GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION

TECHNICAL CENTRE, OPPOSITE SAFDURJUNG AIRPORT, NEW DELHI - 110003

CIVIL AVIATION REQUIREMENTS
SECTION 8 – AIRCRAFT OPERATIONS
SERIES 'S' PART VIII
ISSUE 1, ____ DECEMBER 2016 **EFFECTIVE: _____ 2016**

F No AV.22024/272016-FSD

SUBJECT: HELICOPTER SPECIAL OPERATIONS

Introduction

1. Helicopters are versatile machines which can perform a variety of roles in varying terrain. The same machine can be used for roles as divergent as flying VIPs to rescuing persons stranded in inaccessible areas in terrains ranging between snow clad high mountains to high seas. The execution of some of these roles needs use of special equipment and the operation falls under the category of aerial work rather than air transport. Moreover, the change in roles is generally infrequent as regular commercial flying is mostly undertaken in similar operating conditions. Therefore, such operations are termed as special helicopter operations.

2. In the interest of operational efficiency and safety it is essential that such operations by civil helicopters are also governed by standard regulations. However, considering the wide spectrum of such special operations, it is not practical to lay down standard regulations covering all such operations which can duly address the safety requirements without becoming too restrictive. Accordingly, aerial work sanctions are accorded on a case basis by aviation regulators across the world.

3. This CAR is issued under the provision of Rule 29C and Rule 133A of the Aircraft Rules 1937 for adoption of the operational, equipment and crew framework for civil registered helicopters in India and engaged in common types of special helicopter operations. This CAR supersedes CAR Section 8 Series H' Part I dated 10th July 2014.

Applicability

4. This CAR prescribes additional requirements applicable to the undertaking of special helicopter operations in India by any Air Operator Certificate holder. The requirements given herein are applicable over and above the requirements stipulated in the relevant CAR governing helicopter operations under the applicable air operator's certificate/ permit.

5. Operators intending to undertake these special operations would need specific authorisation endorsed on the 'Operational Specifications' (Op Specs) associated with each helicopter endorsed on the operating certificate/ permit. Such approvals would be accorded after incorporation of necessary additions/ amendments in the Operations Manual of the operator.

6. All operators undertaking other forms of aerial work not specifically mentioned in this CAR will additionally obtain a specific approval from DGCA for undertaking the aerial work on a case basis.

7. Definitions

7.1 **Aerial work**. An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

7.2 **Aircraft Operating Manual**. A manual, acceptable to DGCA containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.

Note. — The aircraft operating manual is part of the Operations manual.

7.3 **Air Operator Certificate/ Permit**. An operating certificate/ permit or an equivalent document issued by DGCA authorizing an operator to carry out specified air transport operations. AOC is must for the conduct of commercial air transport operations.

7.4 **Airworthy**. The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation. Defined Point After Take-Off (DPATO). The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Note. — Defined points apply to helicopters operating in performance Class 2 only.

7.5 **Defined point after take-off (DPATO)**. The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Note. Defined points apply to helicopters operating in performance Class 2 only

7.6 **Defined Point Before Landing (DPBL).** The point, within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

Note. — Defined points apply to helicopters operating in performance Class 2 only.

7.7 **Elevated Heliport.** A heliport located on a raised structure on land.

7.8 **Final Approach and Take-Off Area (FATO).** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class I helicopters, the defined area includes the rejected take-off area available.

7.9 **Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

7.10 **Flight Duty Period.** The total time from the moment a flight crew member commences duty, immediately subsequent to a rest period and prior to making a flight or a series of flights, to the moment the flight crew member is relieved of all duties having completed such flight or series of flights.

7.11 **Helideck.** A heliport located on a floating or fixed off-shore structure.

7.12 **Heliport.** An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

Note 1. — When the term "heliport" is used, it is intended that the term also applies to aerodromes primarily meant for the use of aeroplanes.

Note 2. — Helicopters may be operated to and from areas other than heliports.

7.13 **Heliport Operating Minima.** The limits of usability of a heliport for:

(a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;

(b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions;

(c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operations.

7.14 **Hostile Environment.** An environment in which:

(a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or

(b) the helicopter occupants cannot be adequately protected from the elements; or

(c) search and rescue response/ capability is not provided consistent with anticipated exposure; or

(d) there is an unacceptable risk of endangering persons or property on the ground;

7.15 **IFR flight.** A flight conducted in accordance with the instrument flight rules.

7.16 **IFR.** The symbol used to designate the instrument flight rules.

7.17 **Instrument Meteorological Conditions (IMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.

7.18 **IMC.** The symbol used to designate instrument meteorological conditions.

Note. — The specified minima for visual meteorological conditions as contained in CAR Section 9 Series 'C' Part I

7.19 **Integrated Survival Suit.** A survival suit which meets the combined requirement of survival suit and life jacket

7.20 **Landing Decision Point (LDP).** The point used in determining landing performance from which, a power unit failure having been recognized at this point, the landing may be safely continued or a baulked landing initiated.

Note. — LDP applies only to helicopters operating in Performance Class I.

7.21 **Maximum Take-Of Mass.** The maximum permissible total helicopter mass at take-off.

7.22 **Mountain/ Hill Flying.** Operations to/ from a helipad which has surrounding terrain at or above 4000 feet AMSL within a 10 nm radius.

7.23 **Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as prescribed by the appropriate authority.

Note. — Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

7.24 **Non-Congested Hostile Environment.** A hostile environment outside a congested area.

7.25 **Non-Hostile Environment**. An environment in which:

(a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate;

(b) the helicopter occupants can be adequately protected from the elements;

(c) search and rescue response/ capability is provided consistent with the anticipated exposure; and

(d) the assessed risk of endangering persons or property on the ground is acceptable.

Note. — Those parts of a congested area satisfying the above requirements are considered non hostile.

7.26 **Offshore Operations.** Operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.

7.27 **Operation.** An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards.

Note. — Such activities could include, but would not be limited to, offshore operations, heli-hoist operations or emergency medical service.

7.28 **Operations in Performance Class 1.** Operations with performance such that, in the event of a critical power-unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.

7.29 **Operations in Performance Class 2.** Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.

7.30 **Operations in Performance Class 3.** Operations with performance such, that in the event of an engine failure at any time during the flight, a forced landing will be required. Operational Flight Plan. The operator's plan for the safe conduct of the flight based on considerations of helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the heliports concerned.

7.31 **Operations Manual.** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

7.32 **Operations Specifications.** The authorizations, conditions and limitations associated with the Air Operator Certificate and subject to the conditions in the operations manual.

7.33 **Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

7.34 **Pilot-in-command.** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

7.35 **Safe Forced Landing.** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

7.36 **Special VFR Flight.** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

7.37 **Take-off Decision Point (TDP).** The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued.

Note. — TDP applies to performance Class I helicopters.

7.38 **VFR flight.** A flight conducted in accordance with the visual flight rules.

7.39 **VFR.** The symbol used to designate the visual flight rules.

7.40 **Visual Meteorological Conditions (VMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

7.41 **VMC.** The symbol used to designate visual meteorological conditions.

Note. — Specified minima are contained in CAR Section 9 Series `C' Part 1.

Hill / Mountain Flying

8. Helicopter flying in the hilly terrain requires knowledge of the typical characteristics of hilly terrain, the effects of wind and rapidly changing weather conditions etc. that can restrict the operations. Elevation of the helipads may adversely affects the performance of helicopter especially during take-off and landing phases, which also varies from helicopter to helicopter. There are inherent hazards in hill flying, which require considerable preparation and planning, and a thorough knowledge of topography.

9. **Requirements**.

9.1 All helicopter operators wishing to operate in any sector will liaise with other existing operators, including the Indian Air Force, and Indian Army units, regularly operating in that sector, to formulate Sector SOPs in consonance with the SOPs being followed by these other operators. These SOPs should clearly lay down the following:

(a) Entry/ exit procedures;

(b) Routing;

(c) RT/ communications procedures;

(d) Details of all helipads/ landing sites in the sector, including dimensions, obstructions, facilities and the contact information of the land owner etc;

(e) Use of helicopter performance tables with changing density altitude.

(f) Sources for weather information;

(g) Procedures to be followed in an emergency, including communications failure; and

(h) Any other relevant information.

9.2 The operational flight plan will clearly indicate calculation of expected density altitude and related maximum take-off mass for all planned sectors.

9.3 *Survival Equipment*. All helicopters undertaking hill/ mountain flying will be equipped with: -

9.3.1 equipment for making the pyrotechnical distress signals;

9.3.2 a crash axe; and

9.3.3 a serviceable torch.

9.4 *Crew*.

9.4.1 The operator shall ensure that the pilot engaged in hill operations has a thorough knowledge of topography, general weather pattern, presence of the mountain waves, and planning of entry and exit proceduresRefer CAR Section 8 Series H Part II for details on qualification, currency and recent experience for hill / mountain flying.

9.4.2 One Time Operation. Crew having previous experience in the sector and meeting all the training requirements other than currency is permitted to undertake the task with specific approval of DGCA on a case basis.

9.4.3 The minimum crew for operations shall be as stated in the Operations Manual, and will be dependent on the type of helicopter, the weather conditions and the type of task.

10. **Restrictions**.

10.1 Hill/ mountain flying in single-engine helicopters shall be restricted to day VFR / Special VFR operations only. No hill/ mountain flying shall be undertaken by night in single-engine helicopters.

10.2 Operations involving landing beyond 10,000 feet AMSL or climb beyond 13,000 feet will need additional DGCA approval regarding issues such as oxygen supply; crew training; survival equipment etc. This approval shall be accorded on a case basis.

Offshore Operations

11. Flying to offshore platforms and floating decks present its peculiar difficulties. The limited size of the heli-decks surrounded by obstacles, hot gases and varying winds and rapidly changing meteorological conditions pose a great challenge to pilots. In addition pitching, rolling and heaving experienced while landing on floating decks require a very high degree of skill and accuracy in flying. A major portion of flying operations of the helicopter industry is in offshore role. Offshore flying is undertaken in all weather conditions - by day as well as by night.

12. **Requirements**.

12.1 Offshore helicopter operations beyond auto-rotational distance from shore shall be restricted to operations in Performance Class 1 and 2 only.

12.2 All helicopter operators wishing to operate in any offshore sector will liaise with other existing operators regularly operating in that sector, to formulate Sector SOPs in consonance with the SOPs being followed by these other operators. These SOPs should clearly lay down the following: -

(a) Entry/ exit procedures;

(b) Routing;

(c) RT/ communications procedures;

(d) Details of all helidecks/ landing platforms in the sector including dimensions, obstructions, facilities etc;

(e) Sources for weather information;

(f) Procedures to be followed in an emergency including communications failure; and

(g) Any other relevant information.

12.3 *Survival Equipment*. All helicopters undertaking offshore flying will be equipped with: -

12.3.1 one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket.

12.3.2 life saving rafts in sufficient numbers/ capacity to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken. When two life rafts are fitted, each should be able to carry all occupants in the overload state; and

Note — The overload state is a design safety margin of 1.5 times the maximum capacity.

12.3.3 equipment for making the pyrotechnical distress signals; and

12.3.4 one set of survival radio equipment per raft, but not more than a total of two sets stowed as to facilitate their ready use in an emergency, which operate on VHF. The equipment should be portable, water resistant, self-buoyant, not dependent for operations upon the helicopter power supply and capable of being operated away from the helicopter by unskilled persons.

12.4 *Means of Flotation*. All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation, so as to ensure a safe ditching of the helicopter when:

12.4.1 engaged in offshore operations; or

12.4.2 flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed, when operating in Performance Class 1 or 2; or

12.4.3 flying over water beyond auto-rotational or safe forced landing distance from land, when operating in Performance Class 3.

12.5 *Radio Altimeters*. An operator shall not operate a helicopter on a flight over water, unless that helicopter is equipped with a radio altimeter with an audio warning operating below a pre-set height, and a visual warning capable of operating at a height, selectable by the pilot in the following conditions:

12.5.1 When operating out of sight of the land; or

12.5.2 When the visibility is less than 1500 m; or

12.5.3 at night; or

12.5.4 at a distance from land corresponding to more than 3 minutes at normal cruising speed.

12.6 *Crew*

12.6.1 The operator shall ensure that the pilot engaged in offshore operations has a thorough knowledge of the operating procedures and peculiarities concerning off shore operations. Refer CAR Section 8 Series H Part II for details on qualification, currency and recent experience for offshore flying.

12.6.2 The minimum crew for operations shall be as stated in the Operations Manual and will be dependent on the type of helicopter, the weather conditions and the type of task.

13. **Restrictions**. Helicopters operating in Performance Class 3 shall not be permitted to operate beyond auto-rotational distance from shore.

External Load Operations (ELO)

14. **Terminology**.

14.1 Helicopter External Load Operation means—

14.1.1 a helicopter external load towing operation; or

14.1.2 a helicopter sling/swing load operation.

14.2 Helicopter External Load Towing Operation means the towing, lowering, and laying down of external cargo by a helicopter. This includes Helicopter Banner Towing.

14.3 Helicopter Sling Load Operation means the external carriage, lowering, or picking up, of a load, cargo, or passengers by a helicopter by means of a bucket, net, harness, sling, or stretcher, suspended beneath the helicopter.

15. **Classification of External Load**.

15.1 *Class A*. An external load that cannot be moved freely, cannot be jettisoned and does not extend below the under carriage. Ski-pods, TV camera, survey equipment, crop spraying equipment attached to helicopter will come under this category.

15.2 *Class B*. An external load that can be jettisoned and is not in contact with surface (land, water etc.) e.g. a normal sling load, mining, surveys, firefighting equipment, anti-pollution pads, a container, part of wrecked car or aircraft, military stores and vehicles.

15.3 *Class C*. An external load that can be jettisoned and that remains in contact with the land or water or any other surface eg. wire pulling, cable laying, power line maintenance.

16. **Requirements**.

16.1 *Helicopter*. A helicopter shall meet airworthiness and certification requirements for external load equipment.

16.2 *External Load Equipment*.

16.2.1 Each operator performing a helicopter external load operation shall ensure the helicopter has:

16.2.1.1 an electrical quick release device; and

16.2.1.2 a mechanical or independent electrical quick release device.

16.2.2 *Quick Release*. The operator shall ensure that the quick release devices functions properly, with all external loads, up to and including the helicopter's maximum external load. The operator shall ensure that the quick release system has:

16.2.2.1 a primary control installed on one of the pilot's primary flight controls; and designed and located, so that it may be operated by the pilot, without limiting the pilot's ability to control the helicopter during an emergency situation; and

16.2.2.2 a secondary control readily accessible to a crew member.

16.2.3 Maintenance instructions for ELO equipment, including hooks, slings, nets and straps etc., must be established by the operator, in liaison with the manufacturer, included in the operator's helicopter maintenance programme, and be approved by the DGCA.

16.3 *Operations Manual*. An operator must ensure that the Operations Manual includes a supplement containing material specific to ELO. In particular it will address:

16.3.1 Relevant extracts from the RFM providing technical, operational and performance information regarding ELO. This shall include modification/ additions to normal and emergency checklists, if any. When required, relevant extracts from the Flight Manual supplement shall be made available to the organization for which the ELO is being conducted.

16.3.2 Performance criteria including calculation of permissible load as per prevailing conditions.

16.3.3 Load inspection technique.

16.3.4 The weather limitations for ELO.

16.3.5 The procedures for determining minimum crew.

16.3.6 Criteria for the selection of flight crew members for the ELO task, taking previous experience into account.

16.3.7 The method by which crew members record ELO.

16.3.8 If required, the conditions under which offshore HHO transfer may be conducted, including the relevant limitations on vessel movement and wind speed.

16.4 *Crew*.

16.4.1 Refer CAR Section 8 Series H Part II for details on qualification, currency and recent experience for ELO flying.

16.4.2 The minimum crew for operations shall be as stated in the Operations Manual, and will be dependent on type of helicopter, weather conditions and the type of task.

16.4.3 One Time Operation. Crew having previous experience in ELO and meeting all the training requirements other than currency in ELO is permitted to undertake the task with specific approval of DGCA on a case basis.

17. **Restrictions**.

17.1 Operations shall be conducted out of ground effect.

17.2 External load operation shall be conducted under VFR or Special VFR conditions only.

17.3 External Load operations with Class B or Class C load shall not be carried out over congested terrain.

17.4 Only Performance Class I operations shall be undertaken for ELO over congested terrain.

17.5 Performance Class 2 or 3 operations may be undertaken for ELO over non-congested terrain.

Helicopter Hoist Operations (HHO)

18. **Terminology**.

18.1 *Helicopter Hoist Operations (HHO) Flight*. A flight by a helicopter operating under an HHO approval, the purpose of which is to facilitate the transfer of persons and/or cargo by means of a helicopter hoist.

18.2 *HHO Crew Member*. A crew member who performs assigned duties relating to the operation of a hoist.

18.3 *Hoist Cycle*. For the purpose of the setting of crew qualifications one down-and up cycle of the hoist hook shall be counted as one cycle.

18.4 *HHO Site*. A specified area at which a helicopter performs a hoist transfer.

18.5 *HHO Passenger*. A person who is to be transferred by means of a helicopter hoist.

19. **Requirements**.

19.1 *Helicopter*.

19.1.1 During HHO, the helicopter must be capable of sustaining a critical power unit failure with the remaining engine(s) at the appropriate power setting, without hazard to the suspended person(s)/cargo, third parties, or property. (Except for HEMS HHO at a HEMS operating site where the requirement need not be applied.)

19.1.2 A helicopter shall meet airworthiness and certification requirements for helicopter hoist equipment.

19.2 *HHO Equipment*.

19.2.1 The installation of all helicopter hoist equipment including any subsequent modifications and where appropriate, its operation, shall have an airworthiness approval appropriate to the intended function. Ancillary equipment must be designed and tested to the appropriate standard and acceptable to the DGCA.

19.2.2 Equipment Check. Serviceability of the hoist equipment and the hoist cable must be ensured by carrying out one hoist cycle before undertaking the actual operation.

19.3 *Operations Manual*. An operator must ensure that the Operations Manual includes a supplement containing material specific to HHO. In particular it will address:

19.3.1 Relevant extracts from the RFM providing technical, operational and performance information regarding HHO. This shall include modification/ additions to normal and emergency checklists, if any. When required, relevant extracts from the Flight Manual supplement shall be made available to the organization for which the HHO is being conducted.

19.3.2 The weather limitations for HHO.

19.3.3 The criteria for determining the minimum size of the HHO site - appropriate to the task.

19.3.4 The procedures for determining minimum crew.

19.3.5 Criteria for the selection of flight crew members for the HHO task, taking previous experience into account.

19.3.6 The method by which crew members record hoist cycles.

19.3.7 If required, the conditions under which offshore HHO transfer may be conducted, including the relevant limitations on vessel movement and wind speed.

19.4 *Crew*

19.4.1 *Crew Composition*. The minimum crew for operations shall be as stated in the Operations Manual and will be dependent on the type of helicopter, the weather conditions, the type of task, and, in addition for offshore operations, the HHO site environment, the sea state and the movement of the vessel but, in no case will be less than one pilot and one HHO crew member.

19.4.2 Refer CAR Section 8 Series H Part II for details on qualification, currency and recent experience for HHO flying.

19.4.3 One Time Operation. Crew having previous experience in HHO and meeting all the training requirements other than currency in HHO is permitted to undertake the task with specific approval of DGCA on a case basis.

20. **Restrictions**.

20.1 Conduct of operations shall be limited to performance specified in OGE (out of ground effect) Performance Graph given in the Flight Manual.

20.2 HHO shall be conducted under VFR or Special VFR conditions only.

20.3 *Helicopter Performance*.

20.3.1 Only Performance Class I operations shall be undertaken for HHO over congested terrain.

20.3.2 Performance Class 2 or 3 operations may be undertaken for HHO over non-congested terrain.

Helicopter Emergency Medical Services (HEMS)

21. Refer CAR Section 8 Series S Part VII and Operations Circular 02 of 2016, dated 11th February 2016.

International Helicopter Operations

22. Indian registered helicopters shall obtain separate approval for undertaking operations abroad. This approval shall be accorded on the operator demonstrating the following: -

22.1 availability of relevant navigation maps/ data;

22.2 details of all heliports/ landing platforms including dimensions, obstructions, facilities etc;

22.3 RT/ communications procedures;

22.4 sources for weather information;

22.5 procedures to be followed in an emergency including communications failure;

22.6 search and rescue procedure; and

22.7 any other relevant information.

23. Approvals for Special Helicopter Operations covered above for which DGCA authorisation has already been obtained shall be valid abroad subject to updation of operational information highlighted above.

24. The operator shall prepare a comprehensive SOP containing all of the above information and get the same approved from DGCA before undertaking operations abroad.

Flight Crew Member Training Programmes

25. Detailed instructions on flight crew qualifications, certification and training are contained at CAR Sec 8 Series H Part II.

26. The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by meeting the standards stipulated in CAR Section 8 Series H Part II.

27. **Compliance with the CAR**. The operator shall ensure that all concerned personnel required to implement the provisions of this CAR, are given adequate briefing about the content of this CAR and the method of compliance. The policies and procedures laid down by the operator shall also contain this aspect.

(B S Bhullar)
Director General of Civil Aviation