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Personnel Licensing

Comprehensive Ground-Study Notes for CPL & ATPL Student Pilots — derived from ICAO Annex 1, the Aircraft Rules 1937, and CAR Section 7 (Flight Crew Standards, Training & Licensing), Series C, Part I, Issue II, effective 05/04/2021.

DGCA AIR REGULATIONS · EXAM-FOCUSED REVISION PACK

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DGCA Ground Instructor — Air Regulations

Every clause, limit, exception & regulatory value reproduced verbatim · Print-to-PDF ready (A4)

How to Use These Notes

Colour tells you what kind of information you are reading — learn the code and your revision speeds up dramatically:



SOFT BLUE — DEFINITIONS & CONCEPTS

What a term *means*. Learn these first; everything else builds on them.



SOFT RED — STRICT LIMITATIONS / WARNINGS / PENALTIES

Hard regulatory limits. Breaking these invalidates a licence or grounds a pilot.



SOFT GREEN — SOPS & ALLOWANCES

What you *are* permitted to do, and the standard procedure to do it.



Exam Tip box — flags the exact figure or fact the DGCA paper loves to test.

Highlighted values are must-memorise numbers.

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WHAT IS "PERSONNEL LICENSING"?

Personnel Licensing is the body of **Standards and Recommended Practices (SARPs)** for licensing aviation personnel. It ensures that everyone with safety-critical duties is trained, tested and certified to a common world standard.

► Who is covered by Annex 1?

The SARPs for the licensing of the following personnel are provided by **Annex 1** to the Convention on International Civil Aviation (the Chicago Convention):

- **Flight crew members** — pilots, flight engineers and flight navigators
- Air traffic controllers
- Aeronautical station operators
- Aircraft maintenance technicians
- Flight dispatchers (flight operations officers)

► Role of the Training Manuals

Related ICAO training manuals guide States on the **scope and depth** of training curricula, so that the confidence in safe air navigation intended by the Convention and Annex 1 is maintained. These manuals also guide the training of other aviation personnel such as **aerodrome emergency crews, flight operations officers and radio operators**.



PURPOSE OF THE MEDICAL STANDARDS

The medical standards of the Annex require **periodic health examinations**. They serve as an **early warning** for possible incapacitating medical conditions and contribute to the general health of flight crews and controllers.



Remember: the ICAO Annex that contains the Standards and Recommended Practices for **Personnel Licensing is Annex 1**. This is the single most repeated fact from this chapter (it answers two separate questions in the DGCA bank).

2.1 Licensing Authority



WHO ISSUES YOUR LICENCE?

The authority by which licences and ratings may be **granted, renewed or varied** shall be the **Central Government**.



DISCRETIONARY POWER

The Central Government **may withhold** the grant or renewal of a licence or a rating **if for any reason it considers it desirable to do so**. There is no automatic entitlement to a licence.

2.2 Educational Qualification

The minimum schooling required depends on the category of licence applied for. DGCA splits this into two groups:

Table 2.1 — Minimum Educational Qualification by Licence

Minimum Qualification	Licences Requiring It
Pass in Class 10 from a recognised Board (or equivalent examination)	Student Pilot's Licence (Aeroplanes / Helicopters / Gliders / Balloons / Microlight aircraft); Private Pilot's Licence (Aeroplanes); Private Pilot's Licence (Helicopters); Pilot's Licence (Gliders / Balloons / Microlight aircraft); Flight Radio Telephone Operator's Licence.
Pass in Class 10 + 2 with Physics & Mathematics , from a recognised Board / University (or equivalent)	Commercial Pilot's Licence (Aeroplanes); Commercial Pilot's Licence (Helicopters); Airline Transport Pilot's Licence (Aeroplanes); Airline Transport Pilot's Licence (Helicopters); Student Navigator's Licence; Flight Navigator's Licence; Student Flight Engineer's Licence; Flight Engineer's Licence; and Flight Radio Telephone Operator's Licence.

✈ **Exam Tip:** For a **CPL/ATPL** you must have **10+2 with Physics & Maths**. For an **SPL or PPL**, a simple **Class 10 pass** is enough. The FRTOL appears in *both* lists.

2.3 Cross-Country Flight — Definitions



DEFINITION (A) — GENERAL

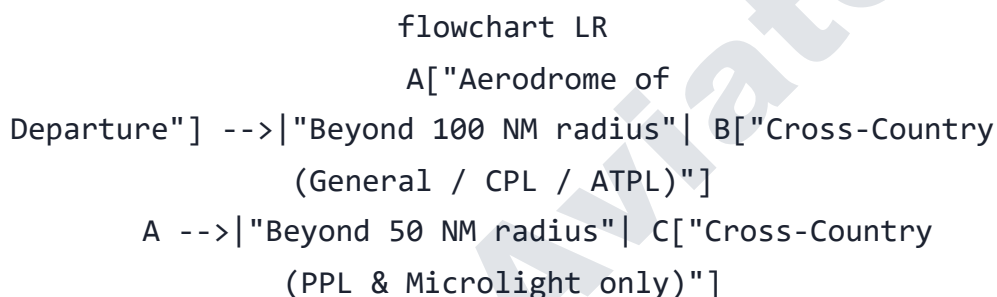
A cross-country flight, unless otherwise stated, means a flight to a point **beyond a radius of 100 nautical miles** from the aerodrome of departure, **whether over land or sea**.



DEFINITION (B) — PPL & MICROLIGHT

For the purpose of the **PPL and Pilot Licence (Microlight)**, a cross-country flight means a flight to a point **beyond a radius of 50 nautical miles** from the aerodrome of departure.

FIGURE 2.1 — CROSS-COUNTRY RADIUS AT A GLANCE



2.4 Language Proficiency



THE ENGLISH REQUIREMENT

An applicant for the **PPL, CPL, ATPL, Flight Navigator, Flight Engineer, ATC and Aeronautical Station Operator's** licences shall have the ability to **speak and understand the English language** used for radiotelephony communications, to the level of proficiency specified by the Director General.

Table 2.2 — ICAO English Language Proficiency Levels & Re-evaluation

Level	Description	Acceptable?	Re-evaluation Period
6	Expert	Yes	Re-evaluation NOT required
5	Extended	Yes	Every 6 years
4	Operational	Yes	Every 3 years
3	Pre-operational	No	Further training required
2	Elementary	No	
1	Pre-elementary	No	



CRITICAL LIMIT

Levels **1, 2 and 3** are **NOT acceptable** — the holder must undergo further training. Only **Levels 4, 5 and 6** permit operation, and only Level 6 escapes periodic re-evaluation.

✈ **Memory hook** — "**6 = forever, 5 = six, 4 = three**": Level 6 needs no re-evaluation, Level 5 every 6 years, Level 4 every 3 years.

3 · Validity of Medical Fitness

Pages 422–423

DGCA medical assessments come in **three classes**. The class you need depends on the licence you hold or apply for.

3.1 Which Class for Which Licence?



CLASS 1 MEDICAL ASSESSMENT – REQUIRED FOR APPLICANTS & HOLDERS OF:

1. Commercial Pilot's Licence (Aeroplane & Helicopter)
2. Airline Transport Pilot's Licence (Aeroplane & Helicopter)
3. Private Pilot's Licence (Aeroplane & Helicopter) **where Instrument Rating (Aeroplane & Helicopter) privileges are required**



CLASS 2 MEDICAL ASSESSMENT – REQUIRED FOR APPLICANTS & HOLDERS OF:

1. Private Pilot's Licence (Aeroplane & Helicopter)
2. Pilot's Licence (Microlight)
3. Student Pilot's Licence (Aeroplane)
4. Student Pilot's Licence (Helicopter)
5. Student Pilot's Licence (Glider)
6. Student Pilot's Licence (Balloons)
7. Student Pilot's Licence (Microlight)
8. Flight Radio Telephone Operator's Licence (Restricted)



CLASS 3 MEDICAL ASSESSMENT – REQUIRED FOR APPLICANTS & HOLDERS OF:

1. Student ATCO Licence
2. ATCO Licence



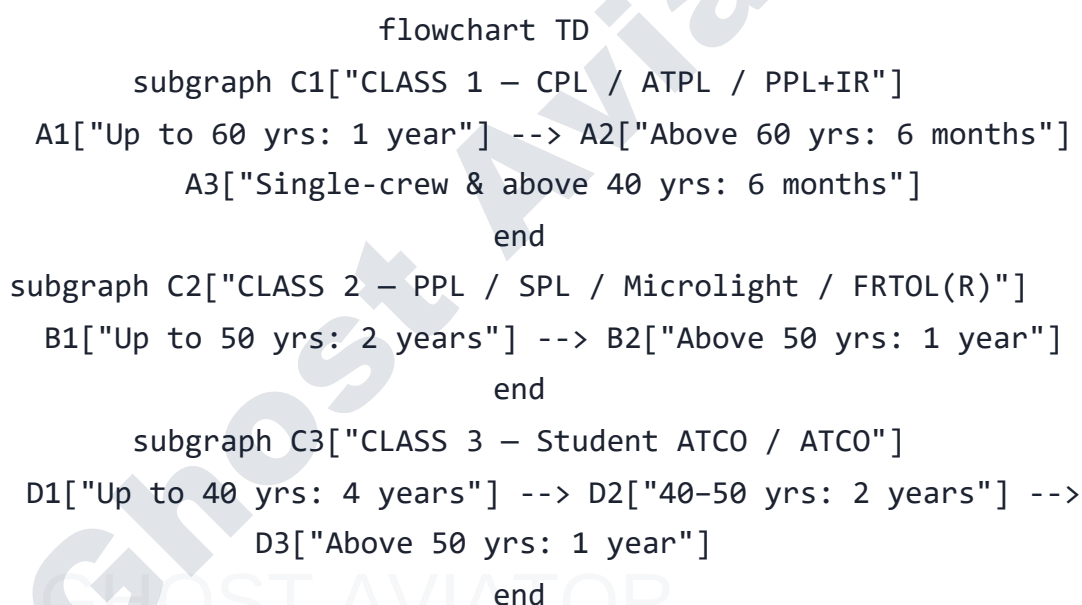
Exam Tip: A normal **PPL** needs **Class 2** — but the moment **Instrument Rating privileges** are wanted, the PPL holder must move up to a **Class 1** medical. Class 3 is exclusively for **ATCOs**.

3.2 Validity of the Medical Assessment

Table 3.1 — Medical Validity Periods (verbatim DGCA figures)

Class	Validity
Class 1	One year up to the age of 60 years; six-monthly thereafter. For single-crew operations, validity is six months above 40 years of age .
Class 2	2 years up to the age of 50 years; One year thereafter.
Class 3	Up to 40 years — 4 years ; Above 40 years up to 50 years — 2 years ; Above 50 years — One year .

FIGURE 3.1 — MEDICAL VALIDITY TIMELINE BY AGE



✈ **Single-crew trap:** A CPL holder flying a **single-pilot helicopter (e.g. charters)** above 40 years of age gets only a **6-month** medical validity — *not* 12 months. This is the answer to Q25 in the bank.

3.3 Conditions Under Which a Licence is Deemed Invalid



NO FLYING WITHOUT A FRESH "FIT" DECLARATION

The holder of a licence **shall not exercise the privileges of his licence** without being declared fit after a **fresh medical examination** in the event of his having:

1. a **sickness or injury involving incapacity** for a period of **15 days or more** for the work for which he is licensed; **or**
2. an **injury sustained in any accident** occurring during the exercise of the privileges of his licence or otherwise, which is likely to cause incapacity or impair his efficiency in the discharge of his duties.



REPORTING PROCEDURE & FURTHER CONDITIONS

- The licence holder **or his employer** shall **immediately notify** all relevant details of the sickness or injury to the **Director-General**.
- The licence of a person **disqualified** shall be deemed to be invalid **until the holder passes a fresh medical examination**.
- The holder shall **not exercise the privileges** of his licence during any period when he is aware that his **physical condition has deteriorated below the standard** required for that category of licence.



Exam Tip: The threshold for informing the Authority of an illness causing incapacity is **15 days** or more — this is directly tested (Q2 in the bank).

4 · Licence Validity, Special Medical Exam & Age

4.1 Validity of Licences



STANDARD VALIDITY & RENEWAL PROCEDURE

- All licences are valid for **10 years** since 10 Oct 2023.
- Licences are valid **from the date of issue**.
- **Renewal** will be done **from the date of expiry**, provided the application is made **within one month prior** to the date of expiry.

4.2 Special Medical Examination



WHEN A "SPECIAL" MEDICAL APPLIES

A Special Medical Examination is for **medical ailments resulting in unfitness for flying for 15 days or more, but less than or equal to 60 days**.



WHO CONDUCTS IT & REPORTING OF INCAPACITATION

- It will be undertaken by a **DGCA-empanelled Class 1 Medical Examiner**, on a **case-to-case basis**, only as decided by **DGCA (Medical Directorate)**.
- All cases of **in-flight incapacitation** of aircrew shall be reported by the **concerned operator** to DGCA at the earliest.

4.3 Minimum Age



SOLE CONTROL OF AN AIRCRAFT IN MOTION

No person **under 16 years of age** shall have **sole control** of an aircraft in motion, and no person shall cause or permit any other person to have sole control of an aircraft in motion unless he knows, or has reasonable cause to believe, that the other person has attained the age of 16 years.

Table 4.1 — Minimum Age for Each Licence

Licence	Minimum Age
Student Pilot's Licence (SPL)	16 years
Private Pilot's Licence (PPL)	17 years
Commercial Pilot's Licence (CPL)	18 years
Airline Transport Pilot's Licence (ATPL)	21 years

4.4 Maximum Age Limit for Professional Pilots



RULE (1) — THE HARD CEILING

No person holding a pilot's licence, having attained the age of **sixty-five (65) years**, shall act as **Pilot-in-Command or Co-pilot** of an aircraft engaged in **commercial air transport operations**.



RULE (2) — THE 60-YEAR MULTI-CREW RULE

No person holding a pilot's licence, having attained the age of **sixty (60) years**, shall act as Pilot-in-Command or Co-pilot of an aircraft engaged in commercial air transport operations **unless it is operated in a multi-crew environment and the other pilot is less than sixty years of age**.



EXCEPTION TO RULE (2)

The provisions of sub-rule (2) shall **not apply** in respect of aircraft **certified for single-pilot operations and not exceeding an all-up weight of 5700 kg**, engaged in commercial air transport operations within the territory of India, and while operating in a **multi-crew environment**.

FIGURE 4.1 — PROFESSIONAL PILOT AGE LADDER

flowchart TD

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A["Age < 60"] -->| "Full PIC / Co-pilot privileges" | OK1["Commercial ops permitted"]
B["Age 60 to under 65"] --> C{"Multi-crew & other pilot < 60 ?"}
C -->| "Yes" | OK2["Commercial ops permitted"]
C -->| "No" | STOP1["Not permitted"]
B --> EXC["Exception: single-pilot-certified aircraft ≤ 5700 kg, in India, multi-crew env"]
D["Age 65 and above"] --> STOP2["NO commercial PIC / Co-pilot – absolute ceiling"]
```

✈ **Exam Tip:** With an ATPL, the operating window for a public-transport flight is **minimum 21 years — maximum 65 years** (answers Q21).

5 · Student Pilot's Licence (SPL)

Page 425 · Aeroplanes / Helicopters / Gliders

5.1 Knowledge



EXAMINATIONS REQUIRED

The applicant shall pass an **oral examination** in **Air Regulations, Air Navigation, Aviation Meteorology, and Aircraft & Engines**, as per the syllabus prescribed by the Director-General — **unless** he previously held a pilot's licence of a higher category, or is able to produce evidence (in the prescribed manner) that he is well-versed with the aforesaid subjects.

5.2 Security Clearance



PROCEDURE

Security clearance for the Student Pilot / Pilot will be obtained from the concerned **State Police authorities** by the **Flying Club / Government Flying Training School**, **before the commencement of flying training**, and furnished to the Director-General.

5.3 Renewal



SPL RENEWAL LIMITS

The licence may be renewed for a period **not exceeding twelve (12) months** from the date of fresh medical examination, **subject to the total validity of the licence not exceeding twenty-four (24) months** from the date of issue.

5.4 Aircraft Rating



WHAT THE RATING SHOWS

The licence shall indicate the **class and the types** of aeroplanes, helicopters or gliders the holder is entitled to fly. **Only those types** of aircraft may be entered in the licence in respect of which the candidate has **passed the examination in Aircraft & Engines**.

5.5 Privileges



WHAT AN SPL HOLDER MAY DO

The privileges are to fly **within Indian territory only**, as **Pilot-in-Command** of any aeroplane, helicopter or glider entered in the aircraft rating of his licence — **provided that:**



THE FOUR CONDITIONS (A)–(D) ON SPL PRIVILEGES

- a. he shall fly **at all times under the authority and supervision** of a Flight Instructor or an Approved Examiner;
- b. he shall fly under **Visual Flight Rules (VFR) only**;
- c. he shall **not carry passengers, animals or goods**, nor fly for **hire, reward or remuneration** of any kind;
- d. he shall **not undertake cross-country flights** unless he has a minimum of **ten (10) hours of solo flight time** and has passed the examinations in **Air Navigation and Aviation Meteorology**.



ISSUING BODY

The Student Pilot's Licence shall be issued by a **Flying Club / Government Flying Training School** specifically authorised in this regard, and subject to the conditions laid down by the Director-General.

✈ **Memory hook for SPL: "VFR · Supervised · No pax/cargo · 10 hrs solo before XC."** Renewal: 12-month steps, 24-month total cap.

6 · Private Pilot's Licence — PPL (Aeroplanes)

Pages 426–428

6.1 Knowledge



WRITTEN EXAMINATION

The applicant shall pass a **written examination** in **Air Regulations, Air Navigation, Aviation Meteorology, and Aircraft & Engines**, as per the syllabus prescribed by the Director-General.



CONCESSION FOR HELICOPTER-LICENCE HOLDERS

An applicant in possession of a valid **PPL (Helicopters)** or a **Commercial / Airline Transport Pilot's Licence (Helicopters)** shall pass an examination in **Aircraft & Engines only**.

6.2 Experience



MINIMUM FLYING EXPERIENCE FOR A PPL(A)

The applicant shall produce evidence of having satisfactorily completed, as a pilot of an aeroplane, **not less than 40 hours of flight time**, which shall include:

1. not less than **20 hours of solo flight time** ;
2. not less than **5 hours of cross-country flight time** as the **sole occupant** of an aeroplane, including a flight of **not less than 150 nautical miles** in the course of which **full-stop landings at two different aerodromes** shall have been made;
3. not less than **10 hours of solo flight time** completed within a period of **twelve months** immediately preceding the date of application for the issue of the licence;
4. **50% of solo flying experience on microlight aircraft** acquired during the preceding 24 months may be credited towards the total experience, **subject to a maximum of 10 hours** ;
5. **50% of solo gliding experience** shall count towards total flying experience, **subject to a maximum of 10 hours** towards total flight time.

6.3 Flying Training & Skill



FLYING TRAINING

The applicant shall have completed flying training in accordance with the syllabus prescribed by the Director-General.



SKILL TEST

The applicant shall have demonstrated his competency to perform as a Pilot-in-Command or a Co-pilot of an aeroplane — the procedures and manoeuvres prescribed in the syllabus — to the satisfaction of an Examiner, on the type of aeroplane to which the application relates, **within a period of six months** immediately preceding the date of application.

6.4 Renewal



EVIDENCE REQUIRED FOR PPL RENEWAL

The licence may be renewed on receipt of satisfactory evidence of the applicant:

- a. having undergone a **medical examination**; and
- b. having satisfactorily completed **not less than 5 hours** of flight time as **Pilot-in-Command** of an aeroplane within a period of **twelve months** immediately preceding the date of application for renewal — **or, in lieu thereof**, having satisfactorily completed the **flying test within a period of six months** immediately preceding the date of application.

6.5 Ratings on a PPL

► (a) Aircraft Rating & the "Open Rating"



OPEN RATING — PPL

The licence indicates the class and types of aeroplanes the holder may fly. An **open rating** for **all single-piston-engine types** of aeroplanes having an all-up weight **not exceeding 1500 kg** may be granted if the holder has completed **not less than 250 hours as Pilot-in-Command** and has at least **4 different types** of aeroplanes entered in the aircraft rating.



CONDITION ON THE OPEN RATING

Open-rating privileges are exercised **only after a ground and flight familiarisation** with a Flight Instructor or an Approved Examiner for the type of aircraft, and a **certificate to this effect** shall be recorded by the Instructor / Examiner in the Pilot's **Log Book** before the pilot is released to exercise the open-rating privileges.

► (b) Night Rating



WHAT IT ALLOWS

A Night Rating entitles the holder of the licence to **carry passengers at night**.



CONDITIONS FOR ISSUE OF A NIGHT RATING

1. He must have completed **not less than 50 hours** of flight time as Pilot-in-Command and as **sole manipulator** of the controls, including **not less than 5 hours by night**, which must include a minimum of **5 take-offs and 5 landings** carried out within the preceding 6 months of the date of application;
2. He must have completed a **dual cross-country flight by night of at least 100 nautical miles** before he can be permitted to undertake **sole cross-country flights by night**;
3. He must have completed **not less than 5 hours of dual instruction in instrument flying**, which may include **not more than 2½ hours** on an approved synthetic flight trainer.

► (c) Instrument Rating



WHAT IT ALLOWS

An Instrument Rating entitles the holder of the licence to fly **under the Instrument Flight Rules (IFR)**.

6.6 Extension of Aircraft Rating



EVIDENCE REQUIRED TO ADD A NEW TYPE

For extension of the Aircraft Rating to include an additional type of aeroplane, the applicant shall produce evidence of —

- a. having passed the **written examination in Aircraft & Engines**;
- b. having undergone adequate **dual instruction and solo flying** to gain competency on the type;
- c. having satisfactorily completed the **flight test on the type** within a period of **six months** immediately preceding the date of application for the extension of the Aircraft Rating.

6.7 Privileges of a PPL



CORE PRIVILEGE

The privileges of a PPL holder are to act, **but not for remuneration**, as **Pilot-in-Command** or **Co-pilot** of any aeroplane entered in the Aircraft Rating of his licence, and to **carry passengers** therein.



THE THREE "PROVIDED THAT" CONDITIONS

1. **No flight** is undertaken for **hire or remuneration** of any kind whatsoever;
2. Passengers are carried **by night only** when the holder is in possession of a **valid Night Rating** and has carried out **not less than 5 take-offs and 5 landings by night as Pilot-in-Command** within a period of 6 months immediately preceding the date of the intended flight;
3. **No flight** shall be undertaken under the **Instrument Flight Rules** without being in possession of a **valid Instrument Rating**.



Exam Tip: A PPL holder may carry passengers **without remuneration** — never for hire/reward (answers Q24). The headline PPL number is **40 hours total**, of which **20 hours** solo.

7 · Commercial Pilot's Licence — CPL (Aeroplanes)

Pages 420–422

7.1 Knowledge



EXAMINATIONS REQUIRED

The applicant shall pass a **written examination** in **Air Regulations, Air Navigation, Meteorology, and Aircraft & Engines**, and a **Signals (practical) examination** for the interpretation of **aural and visual signals**, as per the syllabus prescribed by the Director-General.



CONCESSION FOR CPL(H) HOLDERS

The holder of a current **Commercial Pilot's Licence (Helicopters)** shall be required to pass an examination in **Aircraft & Engines only**.

7.2 Experience



MINIMUM EXPERIENCE FOR A CPL(A)

The applicant shall produce evidence of having satisfactorily completed, as a pilot of an aeroplane, on the date of application, **not less than 200 hours of flight time**, which shall include:

1. not less than **100 hours as Pilot-in-Command**, of which not less than **15 hours** shall have been completed within a period of **six months** immediately preceding the date of application;
2. not less than **20 hours of cross-country flight time as Pilot-in-Command**, including a cross-country flight of **not less than 300 nautical miles** in the course of which **full-stop landings at two different aerodromes** shall be made;
3. not less than **10 hours of instrument time**, of which **not more than 5 hours** may be on an **approved simulator**; and
4. not less than **5 hours of flight time by night**, including a minimum of **10 take-offs and 10 landings as Pilot-in-Command** (sole manipulator of controls) carried out within six months immediately preceding the date of application.



REDUCED REQUIREMENT FOR EXPERIENCED HELICOPTER PILOTS

For an applicant who holds a **CPL(H) / ATPL(H)** and has satisfactorily completed **not less than 1000 hours of flight time as Pilot-in-Command of a helicopter**, the requirement of 200 hours as pilot of an aeroplane is **reduced to 100 hours**, which shall include —

1. not less than **75 hours as Pilot-in-Command**, including a minimum of **25 hours cross-country** and **10 hours instrument time** (of which not less than 5 hours may be on an approved simulator);
2. not less than **5 hours by night**, including **10 take-offs and landing patterns**; and
3. not less than **10 hours on an aeroplane** within a period of six months immediately preceding the date of application.

7.3 Flying Training & Other Requirements



FLYING TRAINING

Completed in accordance with the syllabus prescribed by the Director-General.



OTHER REQUIREMENT – FRTOL

The applicant shall be in possession of a **current Flight Radio Telephone Operator's Licence** for the operation of radio-telephone apparatus on board an aircraft, issued by the Director-General.

7.4 Skill



DEMONSTRATION OF COMPETENCY

The applicant shall demonstrate competency within **six months** immediately preceding the date of application. The Director-General may, however, allow the Skill Test (or part thereof) to be carried out on an aircraft / approved **Zero Flight Time Training (ZFTT) simulator Level 'D'** for the type. Competency shall be demonstrated in:

- i. general flying test **by day**;
- ii. general flying test **by night**;
- iii. a **cross-country flight test by day** consisting of a flight of **not less than 250 nautical miles**, in the course of which **at least one full-stop landing** at an aerodrome other than the aerodrome of departure shall be made; and
- iv. a **cross-country flying test by night** consisting of a flight of **not less than 120 nautical miles**, returning to the place of departure **without landing elsewhere**.

7.5 Renewal



EVIDENCE REQUIRED FOR CPL RENEWAL

- a. having undergone a **medical examination**;
- b. having satisfactorily completed **not less than 10 hours of flight time as Pilot-in-Command** (50% of flight time as Co-pilot may be counted towards the PIC requirement) within a period of **six months** immediately preceding the date of application for renewal — or, in lieu thereof, having completed the **general flying test by day and night** within the same period;
- c. having a **current Flight Radio Telephone Operator's Licence** for operation of radio-telephone apparatus on board an aircraft, issued by the Director-General.

7.6 Aircraft Rating



OPEN RATING — CPL

The licence indicates the types of aeroplane the holder may fly. An **open rating** for all **single-piston-engine** types of aeroplane having an all-up weight **not exceeding 1500 kg** may be granted if he has completed **not less than 1000 hours of flight time** on such types, including **not less than 500 hours as Pilot-in-Command**, and has at least **4 different types** entered in the aircraft rating. The open rating is exercised only after ground & flight familiarisation, with a certificate recorded in the pilot's log book.

- **Instructor's Rating** — entitles the holder to **impart flying instructions**.
- **Instrument Rating** — entitles the holder to fly **under the Instrument Flight Rules**.

7.7 Extension of Aircraft Rating



REQUIREMENTS TO ADD A TYPE

- i. Having **passed a written examination in Aircraft & Engines** and having gained, under appropriate supervision, experience in flying the aircraft of such type (or on an approved flight simulator) in respect of:
 - (a) normal flight procedures and manoeuvres during all phases of flight;
 - (b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment such as power plant, systems and airframe;
 - (c) where applicable, instrument procedures — including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - (d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
- ii. having satisfactorily completed the **general flying tests by day and night** in respect of the type, within a period of **six months** immediately preceding the date of application.

7.8 Proficiency Check



WHEN A PROFICIENCY CHECK IS MANDATORY

To act as a **co-pilot of transport aeroplanes having an all-up weight exceeding 5700 kg**, the licence holder shall undergo an appropriate proficiency check as specified by the Director-General, in respect of the type to be flown.



VALIDITY & RENEWAL OF THE PROFICIENCY CHECK

- The proficiency check is valid for **six months** from the date of the check, and is renewed for a further period of **six months** at a time.
- On renewal, the period of validity shall **commence from the date of expiry** of the previous validity, provided the check has been carried out **within two months preceding** the date of expiry.

7.9 Privileges of a CPL



WHAT A CPL HOLDER MAY DO

- a. to exercise **all the privileges of a Private Pilot's Licence**;
- b. to act as **Pilot-in-Command of any aeroplane having an all-up weight not exceeding 5700 kg** which is entered in the aircraft rating — provided that, when passengers are carried at night, he shall have carried out **not less than 10 take-offs and 10 landings by night as Pilot-in-Command** within a period of six months immediately preceding the intended flight;
- c. to act as **Co-pilot** of any aeroplane where a Co-pilot is required and which is entered in the aircraft rating — provided that, for all flights under the Instrument Flight Rules (as PIC or Co-pilot), he shall have a **current Instrument Rating**.



AGE RESTRICTION ON CPL PRIVILEGES

On attainment of the age of **sixty-five (65) years**, such privileges shall be **restricted to that of a Private Pilot's Licence (Aeroplanes)**.

✈ **Exam Tip:** CPL headline figures — **200 hrs total**, **100 hrs PIC**, XC flight **300 NM** with two full-stop landings. A CPL holder is PIC of aircraft **up to 5700 kg** (answers Q6, Q13, Q18).

8 · CPL (Aeroplanes) with Instrument Rating

Pages 422, 426



WHAT MAKES THIS LICENCE DIFFERENT

This is a Commercial Pilot's Licence in which the privileges of an Instrument Rating are **built in** — there is **no separate Instrument Rating** issued. The experience requirements (especially instrument time) are correspondingly higher.

8.1 Knowledge



EXAMINATIONS REQUIRED

A **written examination** in **Air Regulations, Air Navigation, Meteorology, and Aircraft & Engines**, and a **Signals (practical)** examination for interpretation of aural and visual signals, as per the prescribed syllabus. A holder of a current **CPL(H)** shall pass an examination in **Aircraft & Engines and Instrument Rating only**.

8.2 Experience



MINIMUM EXPERIENCE — CPL(A) WITH IR

Within a period of **five years** immediately preceding the date of application, the applicant shall have completed, as a pilot of an aeroplane, **not less than 200 hours of flight time**, which shall include:

- i. not less than **100 hours as Pilot-in-Command**, out of which not less than **30 hours as Student Pilot-in-Command** — which shall include **not more than 20 hours of cross-country** and **not more than 10 hours circuits-and-landings with a minimum of 10 landings**;
- ii. not less than **15 hours as Pilot-in-Command** within a period of **six months** immediately preceding the date of application;
- iii. not less than **50 hours of cross-country flight time as Pilot-in-Command**, including a cross-country flight of **not less than 300 nautical miles** with full-stop landings at two different aerodromes;
- iv. not less than **50 hours of instrument time**, of which **not more than 20 hours** may be on an approved simulator, and out of which a **minimum of 5 hours** shall have been completed within six months immediately preceding the date of application for the Instrument Rating; and
- v. not less than **5 hours by night**, including a minimum of **10 take-offs and 10 landings as Pilot-in-Command** (sole manipulator of controls) carried out within six months immediately preceding the date of application.



REDUCTION FOR EXPERIENCED HELICOPTER PILOTS

For an applicant in possession of a **CPL (Helicopters)** who has satisfactorily completed **not less than 1000 hours as Pilot-in-Command of a helicopter**, the requirement of 200 hours as pilot of an aeroplane is **reduced to 100 hours**.



Important Note on logging: The **Student-Pilot-in-Command flight time** shall **NOT be logged by the instructor** in his own log book. The student log book shall indicate Student-Pilot-in-Command flight time in the **remarks column as "SPIC"**, with the name of the instructor.

8.3 Flying Training, Other Requirements & Skill



FLYING TRAINING & FRTOL

Flying training completed per the prescribed syllabus. The applicant shall be in possession of a **current Flight Radio Telephone Operator's Licence**.



SKILL – DEMONSTRATED WITHIN SIX MONTHS

Competency shall be demonstrated in:

- i. general flying test **by day**;
- ii. general flying test **by night**;
- iii. a **cross-country flight test by day** of **not less than 250 NM**, with at least one full-stop landing at an aerodrome other than the aerodrome of departure;
- iv. a **cross-country flying test by night** of **not less than 120 NM**, returning to the place of departure without landing elsewhere; and
- v. **ability to fly an aeroplane solely with the aid of instruments**, by undergoing an **instrument flying test** within six months immediately preceding the date of application for the rating. The Director-General may allow such tests (or part) on an approved simulator for the type.

8.4 Renewal



EVIDENCE REQUIRED

- a. having undergone a **medical examination**;
- b. having satisfactorily completed **not less than 10 hours as Pilot-in-Command** (50% of Co-pilot flight time may be counted) within **six months** immediately preceding the date of application for renewal, or in lieu thereof the **general flying test by day and night** within the same period; and
- c. having a **current Flight Radio Telephone Operator's Licence**.

8.5 Rating



OPEN RATING & THE BUILT-IN INSTRUMENT RATING

- **Open Rating** — for all single-piston-engine types not exceeding **1500 kg**, granted on **not less than 1000 hours** including **not less than 500 hours as PIC** and at least **4 different types** entered in the rating (exercised only after ground & flight familiarisation, certificate in the log book).
- **Instructor's Rating** — entitles the holder to impart flying instructions.
- **Instrument Rating** — **No separate Instrument Rating is provided** in the licence. The privileges of the instrument rating are **included in the privileges of this licence**, provided the instrument rating flying tests have been carried out as per the conditions laid down by the Director-General.

8.6 Extension of Aircraft Rating & Proficiency Check



EXTENSION OF AIRCRAFT RATING

To add a type, the applicant shall produce evidence of having **passed a written examination in Aircraft & Engines** and of having gained, under appropriate supervision, experience in flying the type (or on an approved flight simulator) covering: (a) normal flight procedures and manoeuvres; (b) abnormal and emergency procedures and manoeuvres; (c) where applicable, instrument procedures including instrument approach, missed approach and landing under normal, abnormal and emergency conditions, including simulated engine failure; and (d) procedures for crew incapacitation and crew coordination — followed by satisfactorily completed **general flying tests by day and night** within **six months** immediately preceding the date of application.



PROFICIENCY CHECK

To act as a co-pilot of transport aeroplanes exceeding **5700 kg**, the holder shall undergo a proficiency check. It is **valid for six months** and renewed for a further six months at a time; on renewal, validity **commences from the date of expiry** of the previous validity, provided the check is carried out **within two months preceding** the date of expiry.

8.7 Privileges



PRIVILEGES OF A CPL(A) WITH IR

- a. to exercise **all the privileges of a Private Pilot's Licence (Aeroplanes)**;
- b. to act as **Pilot-in-Command** of any aeroplane having an **all-up weight not exceeding 5700 kg** entered in the aircraft rating — provided that, when passengers are carried at night, he shall have carried out **not less than 10 take-offs and 10 landings by night as Pilot-in-Command** within six months immediately preceding the intended flight;
- c. to act as **Co-pilot** of any aeroplane where a Co-pilot is required and which is entered in the aircraft rating — provided that, for all flights under the Instrument Flight Rules (as PIC or Co-pilot), he shall have **demonstrated his competency**.

9 · Airline Transport Pilot's Licence — ATPL (Aeroplanes)

Pages 437–440

9.1 Knowledge

✓ EXAMINATIONS REQUIRED

The applicant shall pass a **written and oral examination** in **Air Regulations, Air Navigation, Avionics (Radio Aids & Instruments), Aviation Meteorology, and Aircraft & Engines**, and a **Signals (practical)** examination for interpretation of aural and visual signals, as per the prescribed syllabus.

✈ **Important Note:** A holder of a **current Commercial Pilot's Licence** shall **not be required to pass the examination in Air Regulations**; and a holder of a **Senior Commercial Pilot's Licence** shall **not be required to pass any of the examinations**.

9.2 Experience



MINIMUM EXPERIENCE FOR AN ATPL(A)

The applicant shall produce evidence of having satisfactorily completed, as a pilot of an aeroplane, **not less than 1500 hours of flight time**, and his total flying experience shall include:

- i. not less than **250 hours as Pilot-in-Command** or as Co-pilot performing, under the supervision of a pilot who fulfils the flying-experience requirements of a check pilot, the duties and functions of a pilot-in-command — provided that **at least 100 hours** out of these shall be **cross-country** flight time, including **not less than 50 hours of flight time by night**;
- ii. not less than **500 hours of total cross-country flight time** ;
- iii. not less than **75 hours of flight time by night** ;
- iv. not less than **100 hours of instrument time** under actual or simulated instrument conditions, of which **not less than 50 hours shall be in actual flight**; and
- v. not less than **20 hours of flight time** completed within a period of **six months** immediately preceding the date of application for the licence.



NOTE — CO-PILOT FLIGHT-TIME CREDIT

Where an aeroplane is required to be operated with a co-pilot in accordance with the provisions of the Flight Manual of the aeroplane: **not more than 50%** of the co-pilot flight time shall be credited towards the **total flight time** required for the issue of the licence; **but not more than 50%** of the co-pilot flight time under supervision shall be credited towards **pilot-in-command flight experience**; and **full credit** for such flight time shall be given towards the **total flight time** required.

9.3 Other Requirements



THREE PREREQUISITES

- i. He shall be the holder of a **Commercial or a Senior Commercial Pilot's Licence**.
However, this will **not be applicable** for the issue of an ATPL to a pilot from the **Armed Forces** who otherwise meets the requirements;
- ii. He shall have a **current Instrument Rating on multi-engine aircraft**;
- iii. He shall be in possession of a **current Flight Radio Telephone Operator's Licence**.

9.4 Skill



DEMONSTRATION OF COMPETENCY

The applicant shall have demonstrated competency, **by day and by night**, on the type of **multi-engine aeroplane** to which the application relates, within a period of **six months** immediately preceding the date of application. The Director-General may allow skill tests (or part) on an aircraft / approved **ZFTT simulator Level 'D'** for the type.

- ✈ **Note:** A holder of a current **CPL(A) / Senior CPL(A)** issued by the Director-General shall **not be required to undergo general flying tests** for the issue of an ATPL(A), provided the licence is issued on the multi-engine type(s) included in the aircraft rating of the CPL/SCPL **and** the pilot possesses **10 hours as Pilot-in-Command or 20 hours as Co-pilot** on at least one such multi-engine type within the preceding six months.

9.5 Renewal



EVIDENCE REQUIRED FOR ATPL RENEWAL

- a. having undergone a **medical examination**;
- b. having satisfactorily completed **not less than 10 hours as Pilot-in-Command** (50% of Co-pilot flight time may be counted) within **six months** immediately preceding the date of application for renewal, or in lieu thereof having completed the **flying tests by day and by night**;
- c. having a **current Flight Radio Telephone Operator's Licence**;
- d. having a **current Instrument Rating on a multi-engine aircraft**.

9.6 Ratings



ATPL AIRCRAFT RATING & OPEN RATING

The licence indicates the class and types of aeroplanes the holder may fly. An **open rating** for **all types of aeroplanes** having an all-up weight **not exceeding 5700 kg** may be granted if he has completed **not less than 1000 hours as Pilot-in-Command** on any aeroplane having an all-up weight of **14000 kg or above**.

- **Instructor's Rating** — entitles the holder to impart flying instructions.
- **Instrument Rating** — **No separate Instrument Rating is provided** in the licence; the privileges of the instrument rating are **included**, provided the instrument rating flying tests have been carried out as per the conditions laid down by the Director-General.

9.7 Extension of Aircraft Rating & Proficiency Check



EXTENSION OF AIRCRAFT RATING

To add a type, the applicant shall have **passed a written examination in Aircraft & Engines** and shall have acquired, under appropriate supervision, experience in flying the type (or on an approved flight simulator) in accordance with the syllabus prescribed by the Director-General, followed by a **skill test** as laid down by the Director-General.



PROFICIENCY CHECK

To act as a **Pilot-in-Command or Co-pilot** of transport aeroplanes exceeding **5700 kg**, the holder shall undergo a proficiency check. It is **valid for six months** and renewed for a further six months at a time; on renewal, validity **commences from the date of expiry** of the previous validity, provided the check is carried out **within two months preceding** the date of expiry.

9.8 Privileges of an ATPL



WHAT AN ATPL HOLDER MAY DO

- a. to exercise the privileges of a **Private and a Commercial Pilot's Licence**;
- b. to act as **Pilot-in-Command of an aeroplane having an all-up weight exceeding 5700 kg** entered in the aircraft rating, subject to compliance with the conditions below.



CONDITIONS (I)–(III) FOR PIC OF > 5700 KG AIRCRAFT

- i. He shall have completed, on that type of aeroplane, **not less than 100 hours of flight time as a Co-pilot**, followed by **10 consecutive satisfactory route checks**, of which **not less than 5 shall be by night**, under the supervision of a **Check Pilot** performing the duties and responsibilities of a Pilot-in-Command, and demonstrated his competency to fly as a Pilot-in-Command to the satisfaction of the Director-General.



CONCESSION

For a pilot having previous experience of **at least 100 hours as Pilot-in-Command of transport aeroplanes exceeding 5700 kg**, the required number of route checks may be **reduced to 6**, of which **at least 3 shall be by night**.

- ii. He shall have undergone satisfactorily, within the preceding **six months** of the intended flight, appropriate **proficiency checks** in respect of that type of aircraft as required by the Director-General;
- iii. He shall be in possession of a **current Instrument Rating** before operating any IFR flight.



AGE RESTRICTION ON ATPL PRIVILEGES

On attainment of the age of **sixty-five (65) years**, such privileges shall be **restricted to that of a Private Pilot's Licence (Aeroplanes)**.



Exam Tip: ATPL headline figures — **1500 hrs total**, **500 hrs total cross-country**, **75 hrs night**, **100 hrs instrument** (≥50 hrs in actual flight), and **250 hrs cross-country with 50 hrs night** within the PIC/supervised block (answers Q1, Q11, Q17).

10 · Instrument Rating (Aeroplanes)

Pages 441–443

10.1 Knowledge



EXAMINATIONS REQUIRED

The applicant shall pass a **written and oral examination** in **Air Regulations, Air Navigation, Aviation Meteorology and Instrument Rating**, as per the syllabus prescribed by the Director-General for the issue of a Commercial Pilot's Licence. He shall also pass a **practical test on the interpretation of aural and visual signals** as per the prescribed syllabus.

10.2 Experience



MINIMUM EXPERIENCE FOR AN INSTRUMENT RATING(A)

The applicant shall produce evidence of having satisfactorily completed, as a pilot of an aeroplane —

- i. not less than **100 hours of flight time as Pilot-in-Command**, including **not less than 50 hours of cross-country** flight time;
- ii. not less than **40 hours of instrument time**, of which **not more than 20 hours** shall be **instrument ground time**. A minimum of **5 hours of instrument time** shall have been completed within a period of **six months** immediately preceding the date of application for the Instrument Rating.



CONCESSION FOR IR(HELICOPTERS) HOLDERS

In the case of a pilot who holds a current **Instrument Rating (Helicopters)**, he shall have **not less than 100 hours as Pilot-in-Command of an aeroplane**, including not less than **25 hours of cross-country flight time** and not less than **20 hours of instrument time**, of which **not more than 10 hours** may be on an approved simulator.

10.3 Other Requirements, Flying Training & Skill



OTHER REQUIREMENTS

The applicant shall be —

- i. holder of a **current Pilot's Licence (Aeroplanes)**;
- ii. holder of a **current Flight Radio Telephone Operator's Licence** for the operation of radio-telephone apparatus on board an aircraft, issued by the Director-General.



FLYING TRAINING & SKILL

Flying training shall be completed in accordance with the prescribed syllabus. For the **Skill**, the applicant shall demonstrate, to the satisfaction of the Examiner, his competency to fly an aeroplane **solely with the aid of instruments**, by undergoing an **instrument flying test** within a period of **six months** immediately preceding the date of application for the rating. The Director-General may allow such tests (or part) to be carried out on an **approved simulator** for the type.

10.4 Validity



VALIDITY OF THE INSTRUMENT RATING

- a. The rating shall be valid for a period of **twelve months** from the date of the instrument rating flying test;
- b. It shall be renewed for a further period of **twelve months** at a time from the date of expiry, provided the instrument rating flying test has been carried out **within two months preceding** the date of expiry and all other requirements for renewal are met;
- c. In other cases, the validity of the renewal of the rating shall **commence from the date of the test**.

10.5 Renewal & Extension



RENEWAL

The Instrument Rating may be renewed on receipt of satisfactory evidence of the applicant: (a) having satisfactorily completed the **Instrument Rating Flight Test**; and (b) having a **valid Flight Radio Telephone Operator's Licence** issued by the Director-General for the operation of radio-telephone apparatus on board an aircraft.



EXTENSION OF INSTRUMENT RATING

To include an additional type of aeroplane, the applicant shall produce evidence of having satisfactorily completed the **flight test** (in accordance with the skill requirement) in respect of the type for which the extension is desired, within a period of **six months** immediately preceding the date of application for the extension.

10.6 Privileges



CORE PRIVILEGE

Subject to the validity of the Instrument Rating, the privileges of the holder shall be to fly under the **Instrument Flight Rules**, on the types of aeroplanes on which he has demonstrated his competency.



HOW THE PRIVILEGE SCALES BY AIRCRAFT CATEGORY

- A pilot who demonstrated competency by an IR Flight Test on a **single-engine** aeroplane **not exceeding 5700 kg** shall exercise the privileges on **all single-engine aeroplanes** within that weight category.
- A pilot who demonstrated competency by an IR Flight Test on a **multi-engine** aeroplane **not exceeding 5700 kg** shall exercise the privileges on **all multi-engine aeroplanes** within that weight category.
- The holder of an IR on any **transport aeroplane** shall exercise the privileges **only on the type** on which the IR Flight Test was satisfactorily carried out.
- The holder of an IR on aeroplanes **exceeding 5700 kg** shall exercise the privileges **only on the type** on which the IR Flight Test was satisfactorily carried out.
- Notwithstanding the above, the holder of an IR on any **multi-engine** aeroplane **may exercise** the privileges of the Instrument Rating on **any single-engine aeroplane** entered in the aircraft rating of his licence.

✈ **Exam Tip:** The Instrument Rating is valid **12 months**; for an IR an applicant needs **50 hours of cross-country as PIC** within the 100-hr PIC block (answers Q10, Q16).

11 · Quick-Revision Comparison Charts

Synthesised from Pages 421–442

Table 11.1 — Licence Snapshot: Age, Schooling, Medical & Headline Hours

Licence	Min. Age	Education	Medical Class	Headline Experience
SPL	16 yrs	Class 10	Class 2	10 hrs solo before cross-country
PPL(A)	17 yrs	Class 10	Class 2 (Class 1 if IR privileges)	40 hrs total, incl. 20 hrs solo
CPL(A)	18 yrs	10+2 Physics & Maths	Class 1	200 hrs total, incl. 100 hrs PIC
CPL(A) + IR	18 yrs	10+2 Physics & Maths	Class 1	200 hrs total, incl. 50 hrs instrument
ATPL(A)	21 yrs	10+2 Physics & Maths	Class 1	1500 hrs total, incl. 500 hrs XC
Instrument Rating(A)	—	—	Class 1	100 hrs PIC + 40 hrs instrument

Table 11.2 — Renewal at a Glance

Licence / Rating	Renewal Requirement (key figures)
SPL	Renewed in 12-month steps from fresh medical; total validity capped at 24 months from issue.
PPL(A)	Medical + 5 hrs PIC in preceding 12 months, or flying test in preceding 6 months.
CPL(A) / CPL+IR / ATPL(A)	Medical + 10 hrs PIC in preceding 6 months (50% co-pilot time counts), or flying test by day & night + current FRTOL (ATPL also needs current multi-engine IR).
Instrument Rating	Valid 12 months; renewed 12 months at a time if flight test done within 2 months before expiry.
Proficiency Check (>5700 kg)	Valid 6 months; renewed 6 months at a time if check done within 2 months before expiry.

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FIGURE 11.1 — THE PILOT LICENSING CAREER LADDER

flowchart TD
SPL["SPL (16 yrs)
Class 10 · Class 2 medical
VFR · supervised · no pax"]
PPL["PPL Aeroplanes (17 yrs)
40 hrs total · carry pax, no remuneration"]
CPL["CPL Aeroplanes (18 yrs)
200 hrs total · PIC up to 5700 kg"]
CPLIR["CPL + Instrument Rating
IR privileges built in"]
ATPL["ATPL Aeroplanes (21 yrs)
1500 hrs total · PIC above 5700 kg"]
SPL --> PPL --> CPL --> CPLIR --> ATPL
IR["Instrument Rating (Aeroplanes)
Valid 12 months · fly under IFR"]
PPL -.add-on.-> IR
CPL -.add-on.-> IR

FIGURE 11.2 — CROSS-COUNTRY TEST DISTANCES (MEMORY AID)

flowchart LR
P["PPL Experience
XC flight: 150 NM
2 full-stop landings"]
C["CPL Experience
XC flight: 300 NM
2 full-stop landings"]
CD["CPL Skill – XC by Day
250 NM · 1 full-stop landing"]
CN["CPL Skill – XC by Night
120 NM · return, no landing elsewhere"]
P --> C --> CD --> CN

✈ **High-yield numbers to lock in:** XC radius **100 NM** (general) / **50 NM** (PPL & Microlight) · PPL **40/20** hrs · CPL **200/100** hrs · ATPL **1500/500/75/100** hrs · Weight divider **5700 kg** (CPL below / ATPL above) · Age ladder **16-17-18-21** and ceiling **60/65**.

12 · Practice Question Bank

Pages 444–448 · 25 MCQs

The following 25 multiple-choice questions are reproduced from the chapter, with the correct answer flagged below each. Cover the answer line and self-test.

1. An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than:

- A) 100 hours of instrument time, of which not more than 50 hours may be instrument ground time
- B) 150 hours of instrument time, of which not more than 75 hours may be instrument ground time
- C) 100 hours of instrument time, of which not more than 30 hours may be instrument ground time

Correct Answer: A

2. The holder of a pilot's licence should inform the Authority of any illness which they are suffering which involves incapacity to undertake those functions to which the licence relates throughout a period of a certain number of days or more. The number of days is:

- A) 15 B) 20 C) 30

Correct Answer: A

3. The International Civil Aviation Convention Annex containing standards and recommended practices for Personnel Licensing is:

- A) Annex 1 B) Annex 2 C) Annex 11

Correct Answer: A

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4. The holder of a commercial pilot licence, when acting as copilot of an aircraft required to be operated with a copilot, shall be entitled to be credited with not more than:

- A) 40% of the copilot flight time towards the total flight time required for a higher grade of a pilot licence
- B) 50% of the copilot flight time towards the total flight time required for renewal of a commercial pilot licence
- C) 100 hours of flying time required for a higher grade of a pilot licence

Correct Answer: B

5. The minimum age of obtaining a PPL is:

- A) 18 years
- B) 17 years
- C) 21 years

Correct Answer: B

6. The privileges of the holder of a Commercial Pilot Licence — aeroplane shall be:

- A) to act as pilot-in-command in any aeroplane engaged in commercial air transportation
- B) to act as pilot-in-command in any aeroplane certificate for single pilot operation other than in commercial air transportation
- C) to act as Pilot-in-Command of any aeroplane having an all-up-weight not exceeding 5700 kg and which is entered in the aircraft rating of his licence

Correct Answer: C

7. The duration of the period of currency of a medical assessment shall begin on the date:

- A) the license is issued or renewed
- B) reckoned from the date of medical examination
- C) the license is delivered to the pilot

Correct Answer: B

8. Type ratings shall be established:

- A) for any type of aircraft whenever considered necessary by the authority
- B) all the answers are correct
- C) only aircraft certificated for operation with a minimum crew of at least two pilots

Correct Answer: A

9. The holder of a commercial pilot licence when as Co-Pilot performing under the supervision of a pilot who fulfils the flying experience requirements of a check pilot, the duties and functions of a pilot-in-command shall be entitled to be credited:

- A) in full with his flight time but not more than 300 hours towards the total time required for a higher grade of pilot licence
- B) 50% of the flight time towards the total time required for higher grade of pilot licence in accordance with the requirements of the licensing authority
- C) in full with his flight time towards the total time required for higher grade of pilot licence

Correct Answer: C

10. An applicant holding a private or commercial pilot license aeroplane for the issue of an instrument rating shall have completed hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the licensing Authority:

- A) 20 hours B) 40 hours C) 50 hours

Correct Answer: C

11. An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than:

- A) 75 hours of night flight as pilot-in-command or as copilot
- B) 100 hours of night flight as pilot-in-command or as copilot
- C) 100 hours of night flight only as pilot-in-command

Correct Answer: B

12. For Commercial Pilot Licence aeroplane the applicant shall have completed in aeroplanes not less than if the privileges of the licence are to be expected at:

- A) 5 hours of night flight time including 3 take-offs and 3 landings as pilot-in-command
- B) 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command
- C) 5 hours of night flight time including 10 take-offs and 10 landings as pilot-in-command

Correct Answer: C

13. An applicant for a Commercial Pilot License aeroplane shall have completed in aeroplanes not less than:

- A) 150 hours of flight time and 100 hours as pilot-in-command
- B) 200 hours of flight time and 70 hours as pilot-in-command
- C) 200 hours of flight time and 100 hours as pilot-in-command

Correct Answer: C

14. An applicant for a Commercial Pilot Licence shall have completed in aeroplanes not less than:

- A) 20 hours of instrument instruction time of which not more than 10 hours may be instrument ground time
- B) 20 hours of instrument instruction time of which not more than 5 hours may be instrument ground time
- C) not less than ten hours of instrument time of which not more than five hours may be on an approved simulator

Correct Answer: C

15. When the holders of aircraft transport pilot licenses aeroplane and helicopter have passed their 40th birthday the medical examination shall be reduced to:

- A) 6 months for single crew commercial operations
- B) 6 months for all commercial operations
- C) 6 months for all operations

Correct Answer: A

16. The applicant to exercise the functions of an Instrumental Flight Rating in ____ aeroplanes shall prove, according to ANNEX 1, PERSONNEL LICENSING, his/her capability to pilot such aircraft only by instrumental rules and an engine ____.

- A) Multi-engine / inoperative or simulated inoperative
- B) Land / inactive
- C) Amphibious / inactive or simulated inactive

Correct Answer: A

17. The applicant for an Airline Transport Pilot License shall have completed in aeroplanes not less than hours of cross-country flight time, including not less than hours of flight time by night as Pilot-in-Command or as Co-Pilot performing, under the supervision of a pilot who fulfils the flying experience requirements of a check pilot, the duties and functions of a pilot-in-command.

- A) 200 hours and 50 hours
- B) 250 hours and 50 hours
- C) 200 hours and 75 hours

Correct Answer: A

18. An applicant for a Commercial Pilot Licence — aeroplane shall have completed not less than hours of cross country flight time as pilot-in-command including a cross country flight totaling not less than km (.... NM), in the course of which full stop landings at two different aerodromes shall be made. The hours and distance referred are:

- A) 15 hours and 540 km (300 NM)
- B) 20 hours and 540 km (300 NM)
- C) 10 hours and 270 km (150 NM)

Correct Answer: A

19. An applicant for a Commercial Pilot Licence shall hold a current:

- A) class 1 medical assessment
- B) class 3 medical assessment
- C) class medical assessment as prescribed by the state issuing the licence

Correct Answer: B

20. The age of an applicant for a Commercial Pilot Licence shall not be less than:

- A) 17 years of age
- B) 18 years of age
- C) 16 years of age

Correct Answer: A

21. To be able to execute a public transport flight, the minimum and maximum age (with ATPL) is:

- A) 21 and 65 years
- B) 16 and 60 years
- C) 18 and 60 years

Correct Answer: A

22. Which of the following Annexes to the Chicago convention contains minimum specifications for a crew licence to have international validity?

- A) Annex 1
- B) Annex 3
- C) Annex 4

Correct Answer: A

23. An applicant for the ____ licences shall have the ability to speak and understand the English language used for radiotelephony communications to the level of proficiency specified by the Director General.

- A) PPL, CPL, ATPL, Flt Navigator and Flt Engg
- B) PPL, CPL, ATPL only
- C) PPL only

Correct Answer: A

24. The privileges of the holder of a Private Pilot's Licence shall be to act as:

- A) Pilot-in-command or as Co-pilot of any aeroplane provided no passengers are carried
- B) Pilot-in-command or as Co-pilot of any aeroplane and carry passengers therein without remunerations
- C) Pilot-in-command or as Co-pilot of any aeroplane employed on aerial work for remuneration

Correct Answer: B

25. If the age of a CPL holder flying a single pilot helicopter for charters is more than 40 years the validity of medical is for ____.

- A) 6 months
- B) 12 months
- C) 12 months if he is not carrying VIPs

Correct Answer: A

Table 12.1 — Master Answer Key

Q	1	2	3	4	5	6	7	8	9	10	11	12	13
Ans	A	A	A	B	B	C	B	A	C	C	B	C	C

Q	14	15	16	17	18	19	20	21	22	23	24	25
Ans	C	A	A	A	A	B	A	A	A	A	B	A

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