



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 II

DATED _____(as notified)

EFFECTIVE: (as decided)

Subject: Proficiency Check, Instrument Rating Check And Recurrent Training Requirements for Pilots (Indian / Foreign) of Aeroplanes (Fixed Wing Aircraft) engaged in Scheduled And Non-Scheduled Operations with aircraft above 5700 Kg and High Performance Aircraft.

1. APPLICABILITY:

- 1.1 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, and who shall be current to exercise the privileges of the licence and rating. Schedule II of the Aircraft Rules, 1937 further stipulate that no person holding a current pilot's licence shall exercise the privileges of his licence and rating unless he has satisfactorily undertaken a 'Flight Review' in the preceding twenty four months, to show that he maintains the requisite competency and knowledge, in accordance with the procedure laid down by the Director-General.
- 1.2 This CAR lays down the procedures to be followed for maintaining the competency and knowledge in respect of Pilots (Indian / Foreign) of Scheduled and Non-Scheduled Operators for aeroplanes (fixed wing aircraft) of more that 5700 kg AUW and for high performance aircraft, as determined and notified by DGCA and includes the requirements for Recurrent Training, Instrument Rating Check and Proficiency Checks.
- 1.3 Recurrent Training requirements for Pilots operating types of aircraft not covered in this CAR shall continue to be guided by the provisions of Operations Circular No. 2 of 2004, as amended from time to time.

- 1.4 This CAR is issued under Rule 133A of the Aircraft Rules 1937 for compliance by all concerned operators and holders of pilot license.
- 1.5 This CAR cancels AIC 14/1990 and supersedes all earlier instructions on the subject and covered in this CAR.

2. RESPONSIBILITY OF THE OPERATOR

- 2.1 It shall be the responsibility of the Operator to ensure that pilots' proficiency on the types of aircraft in their fleets is checked and monitored to ensure that every pilot acquires and continues to maintain the competency and recency for exercising the privileges of his licence.

3. PILOT PROFICIENCY CHECKS – REQUIREMENTS

- 3.1 Pilots shall undergo proficiency checks twice in a period of twelve months. These checks shall be so completed that the interval between two checks shall not be less than four months and not more than eight months. These checks shall be carried out by DGCA approved Examiner/ Instructor/ Flight Operations Inspector. The intervals for proficiency checks are based on a month-based time frame and not on a date-base time frame.

Note: Flight Simulators approved by DGCA may be used for those parts of the Training / Checks for which they are approved.

4. PILOT PROFICIENCY CHECK (PPC)

- 4.1 A Proficiency Check shall be carried out and recorded in accordance with the DGCA format. In the absence of approved Simulator, the check may be carried out on the aircraft (non-revenue flight / without passengers on board).
- 4.2 Proficiency Checks may be combined with an IR Check.

4.3 INITIAL PROFICIENCY CHECK

The initial proficiency check shall be:

Minimum duration	30 Minutes
Minimum Instrument Flight Time	15 Minutes
Minimum Landing	1 (Can be Touch & Go)

4. INSTRUMENT RATING CHECK (IRC)

4.1 GENERAL

- a. A pilot is required to undergo an Instrument Rating Check once in every 12 months. The I.R. Check performa available on DGCA's website (<http://dgca.gov.in>) shall be filled in after completion of the Check.

- b. The Instrument Rating Check shall not be carried out on revenue flight.
- c. Alternatively, the I.R. Check may be carried out on a Full Flight Simulator on type.
- d. Exercises involving engine shutdown/ relight; recovery from unusual attitude; recovery from approach to stall shall be done only on the Simulator and shall not be carried out on aircraft at any time.
- e. However, simulated engine failure, on actual aircraft, may be carried out on downwind, at circuit altitude or above, under stabilized condition, with prior briefing, and due precautions.
- f. Checks for initial issue or renewal of Instrument Rating can be combined with Local Check.

4.2 INITIAL INSTRUMENT RATING CHECK

Initial Instrument Rating Check shall be carried out by a DGCA approved Examiner only and may be on an approved type Simulator or the aircraft.
Duration (IRC) only:

Minimum duration	45 Minutes
Minimum Instrument Flight Time	20 Minutes (with a minimum of two instrument approaches)
Minimum Landings	01 (Full Stop or Touch & Go)

5. COMBINED PILOT PROFICIENCY CHECKS (PPC) AND INSTRUMENT RATING (IR) CHECKS :

Proficiency Check and Instrument Rating Checks may be combined. In such cases the minimum duration to be followed will be:

Minimum duration	60 Minutes
Minimum Instrument Flight Time	30 Minutes (with a minimum of two instrument approaches)
Minimum Landings	03 (With at least 01 Full Stop Landing)

6. GUIDELINES FOR EXAMINERS / INSTRUCTORS CARRYING OUT PROFICIENCY CHECKS AND INSTRUMENT RATING CHECK

- 6.1 DGCA approved Examiner/ Instructor, while carrying out the respective function, shall have recency of 10 hours as Pilot-in-Command on type in the preceding 30 days for exercising privileges of his/her approval. Alternately, 05 hours of PIC along with 10 hours of Simulator Instructional time, in the last 30 days shall also meet the requirement of recent experience.
- 6.2 In the event of Pilot's performance not found up to the standard, the same shall be entered in the format under the column "Assessment" and shall be countersigned by the Pilot -under -Check. Such pilots shall not be rostered

for any flight duties until their proficiency / I.R. check meets the performance standard. Before signing an "Unsatisfactory" assessment, pilots shall be made aware of their right to appeal as per appeal procedures of DGCA. Such pilots may be given corrective training, if required, before undertaking further Check/s.

- 6.3** Examiner/ Instructor carrying out an Instrument Rating/ Local Check for a pilot shall not carry out the subsequent Instrument Rating / Local Check for the same pilot.
- 6.4** It shall be the responsibility of the Operators to ensure that Proficiency Checks are **not** carried out by the relatives of the pilot under check.

7. RECURRENT GROUND TRAINING

- 7.1** All flight crew are required to undergo Recurrent Ground Training on the type once a year. The duration of the training shall be a minimum of 24 hours (proportionally divided over a period of 3 days), or as approved for specific cases. The mode of training may include Classroom training and/ or approved Computer Based Training and shall be carried out once in a year (consecutive 12 months) in a DGCA approved training establishment, by DGCA approved Flight / Ground Instructors.
- 7.2** Distance Learning program/s may be considered for approval subject to scrutiny and fulfilling other requirements as laid down from time to time.

7.3 SUBJECTS TO BE COVERED IN GROUND TRAINING AND EXAMINATION

- 7.3.1** Although the operators are expected to have a high standard of training for their pilots, they shall, at the very least, follow the minimum standards of training as laid down in this CAR. The following topics provide the broad guidelines of the subjects to be covered, but are not limited to the topics mentioned below. Additional reference may be made to material on the DGCA website which includes Operations Circular 2/2004, Operations Circular 7/2010, Operations Circular 6/2009, Operations Circular 10/2009 etc.
- a. Review of Systems & Procedures specific to the aircraft type. Normal, Alternate, Abnormal & Emergency Procedures, highlighting revisions.
 - b. Performance and Flight Planning.
 - c. Specialised Operations Training (as applicable):- e.g. TCAS, EGPWS, RVSM, RNAV/RNP, ETOPS, CAT-II/III, All Weather Operations, High Latitude Operations, MNPS, CANPA, etc.
 - d. Emergency Duties Training.
 - e. Dangerous Goods Regulations Training. (to be covered once in 02

years)

- f. Flight Safety & Review of Exceedence trends from DFDR parameters analysis and methods to obviate such exceedences. Review of incidents, accidents occurred in previous year.
- g. CRM / ALAR/ CFIT / Human Factors.
- h. Security.
- i. Review of DGCA Regulations, new and amendments to CARs, DGCA Circulars, and Circulars pertaining to Flight Operations.
- j. Revisions to Operator's documents such as Operations/ Training Manuals, MEL, etc

7.3.11 A written test shall be conducted at the end of the the course, on Technical and Performance subjects with a minimum pass marks of 70% to check assimilation of the topics covered.

7.3.12 Records of the training and examination shall be maintained by the operator for a period of 3 years from the date of training/ test.

8. MONITORING RESPONSIBILITY

- 8.1 It shall be the responsibility of the Head of Flight Operations (Training) of the Operator for the training and maintenance of proficiency of the pilots to the required standards.
- 8.2 The operator shall maintain up to date records of all training, checks and tests for each pilot carried out during the previous 3 years.

9. PROFICIENCY CHECKS OF PILOTS WITH FOREIGN LICENCES

- 9.1 Pilots with foreign licence operating Indian registered aircraft with validation of their licenses shall undergo Pilot's Proficiency Check in India as per the provisions of this CAR during the period of their Indian validation of their Foreign Licence. The proficiency checks in India of these foreign Pilots shall be conducted by FOIs/ Instructors/ Examiners approved by DGCA. This requirement shall be over and above any requirements of para 9.2 below.
- 9.2 In the event the foreign licence holder has to undergo his proficiency checks in the State of issue of his licence as per the regulations of that State, the operator shall notify the DGCA of the same and shall obtain the proficiency check reports from the State of issue of licence for submission to DGCA during issue/ extension/ renewal of validation of the pilot licence in India.

- 9.3** This CAR is not applicable to conversion of Foreign Licences / Revalidation of Ratings for which separate instructions exist.

(Dr. Nasim Zaidi)
Director General of Civil Aviation

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