



GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
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CIVIL AVIATION REQUIREMENT
SECTION 8 – AIRCRAFT OPERATIONS
SERIES F PART V
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**SUB: FLIGHT CREW TRAINING AND QUALIFICATION REQUIREMENTS
FOR GENERAL AVIATION OPERATIONS: LARGE AND TURBOJET
AEROPLANES**

1. INTRODUCTION

ICAO Annex 6 – Operation of Aircraft Part II Section 3 contains standard and recommended practices (SARPs) for international general aviation aeroplanes. The Annex requires an operator to establish and maintain a training program that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance. Ground and Flight training programs shall be established, either through internal programs or through a training service provider, and shall include or make reference to a syllabus for those training programs in the company operations manual. The training programme shall include training to competency for all equipment installed.

2. APPLICABILITY

- 2.1 This CAR is applicable to General Aviation operators in accordance with ICAO Annex 6 Part II and CAR Section 8 Series O Part III as below;
- (a) Aeroplanes with maximum certificated take off mass exceeding 5700 kgs;
or
 - (b) Aeroplanes equipped with one or more turbojet engines.
- 2.2 This CAR lays down responsibilities of operators and flight crew towards training and qualification requirements to carry out operations and is consistent with Annex 6 and Aircraft Rules 1937.
- 2.3 This CAR is issued under the provisions of Rule 29C and Rule 133A of the Aircraft Rules, 1937

3. DEFINITIONS/TERMINOLOGY

- 3.1 **General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.
- 3.2 **Month.** One month is considered as the period compassing consecutive days in the month of the Gregorian calendar e.g., 03 Feb to 02 Mar or 30 Dec to 29 Jan or 15 May to 14 Jun. Example of 6 months is 04 Jan to 03 Jul.
- 3.2 **Year.** One year consists of 12 consecutive months, e.g. 03 Feb 2015 to 02 Feb 2016 or 01 Jan 2016 to 31 Dec 2016
- 3.3 **Proficiency Checks.** Demonstration of skill conducted for continued exercise of privileges of license, ratings or approval as may be required.

4. COMPOSITION OF FLIGHT CREW

An operator shall ensure that:

- 4.1 The composition of the flight crew and the number of flight crew members at designated crew stations are both in compliance with DGCA regulations, and no less than the minimum specified in the Aeroplane Flight Manual (AFM) and Certificate of Airworthiness (C of A);
- 4.2 The flight crew includes additional flight crew members when required by the type of operation, and is not reduced below the number specified in the approved Operations Manual
- 4.3 All flight crew members hold valid licenses and ratings acceptable to DGCA and are suitably qualified and competent to conduct the duties assigned to them;
- 4.4 The operator of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.

Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment to Part III, Section 3, Chapter 3 “ACAS II Training Guidelines for Pilots”.

Note 2.— Appropriate training, to the satisfaction of the DGCA, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:

- (a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or*

(b) *possession of a document issued by a training organization or person approved by the DGCA to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or*

(c) *a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*

5. DESIGNATION AS PILOT-IN-COMMAND

5.1 One pilot amongst the flight crew, qualified as a pilot-in-command (PIC) in accordance with the Aircraft Rules 1937, is designated as the PIC.

5.2 The operator shall:

(a) ensure that each flight crew member holds a valid licence issued by the DGCA, or if issued by another Contracting State, rendered valid by the DGCA;

(b) ensure that flight crew members are properly rated; and

(c) be satisfied that flight crew members are competent to carry out assigned duties.

5.3 The PIC or the pilot, to whom the conduct of the flight may be delegated, shall have had initial familiarisation training of the route or area to be flown and of the aerodromes, facilities and procedures to be used.

Note: Guidance may be taken from OC 2 of 2012 while determining the training required

6. CREW RESOURCE MANAGEMENT (CRM) TRAINING

6.1 Before operating, the flight crew member shall have received CRM training, appropriate to his/her role, as specified in the operations manual.

6.2 Elements of CRM training shall be included in the aircraft type or class training and recurrent training as well as in the command course.

7. OPERATOR CONVERSION TRAINING

7.1 An operator shall ensure that:

7.1.1 A flight crew member completes the operator conversion training course before commencing unsupervised line flying:

(a) when changing to an aircraft for which a new type or class rating is required;
(b) when joining an operator.

7.1.2 The operator conversion training course shall include training on the equipment installed on the aircraft as relevant to flight crew members' roles.

8. DIFFERENCES TRAINING AND FAMILIARISATION TRAINING

8.1 An operator shall ensure that a flight crew member completes:

8.1.1 Differences training which requires additional knowledge and training on an appropriate training device or the aeroplane:

- (a) When operating another variant of an aeroplane of the same type or another type of the same class currently operated; or
- (b) When changing equipment and/or procedures on types or variants currently operated;

8.1.2 Familiarization training which requires the acquisition of additional knowledge:

- (a) When operating another aeroplane of the same type or variant; or
- (b) When changing equipment and/or procedures on types or variants currently operated.

8.2 The operator shall specify in the Operations Manual when such differences training or familiarization training is required.

9. RECURRENT TRAINING AND CHECKING

9.1 General. An operator shall ensure that:

9.1.1 Each flight crew member completes annual recurrent flight and ground training relevant to the type or variant of aeroplane on which the flight crew member operates, including training on the location and use of all emergency and safety equipment carried. The duration of annual ground training will not be less than 16 hours training consisting of technical, performance, CRM, safety and emergency procedures training. The validity of the annual recurrent training shall be for a period of 12 months and shall commence from the date following the date of expiry of the previous validity subject to the condition that the recurrent training has been conducted within three months preceding the date of expiry.

9.1.2 Each flight crew member shall be periodically checked to demonstrate competence in carrying out normal, abnormal and emergency procedures.

9.2 Pilot's proficiency check (PPC): An operator shall ensure that:

9.2.1 Each flight crew member undergoes PPC to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures on each type or variant of a type of aeroplane. When an operator schedules flight crew on several variants of the same type of aeroplane, the PPC for each variant can be combined. When an operator schedules flight crew on different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the PPC for each type shall be carried out separately without any credits for the other rated type; and

9.2.2 The check is conducted without external visual reference when the flight crew member will be required to operate under IFR;

9.2.3 The period of validity of a PPC shall be 12 months. The validity of the PPC shall commence from the date following the date of expiry of the previous validity subject to the condition that the PPC has been conducted within one month preceding the date of expiry. A PPC may be carried out on an aeroplane or a Level C/CG/D/DG simulator, however at least once in two years, it must be carried out in a Level C/CG/D/DG simulator.

Note 1: For aeroplanes with less than 5 qualified simulators globally, the operator may obtain approval from DGCA to carry out PPC in the aeroplane.

Note 2: PPC or PPC/IR on simulator shall be of minimum duration 2:00 hrs as PF while if conducted on aeroplane, minimum duration shall be 1:30 hrs as PF.

Note 3: For turboprop aeroplanes with seating capacity less than 9 passengers, Para 9.2 and 9.3 can be complied with PPC/IR done on aeroplane.

9.3 Instrument rating (IR) check. An operator shall ensure that:

9.3.1 Each flight crew member undergoes IR checks to demonstrate his/her competence in carrying out normal, abnormal and emergency procedures under instrument conditions. An IR check for renewal of IR may be carried out on an aeroplane or Level C/CG/D/DG simulator. When an operator schedules flight crew on several variants of the same type of aeroplane, the IR check for each variant can be combined. When an operator schedules flight crew on different types of aeroplanes, the IR check for each type shall be carried out separately without any credits for each rated type; and

9.3.2 The check is conducted without external visual reference;

9.3.3 The period of validity of an instrument rating check shall be 12 months from the date of issue. In case of renewal, the period of validity of the rating shall be for a period of twelve months which shall commence from the date following the date of expiry of the previous validity subject to the condition that the test for instrument rating has been conducted within one month preceding the date of expiry.

10. PILOT QUALIFICATION TO OPERATE IN EITHER PILOT'S SEAT

Flight crew members who may be assigned to operate in either pilot's seat shall complete appropriate training and checking as specified in the operations manual

11. OPERATION ON MORE THAN ONE TYPE OR VARIANT

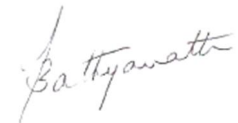
Flight crew members operating more than one type or variant of aircraft shall comply with the requirements prescribed in CAR Section 7 Series O Part I.

12. RECENT EXPERIENCE

- 12.1 An operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three takeoffs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.
- 12.2 An operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.

13. PROVISION OF TRAINING

All the training required in this CAR shall be conducted in accordance with the training programmes and syllabi established by the operator in the operations manual and by appropriately qualified personnel. In the case of flight and flight simulation training and checking, the personnel providing the training and conducting the checks shall be qualified in accordance with CAR Section 7 Series I Part III.



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