



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI.

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 7 – FLIGHT CREW STANDARDS**  
**TRAINING & LICENCING**  
**SERIES ‘I’ PART X**  
**DATED 22<sup>ND</sup> DECEMBER 2016**

**EFFECTIVE: FORTHWITH**

File No AV 22024/25/2016-FSD

**Subject: Flight Crew Training Capacity of Scheduled Operators and Approved Training Organisations (ATOs)**

**1. INTRODUCTION**

Annex 6 Part I requires operators to establish and maintain flight and ground training programmes for training of flight crew. This includes ground and flight training facilities and properly qualified instructors as determined by DGCA. To facilitate the growth of aviation in India, DGCA has permitted flight crew training to be carried out in ATOs of ICAO Contracting States in cases where this capacity is in shortfall or does not exist within the country. However, there is a need to progressively enhance flight crew training capacity in India. This Civil Aviation Requirement is issued under the Rule 29C Rule 133A of the Aircraft Rules 1937.

**2. APPLICABILITY**

This CAR is applicable to scheduled operators and ATOs engaged in training of flight crew for type rating on aeroplanes with AUW exceeding 5700 kgs.

**3. SIMULATOR FACILITIES AND SIMULATOR INSTRUCTORS**

3.1 Operators with more than 20 aeroplanes of one type shall have owned/ leased simulator capacity within India for that type by 31 December 2019.

3.2 The number of simulator instructors with scheduled operators and ATOs shall be increased to ensure that captive instructor capacity comprising of Indian nationals is in place by 31 December 2019.

3.3 ATOs shall enhance their instructor capacity by 31 December 2019 in order to fully utilize their installed simulator capacity through their own instructors.

#### **4. GENERAL MEASURES**

4.1 Operators should minimize use of overseas simulators progressively. This option should be used as far as possible only by operators with less than 20 aeroplanes in a fleet.

4.2 Operators/ATOs should adopt market based approach to increase the utilization of under-utilized simulators first within Indian operators and then with foreign customers through lease options.

4.3 Operators should increase training facilities in India through options of offset clauses in lease/purchase of aeroplanes.



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