

INDUCTION OF AIRCRAFT IN PAKISTAN

AIR NAVIGATION ORDER

VERSION	**:**	**3.0**
DATE OF IMPLEMENTATION	**:**	**28-07-2022**
OFFICE OF PRIME INTEREST	**:**	**Airworthiness Directorate**

	NAME	DESIGNATION	SIGNATURE
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TYPE OF DOCUMENT	AIR NAVIGATION ORDER (ANO).		
STATUS OF DOCUMENT	CONTROLLED		

A. AUTHORITY:

A1. This Air Navigation Order is issued by Director General Civil Aviation Authority in pursuance of Rules 4, 5, 6, 8,16, 25, 36, 180, sub-rule (3) & (5) of 333, 368, 368A and all other enabling provisions of Civil Aviation Rules, 1994 (CARs 1994).

B. PURPOSE:

B1. The purpose of this ANO is to prescribe requirements and procedures pertaining to Airworthiness for induction of aircraft in Pakistan.

C. SCOPE:

C1. The requirements established by this ANO shall be applicable for induction of all types of aircraft, which are type-certified and eligible for issuance of Certificate of Airworthiness (COA). Owner/operator intending to induct the aircraft for registration/operation, as appropriate, shall be responsible for implementing requirements established by this ANO.

D. DESCRIPTION:

D1. DEFINITIONS:

The following terms when used in this ANO, have the meanings assigned to them respectively. Any term used in this ANO but not defined, shall have the same meaning as given in the Civil Aviation Ordinance, 1960, Pakistan Civil Aviation Authority Ordinance 1982 and CARs 1994. For detailed definitions, kindly refer to latest issue of AWNOT-017-AWRG.

D1.1 **'Aircraft Induction'** - for the purpose of this ANO, aircraft induction is defined as acquisition of aircraft on lease/ purchase basis for operation and/or registration in Pakistan.

D1.2 **'Available Seat Kilometers' –** Available seat kilometers (ASK) are calculated by multiplying available passenger seats and kilometers flown.

D1.3 **'Commercial Flight Operation'** - means a flight operation other than a private operation and includes aerial work, charter or regular public transport operation (passenger, cargo or mail) in which remuneration, hire, or reward is given to the owner, or the operator of the aircraft in respect of that flight or the purpose of that flight.

D1.4 **'Regular Public Transport Operation' -** means flight operations in which an aircraft is used for the carriage of passengers or cargo for hire or reward in accordance with fixed schedules to and from fixed terminals over specific routes with or without intermediate stopping places between terminals, and any reference to "regular public transport" has a corresponding meaning.

D1.5 **'Charter Operation' -** means flight operations in which an aircraft is used for the carriage of passengers or cargo for hire or reward; any reference to "charter" has a corresponding meaning.

D1.6 **'Private Operation'** - flight operations, other than aerial work, charter or regular public transport, in which no remuneration, hire or reward is given to the owner, or the operator of the aircraft in respect of that flight or the purpose of that flight.

D1.7 **'Tourism Promotion and Regional Integration (TPRI) License'** means a license that is issued to promote tourism (including religious and medical tourism) and regional connectivity, including helicopter services, by PCAA.

D2. INTRODUCTION:

D2.1 The induction of aircraft involves services executed at PCAA Airworthiness Directorate as well as DAT&ER, FSD and other agencies of Government of Pakistan for functions related to customs and intelligence.

D2.2 This ANO details requirements for induction from Airworthiness perspective only. This ANO must be consulted in conjunction with relevant regulations of DAT&ER and FSD.

D3. APPLICATION

D3.1 The applicant (prospective owner/ operator) shall apply on latest version of Form CAAF-103-AWRG, with pertinent data about the aircraft. The package shall include applications for relevant approvals/certificates (refer para D7 below). The applicant shall submit all enclosures / confirmations as mentioned in application forms.

D3.2 The application for induction shall be supported by covering letter, addressed to Director Airworthiness to exhibit intent to acquire aircraft for registration and/or operation in Pakistan.

D3.3 The application shall include the details of the operation for which the aircraft is intended to be inducted and details of the equipment that are installed or carried on the aircraft, as mandated by ANO-007-AWRG.

D3.4 Applicable fee for induction inspection shall be charged in accordance with AWNOT-003-AWRG.

D4. AIRCRAFT INDUCTION CRITERIA

D4.1 The aircraft induction application will be subject to evaluation for requirements given at para D4.2 through D4.4.

D4.2 **Aircraft Age**

D4.2.1 The eligibility for induction w.r.t aircraft age is given below against corresponding type of operation:

License/ Category of Operations	Maximum Induction Age	Maximum Operation / Retirement Age
Regular Public Transport (RPT) Domestic / International	18 Years (with 35% Operational life remaining)	25 years
RPT/Non-RPT Cargo Domestic / International	35% of Operational life remaining	OEM Recommended Age / Cycles
Charter Pax / Aerial Work Pax / Private Aircraft (Pressurized) Domestic / International	18 Years (with 35% Operational life remaining)	OEM Recommended Age / Cycles
TPRI (Domestic) - Pressurized	18 Years (with 35% Operational life remaining)	OEM Recommended Age / Cycles
TPRI / Aerial Work / Charter / Flying School (Unpressurized)	25 Years with 35% Operational life remaining OR 50% of Operational life remaining	OEM Recommended Age / Cycles
Private Aircraft (Unpressurized)	Not Defined	OEM Recommended Age / Cycles
NOTE: *Aircraft age shall be determined through Limit of Validity (LOV), or its equivalent, as provided by the OEM.*		

D4.2.2 **RPT:** Calendar age of all aircraft, used as passenger transport for Scheduled / Non-Scheduled passenger-carrying services (RPT), shall not be more than 18 years at the time of induction with minimum of 35% remaining operational life as defined by OEM. Operational life expectancy shall be based on international standards considering limitations on maximum hours, flight cycles and chronological age etc. Operations would be permissible up to a maximum calendar age of 25 years.

D4.2.3 **Pressurized Non-RPT Pax:** For Charter Passenger, TPRI, Aerial Work Passenger and Private Aircraft Operations, Calendar age of all aircraft shall not be more than 18 years at the time of induction with minimum of 35% remaining operational life as defined by OEM. Operations would be permissible up to a maximum calendar age / life cycles as defined by OEM subject to airworthiness.

D4.2.4 **RPT/Non-RPT Cargo:** For Freighter/cargo aircraft, minimum of 35% remaining operational life would be required as given by OEM at the time of induction. Operations would be permissible up to a maximum calendar age / life cycles as prescribed by the manufacturer of the aircraft provided the aircraft is airworthy.

D4.2.5 **Unpressurized Charter (Pax.) Aerial Work & Flying School:** For unpressurized aircraft/ helicopters being used for TPRI, Charter (Pax.), Aerial Work and Flying School operations, the calendar age at the time of induction, shall not be more than 25 years with 35% of operational life remaining OR minimum of 50% remaining operational life would be required as given by the OEM, at the time of induction. Operations would be permissible up to a maximum calendar age / life cycles as prescribed by the manufacturer of the aircraft provided the aircraft is airworthy.

D4.3 **TPRI Special Condition:** The induction of aircraft under TPRI License shall be allowed only for flight operation over socio-economic routes.

D4.4 **Lease Arrangements:** Lease arrangement of aircraft shall fulfill the requirements of latest version of AWNOT-021-AWRG.

D4.5 **Aircraft Inspection:** The satisfactory evaluation of aircraft documentation and physical inspection by PCAA nominated inspectors will render aircraft eligible for induction, subject to the approval of DGCAA.

D5. INDUCTION INSPECTION OF AIRCRAFT

D5.1 Upon satisfactory evaluation, competent authority shall nominate PCAA Inspectors i.e., Airworthiness inspector (Aerospace), Airworthiness inspector (Avionics) and one inspector from FSD, for induction inspection of the aircraft.

D5.2 The aircraft shall be inspected at latest maintenance /operational base, as far as practical, owing to ease of access to aircraft records (since aircraft birth) pertaining to maintenance, continuing airworthiness, ownership, etc. The aircraft may be inspected in Pakistan, however, the applicant shall ensure that all the pertinent records as mentioned in this ANO and other requisite details as deemed necessary by PCAA, are made available at the time of inspection for evaluation and necessary recommendations.

D5.3 DGCAA may accept aircraft Export Certificate of Airworthiness with some exemptions/ exceptions, based on the correspondence with the exporting Contracting State.

D5.4 Aircraft to be inducted, shall comply with PCAA weighing requirement i.e. “Each aircraft shall be physically weighed every four years (on major check/ base maintenance scheduled on or after 04 years since last weighing). However, the maximum interval between two weighing shall not exceed 05 years”.

***Note**: For further details, refer AWNOT-011-AWRG.*

D5.5 Subsequent to inspection, the acceptance/ non-acceptance of the aircraft shall be the decision of DGCAA.

D5.6 In case the aircraft is inspected outside Pakistan, logistic arrangement of PCAA Inspector shall be in accordance with the requirement prescribed in latest issue of ANO-027-FSXX.

D5.7 In case, the aircraft is not entered in Aircraft Register after a lapse of 06 months or beyond, from the date of induction inspection, physical and documentation reinspections will be carried out by PCAA. Aircraft will only be registered on "Pakistan Aircraft Register" upon completion of satisfactory reinspections. If the aircraft is not issued with initial "Certificate of Airworthiness" for one year or more after entering into Pakistan Register, physical and documentation reinspections will carried out before the issuance of Certificate of Airworthiness. In all cases, the applicant shall be responsible to make sure that the applicable maintenance requirements arisen during the lapsed period are complied with. PCAA inspector will ensure the same before issuance of C of A.

D5.8 In case of non-acceptance of aircraft for induction, any cost incurred by the applicant during or after inspection shall not be claimed against PCAA. All the cost shall be borne by the applicant in all respects and for all favorable/ unfavorable scenarios.

D6. REQUIREMENTS FOR LEASED AIRCRAFT NOT ENTERING PAKISTAN REGISTER

D6.1 The temporary induction of foreign-registered aircraft on Lease may be granted by DGCAA under the following conditions:

- D6.1.1 The operation is permitted under Extra ordinary/special circumstances (such as aircraft accident or Hajj, Umra, Ziarat operations or temporary expansion, etc.).
- D6.1.2 Permissible up to maximum of 90 days, extendable to 180 days in one year starting from induction of aircraft on lease; not extendable further.
- D6.1.3 Aircraft age shall be in line with Para D4 of this ANO.
- D6.1.4 Leased aircraft capacity (ASKs) shall never exceed total aircraft capacity (ASKs) of Pakistan registered aircraft, at any point in time.
- D6.1.5 TPRI operator would NOT be allowed to start operation with foreign registered leased aircraft.
- D6.1.6 For further details on the foreign-registered aircraft on lease operation, relevant FSD regulations must be consulted.

D6.2 The induction of foreign-registered aircraft on lease shall be carried out as per requirements mentioned at para D3 through D5 of this ANO. The covering letter must clearly mention the reason for acquisition of aircraft on this lease arrangement.

D7. ISSUANCE/ RECOMMENDATIONS OF AIRCRAFT CERTFICATES

D7.1 **Certificate of Registration:** The eligibility requirements for registration of an aircraft have been prescribed in latest revision of AWNOT-005-AWRG.

D7.2 **Certificate of Airworthiness:** The eligibility requirements for issuance of Certificate of Airworthiness of an aircraft have been prescribed in latest revision of ANO-004-AWRG.

D7.3 **Certificate of Radio Installation**: The applicant shall apply to Director Airworthiness for 24-BIT Aircraft code (Mode-S transponder code) and Radio Installation certificate in accordance with requirements prescribed in AWNOT-071-AWRG. The applicant shall ensure availability of valid Pakistan Telecommunication Authority (PTA) license, as per AWNOT-071-AWRG.

D7.4 **Noise Certificate**: The applicant shall apply to Director Airworthiness for Noise Certificate in accordance with requirements prescribed in AWNOT-062-AWRG.

D7.5 **Special Operations Approval:** The applicant shall apply for following technical capability:

D7.5.1 **RVSM Certificate** on latest issue of form CAAF-118-AWRG and in accordance with requirements prescribed in latest issue of ANO-015-FSXX of PCAA Directorate of Flight Standards.
D7.5.2 **EDTO Approval** in accordance with AWNOT-064-AWRG.
D7.5.3 **PBN Approval** in accordance with AWNOT-070-AWRG.
D7.5.4 **CATEGORY II & III Operation** on latest issue of form CAAF-201-AWRG and in accordance with requirements prescribed in latest issue of ANO-019-FSXX of PCAA Flight Standards Directorate.
D7.5.5 **Electronic Flight Bag (EFB)** in accordance with ANO-036-FSXX.
D7.5.6 **Other special operations** such as **ADS-B out** etc.

D7.6 **Type Acceptance Certificate:** The requirements for Type Acceptance Certificate shall be complied in accordance with latest issue of ANO-006-AWRG.

D7.7 **Acceptance of Weight and Balance Report:** Signed copy of weight and balance report will be issued with the deduction of applicable fees as per latest issue of AWNOT-003-AWRG.

D8. INDUCTION OF FIRST TYPE OF AIRCRAFT IN PAKISTAN

D8.1 For first type of aircraft, requirements for Type Acceptance Certificate shall be fulfilled by the applicant in accordance with ANO-006-AWRG. In this case, logistic arrangement of PCAA Inspector shall be in accordance with the requirement prescribed in latest issue of ANO-027-FSXX.

D8.2 The applicable requirements for certifying staff shall be complied in accordance with ANO-066-LCXX and AWNOT-092-AWEG and training of airworthiness officers shall be in accordance with latest issue of ANO-004-AWRG and its logistic arrangement will be done as per ANO-027-FSXX.

D8.3 The applicable requirements for maintenance arrangement shall be ensured including contracted maintenance organization approved by PCAA with the relevant scope.

D9. OPERATOR'S SECURITY CLEARANCE

D9.1 The operational approval of the aircraft shall be subject to security clearance of the operator. Refer relevant publication of AT&ER for details.

D9.2 Private operators, for their first aircraft, shall apply for Security Clearance from authorized security agency through Airworthiness Directorate.

D9.3 Airworthiness Directorate shall forward the operator's request to Aviation Division for further action.

D9.4 The applicant shall be notified regarding response of Aviation Division. Subsequent to that, aircraft operation is subject to permission/approval by DFS.

D10. POSITIONING FLIGHT TO PAKISTAN ON PAKISTAN REGISTER:

D10.1 Following requirements shall be fulfilled for positioning flight to Pakistan on Pakistan Register:

D10.1.1 All requirements of Registration of Aircraft as per AWNOT-005-AWRG shall be fulfilled.

D10.1.2 All the requirement of initial CoA shall be fulfilled as per ANO-004-AWRG. In case requirements for initial CoA are not fulfilled, the applicant shall apply for Special Ferry Flight as per ANO-004-AWRG.

D10.1.3 PTA Aircraft Mobile Station License shall be required before aircraft operation.

E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. ACRONYMS:

E1.1	ADS-B	Automatic Dependent Surveillance Broadcast
E1.2	ANO	Air Navigation Order
E1.3	ASK	Available seat kilometers
E1.4	AWNOT	Airworthiness Notice
E1.5	DAT&ER	Directorate of Air Transport Regulation & Economic Regulation
E1.6	EFB	Electronic Flight Bag
E1.7	EDTO	Extended Diversion Time Operations
E1.8	FSD	Flight Standards Directorate
E1.9	LOV	Limit of Validity
E1.10	OEM	Original Equipment Manufacturer
E1.11	PBN	Performance based Navigation
E1.12	PTA	Pakistan Telecommunication Authority
E1.13	RPT	Regular Public Transport
E1.14	RVSM	Reduced Vertical Separation Minima
E1.15	TPRI	Tourism Promotion and Regional Initiative

E2. RECORDS:

E2.1	CAAF-103-AWRG
E2.2	CAAF-118-AWRG
E2.3	CAAF-201-AWRG
E2.4	CAAF-301-AWRG
E2.5	CAAF-302-AWRG

E3. REFERENCES

E3.1	ANO-004-AWRG
E3.2	ANO-006-AWRG
E3.3	ANO-007-AWRG
E3.4	ANO-066-LCXX
E3.5	ANO-015-FSXX
E3.6	ANO-016-FSXX
E3.7	ANO-019-FSXX
E3.8	ANO-027-FSXX
E3.9	ANO-036-FSXX
E3.10	AWNOT-003-AWRG
E3.11	AWNOT-005-AWRG
E3.12	AWNOT-011-AWRG
E3.13	AWNOT-017-AWRG
E3.14	AWNOT-021-AWRG
E3.15	AWNOT-062-AWRG
E3.16	AWNOT-064-AWRG
E3.17	AWNOT-070-AWRG
E3.18	AWNOT-071-AWRG
E3.19	AWNOT-092-AWEG

IMPLEMENTATION:

This Air Navigation Order shall be implemented with effect from 28th July 2022 and repeals / cancels/ supersedes ANO-019-AWRG-2.0 dated 15-04-2021 and has overriding effect over all other regulations inconsistent and in contradiction with this regulation.

(KHAQAN MURTAZA)
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Pakistan Civil Aviation Authority

Dated: 4th August, 2022

(Engr. LUQMAN RASHEED)
Director Airworthiness
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Dated: 26th July, 2022
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