

Section L

COMMERCIAL PILOT'S LICENCE (AEROPLANES) WITH INSTRUMENT RATING

1. **Requirements for issue of Licence** – An applicant for Commercial Pilot's Licence (Aeroplanes) with Instrument Rating shall satisfy the following requirements :-

- (a) Age – He shall be not less than Eighteen years of age on the date of application.
- (b) Educational Qualification – He shall have passed Class Ten plus Two or an equivalent examination with Physics and Mathematics, from a recognized Board/University.
- (c) Medical Fitness – He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director – General under 39B.
- (d) Knowledge – He shall pass a written examination in Air Regulations, Air Navigation, Meteorology and Aircraft and Engines and Signals (practical) examination for interpretation of aural and visual signals, as per the syllabus prescribed by the Director-General:

Provided that the holder of a current Commercial Pilot's Licence (Helicopters) shall be required to pass an examination in Aircraft and Engines and Instrument Rating only.

- (e) Experience – He shall produce evidence of having satisfactorily completed as a pilot of an aeroplane within a period of five years immediately preceding the date of application for licence not less than two hundred hours of flight time, which shall include –
 - (i) not less than hundred hours of flight time as Pilot-in-Command out of which not less than thirty hours flight time as Student Pilot-in-Command which shall include not more than twenty hours of cross country flight time and not more than ten hours circuits-landings with minimum ten landings;
 - (ii) not less than fifteen hours time as Pilot-in-Command flight time within a period of six months immediately preceding the date of application;

- (iii) not less than fifty hours cross-country flight time as Pilot-in-Command including a cross-country flight of not less than three hundred nautical miles in the course of which full stop landings at two different aerodromes shall be made;
- (iv) not less than fifty hours of instrument time of which not more than twenty hours may be on an approved simulator, out of which minimum of five hours of instrument time shall have been completed within a period of six months immediately preceding the date of application for the Instrument Rating; and
- (v) not less than five hours time by night including a minimum of ten take offs and ten landings as Pilot-in-Command (as sole manipulator of controls) carried out within six months immediately preceding the date of application for licence:

Provided that in case of an applicant who is in Possession of a Commercial Pilot's Licence (Helicopters) and who has satisfactorily completed not less than one thousand hours of flight time as Pilot-in-Command of a helicopter, the above experience requirement of two hundred hours as pilot of an airplane shall be reduced to hundred hours.

Note- The student-pilot-in- command flight time shall not be logged by instructor in his own log book. Student log book shall indicate student pilot-in-command flight time in remarks column as SPIC with the name of the instructor.

- (f) Flying Training – He shall have completed the flying training in accordance with the syllabus prescribed by the Director-General.
- (g) Other Requirements – He shall be in possession of a current Flight Radio Telephone Operator's Licence for operation of radio telephone apparatus on board an aircraft Issued by the Director-General.
- (h) Skill – He shall have demonstrated his competency to perform the procedures and manoeuvres prescribed in the syllabus to the satisfaction of an examiner, on the type of aeroplane to which the application for licence relates, within a period of six months immediately preceding the date of application. The competency shall be demonstrated in –
 - (i) general flying test by day;
 - (ii) general flying test by night;
 - (iii) a cross-country flight test by day consisting of a flight of not less than two hundred fifty nautical miles in the course of which at least one full stop landing at an aerodrome other than the aerodrome of departure shall be made;

- (iv) a cross-country flying test by night consisting of a flight of not less than one hundred twenty nautical miles returning to the place of departure without landing elsewhere; and
- (v) ability to fly an aeroplane in respect of which Instrument Rating is desired, solely with the aid of instruments by undergoing an instrument flying test within a period of six months immediately preceding the date of application for the rating. The flying test shall be carried out in accordance with the syllabus prescribed by the Director-General. The Director-General may, however, allow such tests or part thereof to be carried out on an approved simulator for the type of aircraft.

2. **Validity** – The period of validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period specified in Rule 39C subject to compliance with renewal requirements as stipulated in para 3 hereinafter.

3. **Renewal** – The licence may be renewed on receipt of satisfactory evidence of the applicant.

- (a) having undergone a medical examination in accordance with para 1(c) above
- (b) having satisfactorily completed not less than ten hours of flight time as Pilot-in-Command (Fifty percent of flight time as Co-Pilot may be counted towards the requirement of flight time as Pilot-in-Command) within a period of six months immediately preceding the date of application for renewal, or in lieu thereof, having satisfactorily completed the general flying test by day and night as laid down in clause (h) of paragraph 1 within the same period; and
- (c) having a current Flight Radio Telephone Operator's Licence for operation of radio telephone apparatus on board an aircraft, issued by the Director-General.

4. **Rating** – (a) The licence shall indicate the types of aeroplane the holder is entitled to fly.

- (b) Open Rating - An open rating for all single piston engine type of aeroplanes having an all-up-weight not exceeding one thousand five hundred Kgs. may also be granted if he has completed not less than one thousand hours of flight time on such types of aeroplanes including not less than five hundred hours as Pilot-in-Command and has at least four different types of aircraft entered in the aircraft rating of his licence:

Provided that the privileges of the open rating shall be exercised only after having undergone a ground and flight familiarization with a flight Instructor or an approved Examiner and a certificate to this effect shall be recorded by the Examiner in the pilot's log book, before the pilot is released to exercise the privileges of open rating on that type of aircraft.

- (c) Instructor's Rating – Instructor's Rating entitles the holder to impart flying instructions. The privileges and conditions for the issue of these ratings are laid down in Sections Q & R.
- (d) Instrument Rating – No separate instrument rating is provided for in the licence. The privileges of instrument rating are included in the privileges of this licence provided that the instrument rating flight tests have been carried out to the satisfaction of the Director-General within a period of twelve months immediately preceding the interested flight under Instrument Flight Rules.

5. **Extension of Aircraft Rating** – For extension of aircraft rating to include an additional type of aeroplane, an applicant shall be required to produce evidence of -

- (i) having passed a written examination in Aircraft and Engines as mentioned in para 1(d) and of having gained, under appropriate supervision, experience in flying the aircraft of such type or on approved flight simulator in respect of the following, namely:-
 - (a) normal flight procedures and manoeuvres during all phases of flight;
 - (b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as power plant, systems and airframe;
 - (c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - (d) procedures for crew incapacitation and crew coordination including allocation of pilot task, crew cooperation and use of check lists; and
- (ii) having satisfactorily completed the general flying tests by day and night in accordance with para 1(h) in respect of the type of aircraft for which the extension of aircraft rating is desired. Such flying tests shall have been completed within a period of six months immediately preceding the date of application for extension of the aircraft rating.

6. **Privileges** –Subject to the validity of endorsements and ratings in the licence and compliance with the relevant provisions of Rule 39B, Rule 39C and Rule 42 of the Aircraft Rules, 1937, the privileges of the holder of a Commercial Pilot’s Licence (Aeroplanes) shall be :-

- (a) to exercise all the privileges of Private Pilot’s Licence (Aeroplanes);
- (b) to act as Pilot-in-Command of any aeroplane having an all-up-weight not exceeding five thousand seven hundred Kgs. And which is entered in the aircraft rating of his licence provided that when passengers are to be carried at night, he shall have carried out within a period of six months immediately preceding the date of the intended flight not less than ten take-offs and ten landings by night as Pilot-in-Command;
- (c) to act as Co-Pilot of any aeroplane where a Co-pilot is required to be carried and which is entered in the aircraft rating of his licence:

Provided that for all flights under the Instrument Flight Rules, either as Pilot-in-Command or as Co-pilot, he shall have demonstrated his company in accordance with para 1(h) (v)

Provided further that for all flights as Co-Pilot of transport aeroplanes having an all-up-weight exceeding five thousand seven hundred Kgs. He shall have carried out within the preceding six months of the intended flight, appropriate proficiency checks in respect of that type of aircraft as required by the Director General.

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