (4) When the holders of airline transport pilot, commercial pilot, flight engineer and flight navigator license have</p>	<p>Rule 40 (3)A medical assessment shall be valid for the period not exceeding:</p> <p>(a) Five Years for student and private pilot license till fiftieth birthday, and twenty-four months after fiftieth birthday and twelve months after sixtieth birthday.</p> <p>(b) twelve months for commercial and airline transport pilot license; till fiftieth birthday and thereafter every six months.;</p> <p>(c) Five Years for glider and free balloon pilot license till fiftieth birthday, and twenty four months after fiftieth birthday and twelve months after sixtieth birthday.</p> <p>(d) Twenty Four months for flight engineer and flight navigator license till fiftieth birthday and thereafter every six months</p> <p>Rule 40 (4) <u>Deleted as requirement is covered in Rule 40 (3).</u></p>	<p>Note: An exception may be filled to ICAO if necessary.</p>

	passed their fortieth birthday, the twelve months' validity period, or in case of private, glider and free balloon pilot license the twenty four months medical assessment validity period shall be reduced to six and twelve months, respectively.		
24.	Insertion of new sub rule 8 in rule 40.	New Sub-rule added 40 (8) Flight crew license of PCAA license holder pilots working abroad with foreign operators shall be considered valid subject to their valid medical/currency in the country validating their PCAA flight crew license. The medical shall be acceptable to the country issuing validation.	This is an evolving process world wide.
25.	Rule No. 41 (c) is a woman who becomes pregnant; shall inform the Director General as soon as possible	Rule 41 (c) If a woman who becomes pregnant; shall inform the operator as soon as possible and paid maternity leave by the operator or organization may be granted and no coercive action may be taken against the woman for becoming pregnant.	Note: Such rules are evolutionary, and no set of rules exists for women in aviation, and we will set the example for the world. To safeguard the interest of pregnant woman. Paid maternity leave is the right of every working women.
26.	Rule No. 43 Validated license – experience requirements – A validation by the Director-General of a license issued by another contracting State shall not continue to be valid unless the holder complies with the requirements of these rule in respect of recent experience and competence or unless he can demonstrate to the satisfaction of the Director-General that he has	Rule No. 43 Validated license – experience requirements – A validation by the Director-General of a license issued by another contracting State shall not continue to be valid unless the holder complies with the requirements of these rule in respect of recent experience and competence or unless he/she can demonstrate to the satisfaction of the Director-General that he/she has complied with equivalent requirement in the State of issue of his license either for a period of one year or	Note: At present PCAA issues validation for three months only.

	complied with equivalent requirement- in the State of issue of his license	according to the validity of the foreign license.	
27.	<p>Rule No. 44</p> <p>Age limit for pilots– (1) The holder of a commercial pilot license, or a multi-crew] pilot license, or an airline transport pilot license who has attained his sixty fifth birthday shall not act as pilot-in-command, or as co-pilot of:</p> <p>(a) a regular public transport aircraft on any flight, or</p> <p>(b) a charter aircraft on an international flight.</p> <p>(2) The Director-General may determine standards and prescribe instructions, requirements and conditions for implementation of sub-rule (1) in the Air Navigation Orders".</p>	<p>Rule No. 44</p> <p>Age limit for pilots– (1) The holder of a commercial pilot license, or a multi-crew pilot license, or an airline transport pilot license who has attained his sixty eight birthday shall not act as pilot-in-command, or as co-pilot except as mentioned below:-</p> <p>(a) a regular public transport pilot beyond the age of 68 years has no exemption, and</p> <p>(b) a charter aircraft pilot beyond the age of 68 years on an international flight has no exemption.</p> <p>(c) One pilot at least below the age of 60 and other with no age limit but with valid medical for General Aviation aircraft with two pilots.</p> <p>(d). Valid medical with no age limit for GA aircraft for domestic commercial/private operations with single pilot operations.</p> <p>(e) Valid medical but no age limit for domestic GA aircraft operations in private category but for multi-engine aircraft one pilot must be below the age of 60.</p> <p>(f) One pilot below the age of 60 and no age limit for other pilot but valid medical for Domestic Cargo Operations only.</p> <p>(2) The Director-General may determine</p>	<p>Note: Pilot/Operator to determine which countries permit operation for pilots beyond the age of sixty-five years.</p> <p>An exception/difference be filled by PCAA if needed to ICAO.</p> <p>Australia, Austria, Brazil, Canada, Costa Rica, New Zealand, Russia, Senegal AND Ukraine have no upper age limit.</p> <p>55 Countries have age limit between 62 to 72 years.</p> <p>ICAO Annex 1 stipulates the age limit to 65 but that is only a recommendation. That is the reason 10 countries do not have the upper age limit and 55 have the age limits from 62 to 72 years.</p> <p>A country wise list where pilots can operate beyond the age of sixty five and are permitted by their NAA/CAA be updated as and when necessary for the information of pilot/operators.</p> <p>Rule 40 Sub Rule (a) and (b) can be removed as requirement is covered in in</p>

		standards and prescribe instructions, requirements and conditions for implementation of sub-rule (1) in the Air Navigation Orders". The exception/difference shall be filled to ICAO as necessary if needed.	Rule 40 Sub Rule (1). Did not remove it just for clarity purpose.
28.	<p>Rule No. 48. Air Traffic Controllers to be authorized.- A person shall not act as an Air Traffic Controller in an Air Traffic services unit in Pakistan unless he is the holder of an *appropriate license or authorization issued by the Director-General +and the terms and conditions for the grant of such license or authorization shall be determined by the Director-General in Air Navigation Order.</p>	<p>Rule 48. Air Traffic Controllers to be authorized.- A person shall not act as an Air Traffic Controller in an Air Traffic services unit in Pakistan unless he is the holder of an appropriate license or authorization issued by the Director-General and the terms and conditions for the grant of such license or authorization shall be determined by the Director-General in Air Navigation Order. <i>In case of shortage of Air Traffic Controllers, Director General may authorize induction of trained Air Traffic Controller from other resources available in the country on the basis of competence and medical fitness to perform duties.</i> In addition, the Air Traffic Controllers be provided international exposures of at least one month abroad on airports/airfields with heavy traffic.</p>	
29.	<p>Rule No. 51 (1) Aircraft maintenance engineer license. –</p> <p>(1) The Director-General shall grant aircraft maintenance engineer license under this Part, subject to such conditions as he thinks fit, when he is satisfied that the applicant for such a</p>	<p>Rule No. 51 (1) Aircraft maintenance engineer license. –</p> <p><i>(1) The Director-General shall grant aircraft maintenance engineer license under this Part. To qualify as maintenance engineer the applicant shall pass the written examination as deemed appropriate by the Director General.</i></p>	<p>Note: This is standard industry practice the world over. PCAA was accepting foreign examination results and many aircraft maintenance engineer licenses have been issued earlier.</p>

	<p>license is a fit person and is qualified by reason of his knowledge, experience, competence, skill, physical and mental fitness to act in the capacity authorized by the license; for that purpose the applicant shall furnish such evidence, undergo such examinations and tests as the Director-General may specify in Airworthiness Notices and Air Safety Circulars.</p> <p>Rule 51 (3) Aircraft maintenance engineer license issued under this Part shall become valid on the date of issue and shall remain valid for a period not greater than two years.</p> <p>Rule 51 (4) (4) Renewal of such license shall be dependent on compliance with such requirements as may be specified by the Director-General in Airworthiness Notices.</p>	<p><i>Any such examination conducted by other ICAO signatory states shall be accepted by the Director General for the initial issue of aircraft maintenance engineer (AME) license. PCAA shall conduct the required exams at least on quarterly basis and or authorize Maintenance Training Organization(s) to conduct such exams.</i></p> <p>Rule 51 (2) is unchanged</p> <p>Rule 51 (3) Aircraft maintenance engineer license issued under this Part shall become valid on the date of issue and shall remain <i>valid for life time.</i></p> <p>Rule 51 sub-rule (4) is replaced. <i>Foreign Aircraft Maintenance Engineer (AME) license be converted to PCAA Aircraft Maintenance Engineer (AME) license in the same category as they have been issued by any ICAO signatory state.</i></p>	<p>Note: Piston Engine Module 16 and Helicopter Module 12 are only conducted by PCAA and these exams have not been conducted since more than a year, which prevents the issuance of licenses to those who are qualified to acquire such licenses.</p> <p>Note: Standard Industry Practice. Will help overcome the shortage of engineers.</p>
30.	<p>Rule No. 54.</p> <p>Issue of license and Air Operators Certificate.—</p> <p>(1) The Director-General shall issue or renew a flying school license, or a</p>	<p>Rule No. 54.</p> <p>Issue of license and Air Operators Certificate.—</p> <p>(1) The Director-General shall issue or renew a flying school license, or a ground school license on <i>perpetual basis, subject to a Surveillance</i></p>	<p>Rule 54 relates to FTO and Ground Training school.</p>

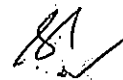
	<p>ground school license, if he is satisfied that an applicant has complied with the requirements specified by him.</p> <p>(2) On satisfactory demonstration by the applicant that his equipment's organization, personnel, maintenance and other arrangements are adequate for carrying out the training authorized by the license, the Director-General shall issue an Air Operator Certificate. For this purpose an applicant shall comply with such requirements as the Director-General may specify from time to time, in accordance with these rules.</p>	<p>Audit during the AOC inspection</p> <p>(2) On satisfactory demonstration by the applicant that his equipment's organization, personnel, maintenance and other arrangements are adequate for carrying out the training authorized by the license, the Director-General shall issue an Air Operator Certificate for the period of two years. For this purpose, an applicant shall comply with such requirements as the Director-General may specify from time to time, in accordance with these rules.</p>	
31.	<p>Rule No. 55.</p> <p>Period of validity. – A license/AOC issued or renewed under this Part shall be valid for a period of one years from the date of issue or renewal unless suspended or revoked by the Director-General.</p>	<p>Rule No. 55.</p> <p>This rule should be deleted.</p>	<p>This rule should be deleted as the license and Air Operator Certificate validity is covered in Rule 54.</p>
32.	<p>Rule No. 56</p> <p>Compliance with conditions of license and Air</p> <p>Operators Certificate.– The holder of a license granted under this Part shall comply with all the conditions attached to license or Air Operators Certificate and shall conduct his operations at least to the standard required to qualify for the issue of an Air Operator Certificate. Non-compliance with such</p>	<p>Rule No. 56</p> <p>Compliance with conditions of license and Air Operators Certificate.– The holder of a license granted under this Part shall comply with all the conditions attached to license or Air Operators Certificate and shall conduct his operations at least to the standard required to qualify for the issue of an Air Operator Certificate. Non-compliance with such conditions or failure to maintain an adequate standard shall subject to the provisions of rule 341 result in the</p>	<p>Note: A cancellation is not desirable as a compliance may prevent the shutting down of the business which results in socio-economic issues.</p>

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	conditions or failure to maintain an adequate standard shall subject to the provisions of rule 341 result in the suspension or cancellation of the license by the Director-General.	suspension till the time a compliance is achieved by the licensee/operator.	
33.	<p>Rule No. 57. Exemption for holders of Air Operator Certificate.— Notwithstanding the provisions of this Part, the holder of an Air Operator Certificate issued under these rules shall be entitled to impart flying training or ground training to enable the holder of a flight crew license, granted under Part V to qualify for the endorsement of an additional aircraft rating on his license, or for the renewal of an instrument rating or to satisfy a requirement for recent experience provided that during flying training no persons are carried in the aircraft other than those essential for the operation, and provided that the person giving the flight instruction holds a valid flight Instructor, rating endorsed in his license or a person so approved by the Director-General.</p>	<p>Rule No. 57. Exemption for holders of Air Operator Certificate.— Notwithstanding the provisions of this Part, the holder of an Air Operator Certificate issued under these rules shall be entitled to impart flying training or ground training to enable the holder of a flight crew license, granted under Part V to qualify for the endorsement of an additional aircraft rating <i>endorsed, signed and stamped by the CAA approved Designated Examiner (DE) on the pilot's logbook,</i> or for the renewal of an instrument rating or to satisfy a requirement for recent experience for maintenance of instrument rating and provided that the person giving the flight instruction holds a valid flight Instructor rating endorsed in his logbook or a person so approved by the Director-General</p>	
34.	<p>Rule No. 58. Flight crew members to maintain logbooks.—</p> <p>(1) The holder of a flight crew license issued or validated by the Director General shall maintain a personal</p>	<p>In rule 58 sub-rule (4) and (5) to be added,</p> <p>(1) The holder of a flight crew license issued or validated by the Director General shall maintain a personal flying logbook containing a record of his flight time while acting as a member of a</p>	

35.	<p>flying logbook containing a record of his flight time while acting as a member of a flight crew.</p> <p>(2) A personal flying logbook shall contain:</p> <p>(a) the full name, address and date of birth of the license holder;</p> <p>(b) details of the license, or license, held including the number, or numbers of such license;</p> <p>(c) a record of each flight made by the license holder including identification of the function performed;</p> <p>(d) the total flight time as a member of a flight crew.</p> <p>(3) A personal flying logbook maintained under this rule shall be in such form and kept in such manner as the Director-General may specify, in Air Navigation Orders and shall be retained until such time as the license holder is permanently disqualified from holding his license.</p>	<p>flight crew.</p> <p>(2) A personal flying logbook shall contain:</p> <p>(a) the full name, address and date of birth of the license holder;</p> <p>(b) details of the license, or license, held including the number, or numbers of such license;</p> <p>(c) a record of each flight made by the license holder including identification of the function performed;</p> <p>(d) the total flight time as a member of a flight crew.</p> <p>(3) A personal flying logbook maintained under this rule shall be in such form and kept in such manner as the Director-General may specify, in Air Navigation Orders and shall be retained until such time as the license holder is permanently disqualified from holding his license.</p> <p><i>"(4) All endorsement in the pilot's logbook should be clearly marked and signed by the CAA approved Designated Examiner (DE), which is an authorization for the license holder to exercise the privileges of the license issued by the Director General.</i></p> <p><i>(5) the privileges of the pilot license shall be clearly marked by a designated examiner carrying out a flight check in the logbook of the pilot</i></p>	
		Rule No. 150	Note: International industry

	Rule No.150. Aircraft to be Flown in Compliance with VFR or IFR.- An aircraft in flight shall be operated in accordance with the Visual Flight Rules, or the Instrument Flight Rules	Aircraft to be Flown in Compliance with VFR or IFR. A single or multi engine aircraft in flight shall be operated in accordance with the Visual Flight Rules, or the Instrument Flight Rules. <i>An aircraft shall be permitted to fly as special VFR flight in day or Night, however, Night flying shall be permitted only to Night VFR certified aircraft or IFR certified aircraft.</i>	practice.
36.	Rule No. 163 Flight plan to be filed -The pilot-in-command or operator of an aircraft shall submit a flight plan in such form, content and by means as may be specified by the Director General in the Air Navigation Orders, or in the Aeronautical Information Publication, to the appropriate air traffic services unit or each flight prior to operation in Pakistan airspace.	Rule No. 163 Flight plan to be filed -The pilot-in-command or operator of an aircraft shall submit a flight plan <i>in standard format in person or through digital means to the appropriate air traffic services unit. A flight plan while operating with in Pakistan shall also be accepted when it is filed through telephone. A Pakistan registered aircraft shall file a flight plan while operating to and from to any destination in Pakistan or abroad and shall not require any additional permission from the Director General.</i>	Note: International Industry practice. A Pakistan registered aircraft is being unnecessarily asked to seek air transport department permission for any international departure or arrival. In most of the countries even aircraft from other countries just operate by filing the flight plans, without any note of a flight permission. As the flight plan is filed, the requisite information is already transmitted.
37.	Rule No. 177 Commercial operations to be license.- +(1) An aircraft shall not fly for any type of operation unless the operator of that aircraft holds an appropriate license granted by the Director General. The Director-General shall, with the prior approval of the Federal Government, issue the following license, namely:-	Rule No. 177 Commercial operations to be license.- +(1) An aircraft shall not fly for any type of operation unless the operator of that aircraft holds an appropriate license granted by the Director General. The Director-General shall, issue the following license, namely:- (a) regular public transport;	



	<p>(a) regular public transport;</p> <p>(b) charter, if the service is an international service, or if the aircraft has a maximum permissible take off mass greater than 5,700 kgs; or</p> <p>(c) aerial work, if the service is an international service;</p> <p>(2) For the purpose of this rule, an appropriate license means in the case of regular public transport a regular public transport license, in the case of charter, a charter license, and in the case of aerial work, an aerial work license.</p> <p>(3) The period of validity of such a license and any conditions attached to it shall be as determined by the Director-General with the prior approval of Federal Government.</p>	<p>(b) charter; or</p> <p>(c) aerial work,</p> <p>(2) For the purpose of this rule, an appropriate license means in the case of regular public transport a regular public transport license, in the case of charter, a charter license, and in the case of aerial work, an aerial work license.</p> <p>(3) The period of validity of such a license shall be perpetual and any conditions attached to it shall be as determined by the Director-General.</p> <p><i>(4) For the promotion of aviation activities in the country, the Director General can grant Charter/Aerial Work license with the operation of one aircraft.</i></p>	
38.	<p>Rule No. 178</p> <p>Applications for a license.- +(1) Application for license under this Section shall be made to the authority competent to approve the license.</p> <p>(2) The application shall be made in a form which will be supplied by the Director-General on request, shall be signed by the person applying for the</p>	<p>Rule No. 178</p> <p>Applications for a license.-</p> <p>(1) Application for license under this Section shall be <i>processed through directorate of license and a one window service to be provided to facilitate the applicant.</i></p> <p>2) The application shall be made in a form which will be supplied by the Director-General</p>	<p>Note: All license be placed under directorate of license, fully functional licensing directorate is recently established by PCAA. The delays in issuance of license for the business deters the investors and economic activity is curtailed hence, such impediments which prevents the economic activity have</p>

license, and if made by any corporate body, shall be signed by a person duly authorized by that body.

(3) The application shall contain the following particulars:

- (a) name and address of the applicant;
- (b) nature of the license applied for;
- (c) the places at which it is desired that aircraft may land for traffic or other purpose;
- (d) the routes to be flown and the frequency of a proposed air charter service;
- (e) the routes to be flown and the frequency of a proposed regular public transport service;
- (f) the nature of the aerial work to be carried out if applicable, with location of such work; and
- (g) the type or types of aircraft to be used

on request, shall be signed by the person applying for the license, and if made by any corporate body, shall be signed by a person duly authorized by that body.

(3) The application shall contain the following particulars:

- (a) name and address of the applicant;
- (b) nature of the license applied for;
- (c) the places at which it is desired that aircraft may land for traffic or other purpose;
- (d) ***expected routes to be flown of a proposed air charter service;***
- (e) the routes to be flown and the frequency of a proposed regular public transport service;
- (f) the nature of the aerial work to be carried out if applicable, with location of such work; ***and***
- (g) the type or types of aircraft to be used
- (h) ***Clearance (Special Branch or IB) needed through Ministry of Interior, if not be received within 45 days, it will be assumed that the concerned agencies have no objection***

been removed.

Amended.

		<p><i>and license be issued within this time frame.</i></p> <p>Rule No. 178 (i) (j) <i>(i) Copies of CNICs of the Directors/Chief Executive, Trade license and form 29 issued by SECP be submitted with prescribed application form, no other document is essential.</i></p> <p><i>(j) The individual or company submitting the application for grant of a license shall attest the required document with their company seal/stamp. Two set of complete documents are required with the application.</i></p>	Amended
39.	<p>Rule No. 180 . Compliance with conditions of a license– (1) The holder of a license issued under this Section shall comply with such conditions as may be attached to the license and with such regulations and orders as the authority approving the license may from time to time specify, and shall supply such information as may be required by the said authority and shall any in relation to the license which may be issued to him, by the Federal Government.</p> <p>Rule No.180 (3) The holder of a license shall not vary the frequency of a service, or the nature of the aerial work being performed, from that authorized by the license except with the approval of the</p>	<p>Rule No. 180 Compliance with conditions of a license– (1) <i>The holder of a license issued under this Section shall comply with the regulatory requirement.</i></p> <p><i>Note: 180 (2) is not changed.</i></p> <p>Rule No.180 (3) The holder of a license shall not vary the frequency of a service <i>from that authorized by the Director General. All activities permissible in aerial work are permitted and no additional permission by Director General is required, except that a flight plan</i></p>	Note: Standard Industry Practice.

	Director General	<i>is filed with the concerned ATS unit.</i>	
40.	<p>Rule No. 184. 184. No continuance of right to a license.- Nothing in this Section shall be construed as conferring on the holder of a license on its expiry, variation, or cancellation any right to the issue of a new license for the operation of a service on the same route, or on any other route, or for aerial work, or to the continuance of any other benefits arising from the provisions of this Section or any license granted thereunder.</p>	<p>Rule 184 should be deleted.</p>	<p>Note: Abolished as it shatters the confidence of investors.</p>
41.	<p>Rule No. 185 185. Variation*, suspension and cancellation of license.- (1) In the interest of securing more effective development of air transport, or in the general interest of the public, +the Director General may with the prior approval of the Federal Government, amend the terms of a license issued under this Section, provided that the holder of that license shall be given not less than twenty-one days to show cause against such an amendment. (2) On the application of the holder of a license for an amendment to be made to that license, @the Director-General may with the prior approval of the Federal Government, may make</p>	<p>Rule No. 185 Amendment of license.- (1) In the interest of securing more effective development of air transport, or in the general interest of the public, the Director General may <i>amend the terms of a license issued under this Section.</i> (2) On the application of the holder of a license for an amendment to be made to the license, the <i>Director-General shall make that amendment if it is not contrary to these rules.</i></p>	<p>New sub-rule added</p> <p>Note: The license to evaluate their financial stability themselves as long as they do not default the PCAA dues.</p> <p>For any business a loss free balance sheet/audited financials are not essential each time as business run in loss/profit and only profits are not possible in any business.</p> <p>Note: PCAA every year desires a loss free paid up capital in the balance sheet without realizing that businesses run sometimes in profit and sometimes in losses</p>

<p>that amendment if it finds it unobjectionable.</p> <p>\$(3) The Director-General may suspend a license granted under this part for such a period as he deems fit or may, with the approval of the Federal Government, cancel such license, if:</p> <p>(a) the holder of the license or an aircraft operated has contravened or failed to comply with the provision of the Ordinance or these rules or the terms of the license; or</p> <p>(b) the Director-General is satisfied that it is necessary, in the interest of safety of the aircraft or persons on board the aircraft or public safety, to suspend or cancel the license, as the case may be. Provided that action under this rule shall be taken after providing reasonable opportunity to show cause against the proposed action</p>	<p>(3) The Director-General may suspend a license granted under this part for such a period as he deems fit or may, with the approval of the Federal Government, cancel such license, if:</p> <p>(a) the holder of the license or an aircraft operator has contravened or failed to comply with the provision of the Ordinance or these rules or the terms of the license; or</p> <p>(b) the Director-General is satisfied that it is necessary, in the interest of safety of the aircraft or persons on board the aircraft or public safety, to suspend or cancel the license, as the case may be provided that action under this rule shall be taken after providing reasonable opportunity to show cause against the proposed action.</p> <p>(4) <i>Economic oversight being essential shall be considered only through audited financials. No other document is required.</i> A loss free paid-up capital is not an essential requirement.</p>	<p>Note 1: The licensee to evaluate their financial stability themselves as long as they do not default the PCAA dues. For any business a loss free balance sheet/audited financials are not essential each time as business run in loss/profit and only profits are not possible in any business.</p> <p>Note 2: PCAA every year desires a loss free paid-up capital in the balance sheet without realizing that</p>
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42.	<p>Rule No. 188 Air Operator Certificates.- (1) An air operator certificate issued under this Part shall be:</p> <p>an "Air Operator Certificate-airline" which shall authorize the holder to engage in regular public transport operations within the conditions and limitations of that certificate, provided that he has also been granted a license for such operations by the Federal Government;</p> <p>(ii) an "air operator certificate-charter" which shall authorize the holder to engage in charter operations within the conditions and limitations of that certificate, provided that in the case of international charter operations, and of charter operations by aircraft with a maximum permissible take-off mass greater than 5,700 kgs, he has also been granted a license for such operations by the Federal Government; or</p> <p>(iii) an "air operator certificate-aerial work" which shall authorize the holder to engage in aerial work operations within the conditions and limitations, of</p>	<p>Rule No. 188 Air Operator Certificates.- (1) An air operator certificate issued under this Part shall be:</p> <p>an "Air Operator Certificate-airline" which shall authorize the holder to engage in regular public transport operations within the conditions and limitations of that certificate, provided that they have also been granted a license for such operations by the Director General.</p> <p>(ii) an "air operator certificate-charter" which shall authorize the holder to engage in charter operations within the conditions and limitations of that certificate, provided that in the case of international charter operations, and of charter operations by aircraft with a maximum permissible take-off mass greater than 5,700 KGS he has also been granted a license for such operations by the Director General; or</p> <p>(iii) an "air operator certificate-aerial work" which shall authorize the holder to engage in aerial work operations within the conditions and limitations, of that certificate, provided that in the case of international aerial work he has also</p>	

	<p>that certificate, provided that in the case of international aerial work he has also been granted a license by the Federal Government.</p> <p>(2) An air Operator Certificate issued under this Part shall be valid for a period of one year from the date of issue or renewal, unless suspended or cancelled by the Director-General.</p>	<p>been granted a license by the Director General.</p> <p>(2) An air Operator Certificate issued under this Part shall be valid for a period of two years from the date of issue or renewal.</p>	
43.	<p>Rule No. 190</p> <p>Operators to carry mails.- The holder of an air operator certificate-airline, or an air operator certificate-charter, shall perform all such reasonable services as the Director-General of Posts may require, in regard to the conveyance of mails, with or without officers of the post office in charge thereof, on an air transport service. The remuneration for carriage of mails shall be such as may be determined from time to time by the Director-General. The mails to be carried shall have priority over carriage of passengers and freight and shall be in conformity with any international agreement ratified by the Federal Government. Any dispute arising out of the carriage of mails by an operator shall be decided by the Director General</p>	<p>Rule No. 190</p> <p>Operators to carry mails.-</p> <p>The holder of an air operator certificate-airline, or an air operator certificate-charter, shall perform all such reasonable services as the Director-General of Posts may require, in regard to the conveyance of mails, with or without officers of the post office in charge thereof, on an air transport service. The remuneration for carriage of mails shall be such as may be determined from time to time by the Director-General according to market rates. The mails to be carried shall have priority over carriage of passengers and freight and shall be in conformity with any international agreement ratified by the Federal Government. Any dispute arising out of the carriage of mails by an operator shall be decided by the Director General.</p>	
44.	<p>Rule No. 193.</p> <p>Operators to establish training</p>	<p>Rule No. 193.</p> <p>Operators to establish training program.-</p>	<p>Redraft</p> <p>Sub Rule (c) redrafted as desired. Other training</p>

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<p>program.-</p> <p>(1) The holder of an air operator certificate issued under this Part shall establish and maintain a ground and flight training program to ensure that each flight crew member and each flight operations officer employed for operational control duties, is adequately trained to perform his assigned duties. The facilities, and the qualifications of the instructors, and the ground and flight training program shall be subject to the approval of the Director-General.</p> <p>(2) A program established under this rule shall include such recurrent training as may be specified by the Director-General in Air Navigation Orders and shall also contain the following items which shall be carried out at such intervals as may be specified by the Director-General.</p> <p>(a) a check of piloting technique;</p> <p>(b) a check of the ability of flight crew to correctly execute emergency procedures; and if operations are conducted under instrument flight rules, a check of ability of pilots to comply with such rules and to carry</p>	<p>(1) The holder of an air operator certificate issued under this Part shall establish and maintain a ground and flight training program to ensure that each flight crew member and each flight operations officer employed for operational control duties, is adequately trained to perform his assigned duties. The facilities, and the qualifications of the instructors, and the ground and flight training program shall be subject to the approval of the Director-General.</p> <p>(2) A program established under this rule shall include such recurrent training as may be specified by the Director-General in Air Navigation Orders and shall also contain the following items which shall be carried out at such intervals as may be specified by the Director-General.</p> <p>(a). A check of piloting techniques as per CBTA (Competency Based Training and Assessment).</p> <p>(b) a check of the ability of flight crew to correctly execute emergency procedures; and if operations are conducted under instrument flight rules, a check of ability of pilots to comply with such rules and to carry out instrument approach procedures.</p> <p>(c) Any flight training required for flight</p>	<p>program etc may be consulted with airlines.</p> <p>Note: ICAO Doc 8335 (Manual of procedure for operations, inspection, certification and continued surveillance), chapter 6 Qualification and Training of Inspector para 6.1, 6.2 and 6.3 be referred, mentions that the pilots may not be trained by the same operator whose pilots are to be checked.</p>
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	out instrument approach procedures.	inspectors be carried out at the cost and expense of PCAA.	
45.	<p>Rule No. 202.</p> <p>202. Provision of rest periods.- (1) The holder of an air operator certificate issued under this Part shall provide each member of a crew of an aircraft with a rest period following each duty period which shall be not less than twice the duration of the flight time in that duty period and not less than eight hours, and shall provide a rest period of not less than twenty-four hours in each period of seven consecutive days or shall provide rest periods as directed by the Director-General.</p> <p>(2) Any rest period provided under this rule shall not include time spent as a passenger or as supernumerary crew of an aircraft on a flight made for the purpose of positioning for a subsequent period of duty.</p>	<p>Rule No. 202.</p> <p>Provision of rest periods.- (1) The holder of an air operator certificate issued under this Part shall provide each member of a crew of an aircraft with a rest period following each duty period which shall be not less than twice the duration of the flight time in that duty period and not less than eight hours, and shall provide a rest period of not less than twenty-four hours in each period of seven consecutive days or shall provide rest periods as directed by the Director General.</p> <p>(2) Any rest period provided under this rule shall not include time spent as a passenger or as supernumerary crew of an aircraft on a flight made for the purpose of positioning for a subsequent period of duty.</p> <p>(3) In case of diversion or AOG 12 hours be considered as flight crew rest time.</p>	<p>Note: This measure is provided to cater for the</p>

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			passenger comfort and other administrator difficulties envisaged during such periods by the operators.
46.	Addition of new Rule No 379	<p>Rule No. 379</p> <p><i>All rules, regulation, Air Navigation Orders (ANOs), policies, Safety Circulars, and CAA Manuals and any other documents be amended and or replaced where necessary to keep them in conformity with the Civil Aviation Rules 2022.</i></p>	
47.	Addition of new rule no 380	<p>Rule No. 380.</p> <p>Where necessary, the Director General shall file exceptions to ICAO Standards to keep the CAA Rules 2022 in line with and relevant to international standards.</p>	
48.	Addition of new rule 381	<p>Rule No. 381</p> <p>Compliance of the applicable national aviation policy and or any impediments in the implementation of such policy be reported by the Director General to Minister Aviation on Bi-annually and by Secretary Aviation Division to the Federal Government (Federal Cabinet) on yearly basis.</p>	
49.	Addition of new rule 382	<p>Rule No. 382</p> <p>An Aviation Committee be formed which shall consist of the members from PCAA, Aviation Division and the Stakeholders,</p> <p>(1) to review National Aviation Policy corresponding to Civil Aviation Rule</p>	

		<p>2022 and also to keep them in line with EASA and or any other regulatory authorities to implement the best industry practices. and</p> <p>(2) to oversee the implementation of Civil Aviation Rules 2022 and the National Aviation Policy, the compliance and or any impediments be reported to Minister Aviation bi-annually, and to the Aviation Committees of the Parliament and Federal Cabinet on yearly basis.</p>	
50.	Addition of new rule 383	<p>Rule No. 383</p> <p>Tenants' rights as per law shall be observed, and no premises with running aviation business will be sealed by Director General without the orders of the Court of Law of Pakistan.</p>	<p>To protect the businesses from illegal intervention of Commercial Dept of CAA. This new rule was added. CAA do not observe the laws of the land with regards to the rights of the tenants which has caused immense losses to the industry.</p> <p>This can be adjusted in Part XXI Miscellaneous.</p>