



GOVERNMENT OF INDIA

OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDARJANG AIRPORT, NEW DELHI

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

SERIES 'G' PART II

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Subject: VALIDATION OF FOREIGN LICENCES OF FLIGHT CREW

1. INTRODUCTION

- 1.1 Under the provisions of Rule 45 of the Aircraft Rules, 1937, the competent authority may validate a flight crew licence to exercise the privileges of such licence to operate Indian registered aircraft, when it has been issued by a duly competent authority of an ICAO contracting State and is for the time being in force, subject to such conditions and limitations and for such periods as considered necessary. The validation may confer on such licence the same Validity (privileges) for the purpose of operating an aircraft registered in India as if it has been granted under the Aircraft Rules, 1937. Generally a foreign licence may be validated for a specific purpose and for a limited period of time.
- 1.2 This Civil Aviation Requirement states the requirements and the procedure for validation of foreign licences (**Foreign Aircrew Temporary Authorization - FATA**) and is issued under the provisions of Rule 133A of the Aircraft Rules, 1937.

2. LICENCE AND EXPERIENCE REQUIREMENTS

2.1 General Requirements

- (i) The applicant be licensed and rated on the type of aircraft by the competent authority of a contracting State in accordance with the ICAO requirements and acceptable to DGCA India.
- (ii) The Foreign Aircrew Temporary Authorisation shall not be issued in respect of Indian Nationals having valid foreign licence. They will be required to convert their Foreign licence in accordance with the requirements stipulated in CAR Section 3 Series 'G' Part I.

- (iii) The foreign licence should be valid with current ratings on the type of Indian registered aircraft proposed to be operated and shall meet the recent experience requirements.
- (iv) The flight crew should have current medical fitness assessment certificates (Class I) from his/her State regulatory authority. The period of validity of such medical fitness assessment shall be as per Rule 39C of the Aircraft Rules, 1937. The Operator shall submit a Certificate to DGCA to this effect.
- (v) For operation of Flight Radio Telephony, flight crew shall have a valid licence from contracting State's regulatory authority or any other document issued by that Regulatory Authority.
- (vi) The operator should submit a certificate/letter from the State regulatory authority for the verification of the foreign flight crew licence type ratings. Operator shall submit a certificate from the State regulator to ensure that the flight crew for whom validation of foreign licence is being obtained has accident free record and his licence shall not have been suspended in preceding five years by the State regulator.
- (vii) DGCA shall verify the authenticity of Foreign licence and ratings of flight crew from the issuing authority of the ICAO contracting State. The foreign flight crew shall also submit an undertaking that he/ she has had an accident free record for the past five years.
- (viii) The flight crew shall meet the flying experience requirement as laid down in this CAR for validation of foreign licence (*for flying experience, certified copy of logbook/e-log book and/or certified summary of flying by the State Regulator/ Chief of Operations of the last airlines wherein he was employed shall be provided*).
- (ix) An Instructor rating issued by contracting State may be considered for grant of Instructor privileges on FATA (documentary evidence in support of such rating from the contracting State shall be submitted).
- (x) The flight crew should be proficient to communicate in English language.
- (xi) The flight crew shall not be above the age of 65 years in conformity with Rule 28A of the Aircraft Rules, 1937, provided that the contracting State which issued licence allows the flight crew to exercise privileges of the licence up to the age of 65 years and a certificate is submitted by the Operator in this regard.
- (xii) Where an operator needs the services of flight crew of the aircraft manufacturer for carrying out training and checks of Indian flight crew or route checks when a new aircraft type is inducted in the country, while considering a FATA for a limited number of flights, requirements of this CAR relating to passing of Air Regulation examination may be waived, provided that the operator ensures that another qualified pilot crew member having valid professional pilots licence to ensure adherence to the air regulations is on board.

- (xiii) The validation of the foreign licence shall be subject to the provisions of Rule 45 of the Aircraft Rules, 1937, and can be suspended or cancelled under Rule 19 of the Aircraft Rules, 1937, as in the case of Indian licences.
- (xiv) The validation so issued shall be valid only when carried along with the licence validated. The validation shall not be beyond the validity of the licence held.

2.2 Experience requirements: The flying experience submitted with the application of FATA shall be duly certified by the competent authority, if the log book is maintained in the form of a hard copy. In case the log book is maintained in the form of a soft copy, then the experience shall be duly certified by the State regulatory authority.

- (i) **for wide-body commercial-jet aircraft** (e.g.: B777, A340, A330, etc.)
 - a) as PIC, the flight crew should have a:**
 - i) Minimum flying experience - 5000Hrs
 - ii) Minimum PIC experience - 2500Hrs
 - iii) Minimum PIC on Type/variant - 700Hrs with current IR/LR check
 - iv) Minimum glass-cockpit experience - 1000Hrs
 - v) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
 - vi) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).
 - b) as co-pilot, the flight crew should have a:**
 - i) Minimum flying experience - 3000Hrs
 - ii) Minimum P2 experience - 2000Hrs
 - iii) Minimum P2 on Type/variant - 500Hrs with current IR/LR check
 - iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
 - v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

- (ii) **for narrow-body commercial-jet aircraft** (e.g.: B737-NG, A320 family, etc)
- a) as PIC, the flight crew should have a:**
- i) Minimum flying experience - 4000Hrs
 - ii) Minimum PIC experience - 2000Hrs
 - iii) Minimum PIC on Type/variant - 500Hrs with current IR/LR check
 - iv) Minimum glass-cockpit experience - 1000Hrs
 - v) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
 - vi) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).
- a) as co-pilot, the flight crew should have a:**
- i) Minimum flying experience - 2000Hrs
 - ii) Minimum P2 experience - 1000Hrs
 - iii) Minimum P2 on Type/variant - 500Hrs with current IR/LR check
 - iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
 - v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).
- (iii) **for operation of Turbo-prop aircraft having AUW exceeding 5700 Kgs**
- a) as PIC, the flight crew should have a:**
- i) Minimum flying experience - 2000Hrs
 - ii) Minimum PIC flying experience – 1000 Hrs
 - iii) Minimum PIC on type/variant - 100 hrs with current IR/LR check.
 - iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
 - v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

b) as co-pilot, the flight crew should have a:

- i) Minimum 500 hours total flying experience; and
- ii) Minimum 100 hours on type/variant as P2, or
Minimum 500 hours total on multi-engine aeroplane.
- iii) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- iv) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 2Hrs; i.e.: 1Hr each).

(iv) for operation of multi-pilot helicopters, having AUV exceeding 3175 Kg.

a) as PIC, the flight crew should have a:

- i) Minimum flying experience on helicopters - 1000Hrs
- ii) Minimum PIC on type/variant - 50Hrs
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Minimum flying experience in preceding 90 days on class of helicopter to be flown in India - 5Hrs or 5 takes-off and landings.

b) as co-pilot, the flight crew should have a minimum flying experience:

- i) on helicopters - 500 Hrs.
- ii) on class of helicopter to be flown in India - 50Hrs.
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Recent experience on class in preceding 90 days -
at least 5 takes-off and landings after endorsement.

(v) for aircraft having AUV below 5700 Kg or helicopters having AUV below 3175 Kg and certified for single crew operation:

a) for operation as PIC

- i) Professional Pilot licence with a minimum flying experience - 500 hrs.
- ii) Minimum flying experience on class as PIC - 100 hrs.
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Recent experience on class in preceding 90 days -

at least 5 takes-off and landings after endorsement.

- (vi) **for instructor under FATA for Flying Training Institute on aircraft having AUW below 5700Kgs:**
- a) The applicant shall have equivalent instructor rating from contracting State; and
 - b) Shall pass skill test by Director Flight Training/a Flight Operations Inspector of DGCA.
 - c) Shall meet the following flying experience requirement:
 - a. **as Assistant Flight Instructor on Aeroplane-**
 - i) PIC of on class - 250Hrs
 - ii) Instructional experience on class - 50Hrs
 - iii) Current Instrument Rating on class
 - iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.
 - b. **as Assistant Flight Instructor on helicopters-**
 - i) PIC on class - 150Hrs
 - ii) Instructional experience on class - 50Hrs
 - iii) Current Instrument Rating on class
 - iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.
 - c. **as Flight Instructor Aeroplane-**
 - i) PIC of on class - 2000Hrs
 - ii) Instructional experience on class - 1500Hrs
 - iii) Current Instrument Rating on class, with minimum instructional flying experience of 100 Hrs, of which not more than 50Hrs shall be on approved synthetic flight trainer.
 - iv) Flying experience on class by night - 50Hrs
 - iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.

d. as Flight Instructor Helicopters-

- i) PIC of on class - 1000Hrs
- ii) Instructional experience on class - 750Hrs
- iii) Current Instrument Rating on class, with minimum instructional flying experience of 50 Hrs, of which not more than 25Hrs shall be on approved synthetic flight trainer.
- iv) Flying experience on class by night - 25Hrs
- iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.

Note: For newly manufactured models of aeroplanes/helicopters, where pilots with stipulated experience are not available, the Director-General may prescribe minimum experience.

2.3 Procedure

(i) Application for validation of Foreign Licence

Operator shall submit application for issuance of FATA at DGCA reception in respect of the flight crew along with the following documents and duly filled in Appendix-A and Appendix-B:

- a) Copy of foreign licences issued by the ICAO contracting State.
- b) Copy of valid type endorsement and Instrument rating on the foreign licence in respect of the type of aircraft to be flown in India.
- c) Copy of valid foreign medical assessment.
- d) for operation of Flight Radio Telephony, a copy of valid licence from contracting State's regulatory authority or any other document issued by that Regulatory Authority.
- e) Certificate from the State Regulator for verification of foreign licences and type ratings.
- f) Certified copy of the flying experience requirement as laid down in this CAR for validation of foreign licence (certified log book and or summary of flying).
- g) Copy of valid instructor rating from the contracting state, if applicable.
- h) Certified copy of LVP Cat-II/Cat-III authorization, from the contracting State, where applicable.
- i) Two copies of Appendix-A of this CAR duly completed.

- j) Five copies of Appendix-B of this CAR duly completed.
- k) Fees @ Rs. 5,500/- [Rs. 5000/- (for grant) and Rs. 500/- (for the test)] in the form of a Demand Draft for each flight crew shall be payable to "PAO, DGCA, MCA, New Delhi."
- (ii) The operator shall specifically mention in their application to the Directorate of Training and Licensing the purpose of seeking validation of foreign licence and period of time.
- (iii) DGCA shall forward documents for Security clearance of the foreign flight crew to security agencies.
- (iv) On receipt of all the security clearances from all the agencies, operator is issued a letter to make available the flight crew for Air Regulations examinations. Air Regulations examinations are conducted in respect of foreign licensed personnel, by Central Examination Organization (CEO).
- (v) A foreign pilot who does not qualify an Air Regulation written examination or an oral test shall not be permitted to appear for re-examination within a period of 30 days from the date of examination or such lesser period as may be specified by the Director-General.
- (vi) After passing the air regulation, the foreign pilot shall be subjected to an oral examination by DGCA. Prior to the conduct of the oral examination, the operator submit a certificate stating that the flight crew has been adequately briefed for a minimum of four days on the contents of Operations Manual, and submit relevant document certifying candidate's English language proficiency (minimum Level 4). An applicant shall undergo an oral test, wherein his proficiency in the contents of operator's operations manual, aircraft knowledge and English language shall be verified. The original documents like license, medical certificate of fitness, log book etc. would be examined during the oral examination and returned immediately thereafter. On the basis of examination, DGCA may prescribe flight/simulator check or any other test which the flight crew will have to undergo.
- (vii) On qualifying the Air Regulations examination and oral test, FATA may be issued upto the period as may be prescribed by the Director General subject to overall policy and currency of relevant licence, rating and proficiency requirements.
- (viii) The application for extension of FATA shall be submitted at least one month prior to expiry of the FATA along with a fee @ Rs. 500/- in the form of Demand Draft for each flight crew shall be payable to "PAO, DGCA, MCA, New Delhi".
- (ix) In exceptional circumstances, based on merit of a case, Director-General may consider extending validity as deemed necessary..

2.4 Operating Requirement:

- (i) The operators shall ensure that the foreign pilots employed by them comply with the conditions attached with the issuance of FATA and the requirements specified in this CAR.
- (ii) The flight crew operating Indian registered aircraft on the basis of validation of their foreign licences, shall comply with all the applicable Indian rules, regulations, procedures and directions issued from time to time, the operating and maintenance procedures, FDTL, weather minima, MEL, pre-flight medical check, etc., in conformity with the Operations Manual.
- (iii) The validation of foreign licence shall no longer be valid if the flight crew discontinues the employment with the Indian operator who seeks the validation. In such cases Indian Operator shall immediately intimate DGCA that FATA holder's documents viz identity card, security card etc. Have been returned to the airport authorities, BCAS and submit his/her FATA for cancellation .
- (iv) The validation of a foreign licence shall also be subject to the requirements/conditions stipulated by the contracting State, who has issued the licence. This shall be the responsibility of the Operator and a consolidated certificate in this regard shall be submitted by the Operator in respect of pilots exercising privileges under FATA.
- (v) During the validity of FATA, it shall be the responsibility of the operators to ensure that the foreign pilots exercising the privileges of FATA under their employment have:
 - a) Valid employment visa in the name of the company
 - b) Valid licences and ratings
 - c) Valid Class 1 medical fitness assessment:
 - i) from the licence issuing authority of the contracting State; and
 - ii) issued by DGCA India to ensure medical fitness is in accordance to the Aircraft Rules 1937 equivalent to Class 1 renewal medical standards as per Rule 39B of the Aircraft Rules 1937 and the period of validity of medical fitness assessment is as per rule 39C of the Aircraft Rules 1937.
 - d) Carried out proficiency checks, IR/LR, etc.
 - e) Meet the recent experience requirements of their ratings.
- (vi) The operators shall be required to ensure that, in case foreign pilot leaves India for continuous period of 90 days, a fresh security clearance is required to be taken before permitting him to exercise the privileges of FATA. In such cases operator shall maintain flying activity, FDTL and accident/incident record of the FATA-holder while he/ she is away, and shall ensure compliance with Indian regulations in force.

- (vii) The foreign pilots, whose licence and ratings are validated under the provision of this CAR shall be released after passing an assessment check on simulator/aircraft by DGCA nominated examiner on type. The assessment check on simulator/aircraft by a DGCA-approved examiner on type.
- (viii) This validation under Rule 45 of the Aircraft Rules, 1937, may be withdrawn at any time without assigning any reason.
- (ix) A FATA granted to Indian Nationals prior to the issue of this CAR shall be considered for extension for a maximum period of 120 days or as determined by Director General beyond the expiry of their FATA to enable them to convert their Foreign licence into Indian licence in accordance with the requirements laid down in CAR Section 7 Series 'G' Part I.

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