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OPERATIONS CIRCULAR 1 OF 2012

Subject: ROUTE AND AERODROME COMPETENCE QUALIFICATION

1. INTRODUCTION

This Operations Circular lays down the framework for determining route and aerodrome competence qualification and is supplementary to the provisions in CAR Section 8 Series O Part II Operation of Commercial Air Transport - Aeroplanes and CAR Section 2 Series O Part X Requirements for Preparation of Operations Manual.

2. APPLICABILITY

This Operations Circular is applicable to scheduled as well as non-scheduled air transport operations.

3. ROUTE COMPETENCE

3.1 Route competence training should include knowledge of:

- (a) Terrain and minimum safe altitudes;
- (b) Seasonal meteorological conditions;
- (c) Meteorological, communication and air traffic facilities, services and procedures;
- (d) Search and rescue procedures; and
- (e) Navigational facilities associated with the route along which the flight is to take place.

3.2 Depending on the complexity of the route, as assessed by the operator, the following methods of familiarization should be used:

- (a) For the less complex routes, familiarization by self-briefing with route documentation, or by means of programmed instruction; and
- (b) For the more complex routes, in addition to sub-paragraph 3.1 (a) above, inflight familiarization as a commander, co-pilot or observer under supervision, or familiarization in a Synthetic Training Device using a database appropriate to the route concerned

4. AERODROME COMPETENCE

- 4.1 All operators shall carry out an assessment of the area of operation and categorize the aerodromes depending upon the safety risk assessment and shall define the training and qualification requirements for those aerodromes.
- 4.2 The Operations Manual should specify a method of categorization of aerodromes and specify the requirements necessary for each of these categories. If the least demanding aerodromes are Category A, Category B and C would be applied to progressively more demanding aerodromes. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodromes categorized as B or C.
- 4.3 All aerodromes to which an operator operates should be categorized in one of these three categories. The operator's categorization should be acceptable to FSD, DGCA.
 - 4.3.1 Category A. An aerodrome which satisfies all of the following requirements:
 - (a) An approved instrument approach procedure;
 - (b) At least one runway with no performance limited procedure for take-off and/or landing;
 - (c) Published circling minima not higher than 1 000 feet above aerodrome level; and
 - (d) Night operations capability
 - 4.3.2 Category B. An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as:
 - (a) Non-standard approach aids and/or approach patterns; or
 - (b) Unusual local weather conditions; or
 - (c) Unusual characteristics or performance limitations; or
 - (d) Any other relevant considerations including obstructions, physical layout, lighting etc.

Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions.

4.3.3 Category C. An aerodrome, which requires additional considerations to a Category B aerodrome.

4.3.3.1 Prior to operating to a Category C aerodrome, the crew should be briefed and undertake a flight to the aerodrome as an observer and/or undertake instruction in a flight simulator with visual database. This instruction should be certified by the operator. Additional training/checks should be prescribed by the operator for Category C aerodromes that must be acceptable to FSD, DGCA.

(Capt Arvind Kathpalia)
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For Director General of Civil Aviation

To: All Scheduled and Non-Scheduled Operators