



सत्यमेव जयते

GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110 003

CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENCING
SERIES 'O' PART I

DATED _____ 2010

EFFECTIVE: FORTHWITH

Subject: Flying More Than One Type Of Aeroplane (Fixed Wing Aircraft) – Scheduled, Non-scheduled and General Aviation Operations.

1. INTRODUCTION

Rule 6 of the Aircraft Rules, 1937 stipulates that every aircraft shall carry and be operated by the personnel licensed in accordance with Part V and Schedule II of the Aircraft Rules 1937. Further, Rule 6A stipulates that no person shall fly as pilot of an aircraft which is not included or entered in the aircraft rating of the licence.

This CAR lays down the conditions for securing the safety for aircraft operations and is issued in exercise of the powers conferred by Section 5A of the Aircraft Act, 1934 and Rule 133A of the Aircraft Rules 1937 for compliance by all concerned operators and holders of pilot license.

This CAR is applicable to operators engaged in Scheduled, Non-Scheduled and General Aviation Operations.

The requirements relating to Helicopter Operations have been laid down in CAR Section 7 Series 'B' Part X.

With issuance of this CAR, AIC 2 of 2000 hereby stands cancelled.

2. SCHEDULED OPERATORS

2.1 No operator engaged in Scheduled Public Transport Operations for carriage of passengers or cargo shall permit its flight crew to operate, and no flight crew engaged in such flight operations shall operate, more than one type of aeroplane except that a DGCA approved Examiner during currency of his/ her approval may operate not more than two types of aeroplanes, on which he/

she has valid ratings provided that no two types of aeroplanes are flown on the same duty cycle. Approved variants may be operated as per conditions given at para 4 of this CAR.

3. **NON-SCHEDULED AND GENERAL AVIATION OPERATORS**

- 3.1 No operator engaged in non-scheduled and general aviation operations shall permit its flight crew to operate, and no flight crew engaged in such flight operations shall operate, more than one type of aeroplane in same duty cycle.
- 3.2 An operator may be permitted to allow its flight crew to operate two types of aeroplane provided these are operated in separate duty cycles.

4. **APPROVED VARIANTS – ALL OPERATORS**

- 4.1 Approved variants may be permitted for operations in the same duty cycle, with DGCA specified conditions in a graded program. List of approved family/type variants is placed at Appendix 'A' to this CAR. Aeroplanes not listed therein shall be considered to be of different types.
- 4.2 Whilst considering operations of more than one type or variant, an operator shall ensure that the differences and/or similarities of the aeroplanes concerned justify such operations, taking into account the following:
- a. The level of Technology;
 - b. Operational Procedures;
 - c. Handling Characteristics.

5. **PILOT TRAINING AND PROFICIENCY:**

a. **Training:**

- i. The operators/ owners of aeroplanes as specified per para 3 of this CAR shall ensure that pilots before undertaking operations involving two types of aeroplanes undergo a type-rating course, duly approved by DGCA (Flight Standards Directorate) for the type of aeroplane to be operated. DGCA may be permit pilots to be current for operation of a maximum of two (2) types of aeroplane, excluding variants.
 - ii. Such pilots shall, from time to time, undergo recurrent training duly approved by DGCA (Flight Standards Directorate).
 - iii. No cross training credits shall be provided for the aeroplane type rating course, unless specifically approved in writing by DGCA.
- b. **Proficiency Checks:** The pilots shall undergo 12 Monthly Pilot Proficiency Checks which shall be carried out separately for both types of aeroplane, without any credits for the other rated type. The pilot shall ensure that

proficiency checks for both rated types is kept current before undertaking such operations.

- c. **Instrument Rating:** To operate under IFR conditions, the licence holder shall be holder of Instrument Rating relevant to the type of aeroplane in accordance with Schedule II of the Aircraft Rules, 1937.
- d. **Licensing Procedures:** The licence of such pilots shall be endorsed with the type of aeroplanes (including variants) in accordance with the Aircraft Rules, 1937 and the relevant Civil Aviation Requirements.

6. **Requirements:**

- 6.1 Before engaging their pilots to operate more than one type of aeroplanes, General Aviation and Non-Scheduled Operators shall seek approval from DGCA (Flight Standards Directorate).
- 6.2 Such operators shall file quarterly reports providing the pilot names, type of aeroplanes flown, flight details to DGCA (Flight Standards Directorate), for a period of two years, from the grant of such approval.
- 6.3 Failure to file the above reports may lead to cancellation of the approval to operate more than one type for the Operator as well as the Pilot(s) concerned.

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Director General of Civil Aviation

Appendix 'A'

FAMILY & VARIANT MODELS – FIXED WING AEROPLANES

1. **SINGLE PILOT – MULTI ENGINE TURBO JET (LAND)**

| Sl. No. | Manufacturer | Aeroplanes | | Training (If Any) | Licence Endorsement |
|---------|--------------|---------------------|-----------------------------|-------------------|---------------------|
| | | Model | Name | | |
| 1. | Cessna | 525 | CJ | (HPA) (D) | C525 |
| | | 525 | CJ1 | | |
| | | 525A | CJ2 | | |
| | | 525 525A 525B | CJ1 Plus CJ2 Plus CJ3 | | |

2. **MULTI PILOT**

| Sl. No. | Manufacturer | Aeroplanes | | Training (If Any) | Licence Endorsement |
|---------|--------------|------------------|--|--------------------|---------------------|
| | | Model | Name | | |
| 1. | Airbus | | A-319 A-320 A-321 ACJ | - - - (D) | A-320 |
| 2. | Airbus | A300 | - B1 -B2 series -B4 series -C4-200 series -F4-200 series | | A-300 |
| 3. | Airbus | A310 | -200 series -300 series | | A-310/300-600 |
| | | A300 | - B4 600 series - C4 600 series - F4 600 series | | |
| 4. | ATR | ATR-42 | Non PEC Equipped | (D) | ATR-42/72 |
| | | ATR-42 ATR-72 | PEC Equipped PEC Equipped | | |
| 5. | Boeing | B737 | -100 - 200 | | B737 100-200 |
| 6. | Boeing | B737 | - 300 series - 400 series - 500 series | (D) | B737 300-900 |
| | | | - 700 series - 800 series - 900 series | | |

| | | | | | |
|-----|------------|--|--|-----|-------------------|
| 7. | Boeing | B747 | -100 series -200 series -300 series | (D) | B747 100-300 |
| | | B747-SP | | | |
| 8. | Boeing | B777 | -200 Series -300 Series | | B777 |
| | | B777F | | | |
| 9. | Bombardier | BD700-1A10 BD700-1A11 | Global Express Global Express 5000 | | BD700 |
| 10. | Bombardier | CL600-2816 | CL604 CL605 | (D) | CL604/605 |
| | | CL600-2819 | CRJ -100 -200 | (D) | CRJ100 |
| | | CL600-2C10 | -700 | | |
| | | CL600-2D15 CL600-2D24 | -701 -702 -705 -900 | | |
| 11. | Bombardier | (Challenger Series) CL600 CL601-1A CL601-3A | | | CL600/601 |
| 12. | Cessna | | C560XL C560XLS C560XLS+ | (D) | C560XL/XLS |
| | | | | | |
| 13. | Cessna | C650 Citation III Citation VI Citation VII | | | C650 |
| 14. | Cessna | C500 | | (D) | C500/550/560 |
| | | C550 | | | |
| | | CS 550 | | | |
| | | CS 550 Bravo C560 Encore | | | |
| 15. | Dassault | | Falcon 900 EX EASy Falcon 900 DX | | Falcon900EX EASy |
| 16. | Dassault | | Falcon 2000 Falcon 2000 EX | (D) | Falcon2000/2000EX |
| | | | | | |
| 17. | Dassault | | Falcon 2000 EX EASy Falcon 2000 DX Falcon 2000 LX | | Falcon2000EX EASy |
| 18. | Embraer | ERJ 170-100 ERJ 170-200 ERJ 190-100 ERJ 190-200 | Embraer 170 Embraer 175 Embraer 190 Embraer 195 | | EMB170 |