



GOVERNMENT OF INDIA

OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION

TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING**

**SERIES 'I' PART III
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**Subject: CRITERIA FOR APPROVAL OF CHECK PILOT AND EXAMINERS
FOR NON-SCHEDULED OPERATIONS AND GENERAL AVIATION
OPERATIONS WITH FIXED WING AIRCRAFT.**

1. PURPOSE:

1.1 This Civil Aviation Requirement lays down the minimum requirements for the approval of Examiners & Check-Pilots and for the purposes specified in Rule 41A and Schedule II of the Aircraft Rules, 1937 for non – scheduled operations and general aviation operations with fixed-wing aircraft.

1.2 This CAR is issued under Rule 133A of the Aircraft Rules 1937 and it supersedes CAR Section 7 Series I, Part III dated 2nd July 1999.

2. GENERAL REQUIREMENTS

2.1 No pilot shall exercise the privileges of a Check Pilot/Examiner unless he is duly approved as such by DGCA and he meets the requirements of this CAR.

- 2.2 The seniority, the position in the company and remuneration received by the pilot shall not be the consideration for approval as Check Pilot / Examiner.
- 2.3 The pilot seeking approval as Check Pilot / Examiner shall be free from prejudices and strong likes and dislikes and capable of recording fair assessments and shall be known for his impartiality. He shall be capable of instilling high standard of discipline among the aircrew and shall have balanced attitude towards them. This should be certified by the organisation seeking the approval.
- 2.4 The pilot seeking approval as Check Pilot / Examiner should have been regularly flying the type or class / category of aircraft on which the approval is sought.
- 2.5 The pilot seeking approval as Check Pilot / Examiner:
- (a) Should have obtained pilot-in-command rating on the type in the first attempt or meet the requirements to fly as PIC under the provisions of Open Rating;
 - (b) Should have a flying record, free of any notifiable accident attributable to the pilot's proficiency in handling any type of aircraft during the preceding 5 years;
 - (c) Should have a flying record, free of any incident attributable to the pilot's proficiency in handling the aircraft during the preceding 3 years;
 - (d) Should not have failed in any of the proficiency tests / checks on simulator / aircraft during the preceding two years; and
 - (e) Should hold current Airline Transport Pilot's Licence (Aeroplanes) for aircrafts with all up weight above 5700 kg and Commercial Pilot Licence (Aeroplanes) for aircrafts with all up weight below 5700 kg, with the aircraft type rating.

Note: The accident / incident free period indicated in para 2.5 (b) & (c) above, shall be counted from the date of approval of Check Pilot / Examiner.

- 2.6 Before recommending the names of the pilots for such approvals, the operator shall subject the pilots to a process of selection, suitability tests and requisite training. While seeking approval of DGCA, the Chief of Operations / Training shall furnish a statement showing compliance of the requirements of this CAR and satisfactory completion of the stipulated

- training in respect of each pilot and certify that the pilot is competent to exercise the privileges as provided in this CAR. The minimum training requirements are given in Annexure A. The operators shall submit complete training records in original to DGCA while seeking approval.
- 2.7 On completion of the specified training, the applicant shall undergo a competency test for Check Pilot / Examiner on an approved simulator / aircraft by a DGCA Flight Operations Inspector or an examiner nominated by DGCA for the purpose. The pilot who fails in this test shall not be recommended for such approval for a minimum period of one year.
- 2.8 A pilot can be approved as Check Pilot / Examiner for General Aviation and other operations, either on fixed wing or rotary wing aircraft and not on both the categories at the same time.
- 2.9 A pilot can be approved as Check Pilot / Examiner on a particular type of aeroplane or on a group / class of aeroplanes having similar performance, handling characteristics and cockpit layout. In the latter case, the total flying experience on the applicable group / class of aeroplanes will be considered against the flying experience requirements on type.
- 2.10 In case adequate number of pilots meeting the requirements are not available with an operator, the Director General may, at his discretion relax the requirements taking into consideration the past performance, flying record and the experience of the pilot proposed for approval by the operator. The DGCA may also authorise, for a specified period, examiners or pilots of equivalent status approved, as such, by any contracting State, to exercise the privileges of Check Pilot / Examiner as given in this CAR.
- 2.11 Approval granted to a pilot as Check Pilot / Examiner may be suspended or cancelled by DGCA subsequently if the pilot is found lacking in any of the requirements or if found unfit in any manner or in case of serious safety violation.

3. FLYING EXPERIENCE REQUIREMENTS

3.1 The experience requirements for NSOP and GA Check pilot and Examiner for **Aircrafts with AUW less than 5700 kg** is as follows:

Flying Experience Requirements	Examiner (in Hrs)	Check Pilot (in Hrs)
Total Flying Experience	2500	2000
Total Command Experience on multi engines or Jet engines	1250	1000
Total Command Experience on type	500	300
Flying experience on type during preceding one year	100	100
Total Instrument flying experience	250	200

- (a) If FIR (A) is valid, then the pilot can exercise the privilege of FIR to impart flying instructions only on aeroplanes having an AUW not exceeding 5700 kg and the aircraft is fitted with dual controls and which is entered in the aircraft rating of his licence.
- (b) In case of a pilot, who has utilized the privilege as approved CFI and his FIR is valid and has instructional flying experience on type 50 hrs and undergone successfully 5 hrs RHS training with an examiner and has a recency in accordance with para 4.1(a) of this CAR, the pilot shall / may be considered for examiner.
- (c) In case of a pilot who has performed in the capacity as FIR / QFI and has total Instructional flying experience on multi engine of over 300 hrs or on single engine of over 600 hrs, then the total command experience on the type for approval shall be relaxed to 250 hrs for examiner and 150 hrs for check pilot.
- (d) The total PIC experience on the type for approval as Examiner shall be relaxed to:
 - (i) 250 hrs in case a pilot has been a functional examiner on another type of aircraft for a period not less than one year or has more than 1750 hrs total PIC experience on multi-engine or jet engine aeroplanes; and

- (ii) 100 hrs in case a pilot has been functional examiner for a period not less than two years or has more than 2500 hrs total PIC experience on multi-engine or jet engine aeroplanes.
- (e) The total PIC experience on the type for approval as Check Pilot shall be relaxed to:
 - (i) 150 hrs in case a pilot has been a functional check pilot on another type of aircraft for a period not less than one year or has more than 1500 hrs total PIC experience on multi-engine or jet engine aeroplanes; and
 - (ii) 100 hrs in case a pilot has been functional check pilot for a period not less than two years or has more than 2000 hrs total PIC experience on multi-engine or jet engine aeroplanes.

3.2 The experience requirements for NSOP and GA Check pilot and Examiner for **Aircrafts with AUW greater than 5700 kg** is as follows:

Flying Experience Requirements	Examiner (in Hrs)	Check Pilot (in Hrs)
Total Flying Experience	3000	2500
Total Command Experience on multi engines or Jet engines	1500	1250
Total Command Experience on type	750	400
Flying experience on type during preceding one year	100	100
Total Instrument flying experience	300	250

- (a) In case of a pilot, who has utilized the privilege as approved CFI / FII and has instructional flying experience of more than 100 hrs on multi engine or jet engine aircraft, the total command experience on the type for approval shall be relaxed to 200 hrs for examiner and 100 hrs for check pilot.
- (b) In case of a pilot who has utilized the privilege of FIR / QFI and has total Instructional flying experience on multi engine more than 300 hrs or on single engine more than 600 hrs, then the total command experience on the type for approval, shall be relaxed to 400 hrs for examiner and 200 hrs for check pilot.

- (c) The total PIC experience on the type for approval as Examiner shall be relaxed to:
 - (i) 400 hrs. in case a pilot has been a functional examiner on another type of aircraft for a period not less than one year and has more than 2000 hrs total PIC experience on multi-engine or jet engine aeroplanes; and
 - (ii) 200 hrs in case a pilot has been functional examiner for a period not less than two years and has more than 3000 hrs total PIC experience on multi-engine or jet engine aeroplanes.
- (d) The total PIC experience on the type for approval as Check Pilot shall be relaxed to:
 - (iii) 200 hrs. in case a pilot has been a functional check pilot on another type of aircraft for a period not less than one year or has more than 1750 hrs total PIC experience on multi-engine or jet engine aeroplanes; and
 - (iv) 100 hrs in case a pilot has been functional check pilot for a period not less than two years and has more than 2500 hrs total PIC experience on multi-engine or jet engine aeroplanes.

4. RECENCY REQUIREMENTS

4.1 A Check Pilot / Examiner shall exercise his privileges only when:

- (a) he has a minimum of 10 hrs. of flying experience as a pilot-in-command on the type during the preceding 90 days and;
- (b) he has exercised the privileges of Check Pilot / Examiner on the type or on the group / class of similar aeroplanes during the preceding one year except when a pilot is newly approved on the type or group/class of similar aeroplanes.

4.2 (a) In case an Check Pilot / Examiner is not meeting the recency requirements as in para 4.1(a) above, he can exercise his privileges after undergoing a familiarisation flight on the type, provided he was regularly flying the group / class of similar aeroplane. Details of such flight shall be entered in the Examiner's / Check Pilot's log book.

(b) In case an Examiner is not meeting the recency requirements, as in para 4.1(b) above, he shall undergo a proficiency check or shall initially exercise his privileges under the supervision of a nominated Examiner or DGCA Flight Operations Inspector. He shall start functioning independently again, only after his proficiency is found satisfactory. An entry to this effect shall be made by the functional Examiner or DGCA Flight Operations Inspector in the Examiner's / Check Pilot's logbook.

4.3 A certificate indicating compliance of the recency requirements shall be recorded in each training / check report by the concerned Examiner.

5. UTILIZATION OF CHECK PILOTS AND EXAMINERS: Utilization of the Check Pilot / Examiner is under the following procedure:-

5.1 NOC from the respective organisation of the Examiners / Check Pilot to be obtained.

5.2 The approved examiner / check pilot utilized during the flying test, shall be governed in accordance with the proviso of rule 62 of Aircraft rules, 1937 for the purpose of payment of fee.

6. PRIVILEGES

The privileges of the Check Pilot / Examiner shall be as mentioned below:

6.1 Examiners

- (a) Skill test for Co-Pilot's rating (CA 40-A);
- (b) Skill test for Pilot-in-Command rating (CA 40-B);
- (c) Skill test for issue of Instrument Rating (IR);
- (d) Final simulator check;
- (e) Ninth or tenth route check for Pilot-in-Command endorsement.
- (f) Impart Training;
- (g) Impart training and release check of Examiners;
- (h) To exercise the privileges of a Check Pilot.

6.2 Check-Pilots

- (a) Pilot Proficiency checks and Route checks.

(b) Under supervision flying for eligible co-pilots.

6.3 An Examiner who has imparted training to a pilot shall not carry out his tests/checks. A different Examiner shall be utilised for the purpose.

7. Unless revoked or suspended, the approval of the Check Pilot / Examiner shall remain valid for a period of five years from the date of issue of approval so long as the pilots:

- (a) Continue to regularly fly the type of aircraft on which the approval has been granted;
- (b) Meet the applicable requirements of this CAR;
- (c) Remain in the employment of the operator who has obtained the approval; and
- (d) Undergo a proficiency check every two years for assessment of their continued proficiency.

8. Renewal of approval of Check Pilot / Examiner shall be accorded after submitting the following documents by the Operators at least three months in advance.

- (a) Proficiency check / test reports conducted once in two years.
- (b) Certificate regarding non-involvement of training captains in incident / accident / positive breath analyzer test within preceding five years.

The privileges of Check Pilot / Examiner shall be exercised only after the renewal of their approval.

9. The Director General shall approve Check Pilot / Examiner based on recommendations of a Board duly appointed by the Director General. The Board shall review the documentations for initial approval / renewal and provide their recommendations to Director General.

10. In order to carry out the privileges, the DGCA approved Check Pilot / Examiner shall be required to undergo assessment of their continued proficiency every five years. Such assessment shall be carried out by the Chief Flight Operations Inspector or a Flight Operations Inspector.

11. DGCA may revoke, suspend or cancel the approval granted to any pilot to function as Check Pilot / Examiner for reasons to be recorded in writing and after giving the Check Pilot / Examiner an opportunity to respond to the show cause notice issued in this regard.



**(E. K. Bharat Bhushan)
Director General of Civil Aviation**

Appendix 'A'

MINIMUM TRAINING REQUIREMENTS FOR EXAMINERS / CHECK-PILOTS

1. MINIMUM TRAINING FOR EXAMINERS (APPROVAL SOUGHT FOR THE FIRST TIME)

a) Class Room Training

Class room training of at least 20 hrs should be given by Examiners or trained Ground Instructors. The training should cover at least the following aspects:

- i) Instructional techniques
- ii) Assessment of progress of trainee pilots
- iii) Detection of errors of trainees and timely corrective action
- iv) Precautions to be observed during training and checks
- v) Briefing and de-briefing of trainee pilots
- vi) Do's and Don'ts for examiners
- vii) Method of conducting proficiency and IR checks
- viii) Filling of training and skill test reports
- ix) Technical knowledge of aircraft & equipment and aeroplane systems.

b) Simulator or Aircraft Training

Simulator or aircraft flying training by day and night of at least 2 hrs (total) from the right hand and left hand seats by an Examiner covering at least the following aspects:

- i) Handling of normal, abnormal and emergency conditions from the right hand seat;
- ii) Familiarisation of Pilot-not-flying duties from left hand seat;
- iii) Simulated one-engine inoperative landing of multi-engine aircraft. It should be carried out observing all safety precautions in accordance with the manufacturer's recommendations and other regulatory requirements.
- iv) Method of conducting training and checks.
- v) The trainee examiner should demonstrate proficiency of conducting skill test on aircraft.

- vi) Updating the knowledge on GPWS, ACAS, Transponder, GPS and any other Special Equipment fitted on the type of aircraft. Correct and timely response to the alerts and warnings from ACAS and GPWS.
- vii) Any other aspect considered necessary by the examiner.

2. MINIMUM TRAINING FOR PILOTS WITH PREVIOUS EXPERIENCE AS EXAMINER, CFI, FII OR PREVIOUSLY HOLDING QFI RATING

Pilots having previous experience as examiner or previously holding Qualified Flying Instructor's rating from defence forces are not required to undergo the class room training specified in para 1(a). They should, however, undergo the simulator / aircraft flying training and checks on the type of aircraft as specified in para 1(b).

Note: The training requirements specified above are the minimum a pilot should undergo. The examiner may, however, give additional training, if required, depending on the performance and flying background of the pilot to ensure that the pilot acquires the required proficiency to discharge the functions of Examiner.

3. MINIMUM TRAINING FOR CHECK PILOTS (APPROVAL SOUGHT FOR THE FIRST TIME)

a) Class Room Training

Class room training of at least 20 hrs should be given by Examiners or trained Ground Instructors. The training should cover at least the following aspects:

- i) Operational knowledge
- ii) Writing of proficiency reports
- iii) CRM points as Check Pilots
- iv) Do's and Don'ts for Check-Pilots.
- v) Precautions to be observed during checks
- v) Briefing and de-briefing of pilots under check
- vii) Method of conducting proficiency & route checks
- ix) Technical knowledge of aircraft & equipment and aeroplane systems.

b) Simulator or Aircraft Training

Simulator or aircraft flying training by day and night of at least 2 hrs (total) from the right hand and left hand seats by a Check Pilot covering at least the following aspects:

- i) Handling of normal, abnormal and emergency conditions from the right hand seat;
- ii) Familiarisation of Pilot-not-flying duties from left hand seat;
- iii) Simulated one-engine inoperative landing of multi-engine aircraft. It should be carried out observing all safety precautions in accordance with the manufacturer's recommendations and other regulatory requirements.
- iv) Method of conducting checks.
- v) The trainee check pilot should demonstrate proficiency of conducting proficiency and route checks on aircraft.
- vi) Updating the knowledge on GPWS, ACAS, Transponder, GPS and any other Special Equipment fitted on the type of aircraft. Correct and timely response to the alerts and warnings from ACAS and GPWS.
- vii) Any other aspect considered necessary by the examiner.

4. MINIMUM TRAINING FOR PILOTS WITH PREVIOUS EXPERIENCE AS CHECK PILOT

Pilots having previous experience as check pilot are not required to undergo the class room training specified in para 3(a). They should, however, undergo the simulator / aircraft flying training and checks on the type of aircraft as specified in para 3(b).

Note: The training requirements specified above are the minimum a pilot should undergo. The examiner may, however, give additional training, if required, depending on the performance and flying background of the pilot to ensure that the pilot acquires the required proficiency to discharge the functions of check pilot.
