GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION

TECHNICAL CENTER, OPPOSITE SAFDARJUNG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENT
SECTION 7-FLIGHT CREW STANDARDS
TRAINING AND LICENSING
SERIES 'B' PART XI
8TH JULY 2005 **EFFECTIVE: 15TH AUGUST 2006**

Subject : **Requirements for pilots for off shore operations**

1. INTRODUCTION

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. In India, a major portion of flying operations of the helicopter industry is in offshore role. Offshore flying requirement is continuous and is undertaken in all weather conditions - by day as well as by night. Offshore flying is a specialized operation and therefore, pilots engaged in this role are required to be given specific role oriented training. This CAR lays down the training requirements for the pilots engaged in offshore operations.

2. CO-PILOT

Before being a co-pilot in offshore operations a pilot shall meet the following pre requisite requirements:

i) The pilot should have undergone a Multi Crew Co-operation Course, a type rating course and 20 hours instrument flying experience, simulated or actual; and

ii) Should undertake Offshore Conversion Training with an instructor as defined in the operator's Operations Manual. Offshore Conversion Training shall be an in depth training covering all aspects of take off

and landing on all available types of heli-decks and moving vessels present in the operation area.

2.1 Before being released for operation, a check flight shall be conducted by a DGCA approved examiner. The check shall be recorded in the pilot log book and training records.

2.2 Thereafter the pilot shall continue to fly as a co-pilot in offshore until he reached the level defined in the Para 3 in order to be eligible for a pilot-in-command training course at the operator's discretion, taking into account his previous pilot experience.

3. Requirements for Offshore Command training Course

With less 1000 H, 100 H Multi	**Between 1000 and 2500 H 500 H Multi**	**More than 2500 H 500 H Multi**
750 H* CP multi offshore 200 H on type	500 H CP multi offshore, 100 H on type	500 H CP multi offshore, 100 H on type,
Instrument rating**, 100H IMC	Instrument rating**, 100H IMC	Instrument rating**, 100H IMC
+ 1 Monsoon	+ 1 Monsoon	+ 1 Monsoon
If 100 H offshore	**If 100 H offshore**	**If 100 H offshore**
Instrument rating**, 100H IMC	Instrument rating**, 100H IMC	Instrument rating**, 100H IMC
600 H* CP multi offshore 100 H on Type	400 H CP multi offshore, 100 H on Type	400 H CP multi offshore, 100 H on Type

* In any case he shall not have less than 1000 H Helicopter total time before he under takes the offshore command course.

** IFR rating must be obtained prior to the final PIC check with DGCA approved examiner.

3.1 For pilots having a large previous experience in multi engine, multi pilot and IFR the following criteria shall be applicable:

Helicopter of less than 5,700 kg	**Helicopter of more than 5,700 kg**
CPL (H) and current IR.	**ATPL (H) and current IR.**
2000 H helicopter, 500 H multi of which 200 as PIC, 200 H IFR	2000 H helicopter, 500 H multi of which 200 as PIC, 200 H IFR
300 H Offshore of which 100 H on type	300 H Offshore of which 100 H on type
OR	OR
1500 H Helicopter of which 500 H as PIC, 300 H multi of which 200 H as PIC, 200 H IFR	1500 H Helicopter of which 500 H as PIC, 500H Multi of which 300 H as PIC, 200 H IFR
500 H Offshore of which 100 H on type	500 H offshore of which 100 H on Type

3.2 Command Training will consist of the following:

a) A Ground Training course covering at least the following: -
   i) Flight Manual/technical manuals
   ii) Operations Manual including CRM
   iii) Area competency check
   iv) Aeronautical publications - AICs, CAOs, CAR, AIP, etc.
   v) Local procedures and instructions

b) Flying Training:

   i) 100 hours on fixed decks, jack up rigs, tied down floaters, floaters and productions platforms. Before being cleared as PIC in offshore operations, the pilot under training must have carried out a minimum of 15 landings on fixed platforms/jack up rigs, 5 on floaters with a DGCA approved instructor.

   ii) He shall perform at least one specific offshore simulator training, essentially covering engine failure during take off and landings on heli-decks. The simulator shall be of level C/D if a FFS or level 2/3 if a FTD. This training shall be recorded in pilot training records.

   iii) He does undertake 20 offshore flights within the oil field on all types of landing sites as "Pilot in Command under supervision" (PICUS) with a company senior captain.

   iv) An independent flying test shall be conducted in accordance with the format specified in Appendix 'A' and shall be cleared to operate as PIC in offshore operations after a satisfactory check by an

examiner, who will make an entry in the pilot's log book to this effect.

v) Pilots engaged in regular night offshore operations shall carry out at least 5 take offs and landings on helidecks and one route-flying sortie by night, in the preceding 6 months.

vi) Proficiency check of a pilot shall be carried out for the capacity in which he is regularly flying.

vii) A pilot engaged in offshore operations on regular operations shall undergo periodical recurrent training as given in CAR Section 7, Series 'B' Part XIII.

4. INTRODUCTION OF NEW HELICOPER TYPE

When introducing a new helicopter type in his fleet an operator shall qualify his experienced offshore pilots on that type. The Commander shall have not less than 500 H offshore PIC and the co-pilots 200 H offshore in that Group of helicopters in which the new type falls. The initial training shall be carried out to the manufacturer standard. In addition after the type rating qualification, the offshore qualification of the Commander shall be performed as PICUS for 50 H.

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(P.K.Chattopadhyay)
Joint Director General of Civil Aviation

APPENDIX 'A'

PERFORMA-OFFSHORE FLYING ROUTE CHECK

Company _____	Date of check _____
Name of Pilot _____	Block time (D/N) _____
License No. _____	Location _____
Date of last check_____	Type of Helicopter _____
Examiner _____	Registration _____

	Pilot proficiency
A. Ground Checks	
1. Status on recurrent training	
2. Performance and limitations	
3. Mass & Balance	
4. Emergency procedures	
B. Preflight	
1. Flight planning	
2. Pre-flight inspection	
3. Passenger briefing	
3. Use of checklist	
4. Engine starting procedures	
5. Cockpit check after starting	
6. Departure briefing	
7. Navigation systems set-up	
8. Taxi	
C. En-route	
1. Navigation – use of navigation systems	
2. Altitude selection	
3. Fuel management	
4. Position reporting	
D. Approach & Landing	
1. Pre landing checks	
2. Approach selection – FP and NFP	
3. Deck clearance	
4. Final Approach	
5. Missed approach and aborted landing in case of engine failure	
6. Landing	

	Pilot proficiency
E. Turnaround	
1. Passenger handling	
2. Baggage and freight handling	
3. Refuelling procedure	
4. Payload calculation	
5. Coordination with HLO	
F. Take off	
1. Pre take-off checks	
2. Take off procedure	
3. Procedure in case of engine failure prior and post TDP/DPATO	
G. General flight ability	
1. Radio Communication procedures	
2. Co-ordination	
3 CRM & Situation awareness	

S = Satisfactory	**U =** Unsatisfactory	**N =** Not observed	**N/A =** Not applicable

Result of check	**Passed**	**Failed**

Remarks/Comments

Pilots sign._____ **Examiners sign**_____