



GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
DIRECTOR GENERAL OF CIVIL AVIATION

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OPERATIONS CIRCULAR

File No AV 22024/20/2011-FSD

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 8 Series O Part VII 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:

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- (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.

5. ADDITIONAL CONSIDERATIONS – CATEGORY C AERODROMES.

5.1 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.

5.2 Besides classification by the operator as per this OC, the following aerodromes will be mandatorily be classified as Category C aerodromes;

- (a) Leh
- (b) Thoise
- (c) Kathmandu
- (d) Kabul
- (e) Lengpui
- (f) Kullu
- (g) Shimla
- (h) Mangalore (RW 09/27)

5.3 The minimum experience, training and assessment qualifications for the aerodromes in Para 5.2 are tabled in Appendix A to this OC and must be included in the aerodrome competence training programme of the operator. Assessment may be carried out by check pilot/instructor/examiner.

Sd/-
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For Director General of Civil Aviation

APPENDIX A

MINIMUM EXPERIENCE, TRAINING AND ASSESMENT QUALIFICATION

Aerodrome	Pilot Status	Qualifying hours on type	Simulator training hours	Simulated SE Local training take off and missed approach	Observation sectors	SLF sectors	Assessment sectors
Leh	PIC	1000	0	Y	1	2	2
	Co-pilot	300	0	N	1	1	1
Thoise	PIC	1000	0	Y	1	2	2
	Co-pilot	300	0	N	1	1	1
Kathmandu	PIC	300	1	N	1	1	1
	Co-pilot	100	1	N	1	1	1
Kabul	PIC	300	1	N	1	1	1
	Co-pilot	100	1	N	1	1	1
Lengpui	PIC	300	0	N	1	1	1
	Co-pilot	100	0	N	1	0	0
	Co-pilot	100	0	N	0	0	0
Kullu	PIC	300	0	N	0	1	1
	Co-pilot	100	0	N	0	1	0
Shimla	PIC	300	0	N	0	1	1
	Co-pilot	100	0	N	0	1	0
Mangalore (09/27)	PIC	200	0	N	0	0	1
	Co-pilot	100	0	N	0	0	0

Note: In case of unavailability of simulator, local training covering the approach, missed approach and departures will be required as a non-revenue flight