



GOVERNMENT OF INDIA  
**OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP SAFDARJANG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 7 – FLIGHT CREW STANDARDS,**  
**TRAINING AND LICENSING**  
**SERIES ‘G’ PART II**

**ISSUE II, 15<sup>th</sup> November 2010**

**EFFECTIVE: 1<sup>ST</sup> DECEMBER 2010**

File No.: 8/26/2010-L2

**Subject: VALIDATION OF FOREIGN LICENCES OF FLIGHT CREW**

**1. INTRODUCTION**

- 1.1 Under the provisions of Rule 45 of the Aircraft Rules, 1937, the competent authority may validate a flight crew licence to exercise the privileges of such license to operate Indian registered aircraft, when it has been issued by a duly competent authority of an ICAO contracting State and is for the time being in force, subject to such conditions and limitations and for such periods as considered necessary. The validation may confer on such licence the same Validity (privileges) for the purpose of operating an aircraft registered in India as if it has been granted under the Aircraft Rules, 1937. Generally a foreign license may be validated for a specific purpose and for a limited period of time. The FATA is ordinarily issued to overcome the shortage of trained Indian Pilot-in-Command.
- 1.2 This Civil Aviation Requirement states the requirements and the procedure for validation of foreign licences (Foreign Aircrew Temporary Authorization - FATA) under rule 45 and 133A of the Aircraft Rules, 1937.

**2. LICENCE AND EXPERIENCE REQUIREMENTS**

**2.1 General Requirements**

- (i) The applicant be licensed and rated on the type of aircraft by the competent authority of a contracting State in accordance with the ICAO requirements and acceptable to DGCA India.

- (ii) The Foreign Aircrew Temporary Authorization shall not be issued in respect of Indian Nationals having valid foreign licence. They will be required to convert their Foreign licence in accordance with the requirements stipulated in CAR Section 7, Series 'G' Part I.
- (iii) The foreign licence shall be valid with current ratings on the type of Indian registered aircraft proposed to be operated and shall meet the recent experience requirements.
- (iv) The flight crew should have valid passport and visa.
- (v) The flight crew should have current medical fitness assessment certificates (Class I) from his/her aeronautical authority issuing the foreign licence. The period of validity of such medical fitness assessment shall be as per Rule 39C of the Aircraft Rules, 1937.
- (vi) For operation of Flight Radio Telephony, flight crew shall have a valid licence from contracting State's regulatory authority or any other document issued by that Regulatory Authority.
- (vii) The operator shall submit a certificate from the aeronautical authority to the effect that the flight crew for whom validation of foreign licence is being sought has aircraft ratings, FRTOL, medical, English proficiency and Incident/ accident free record and his licence shall not have been suspended in the preceding five years by such authority.
- (viii) DGCA shall verify the authenticity of Foreign licence, FRTOL, Examiner/instructor ratings, Cat II/ Cat III approval, medical, English proficiency and Incident / accident free record of flight crew through e-mail from the licence issuing authority of the ICAO contracting State (a copy of the e-mail sent by DGCA shall also be forwarded to the concerned operator).
- (ix) The foreign flight crew shall also submit an undertaking that the flight crew has an Incident/ accident free record for the past five years.
- (x) Operator shall provide e-mail address of aeronautical authority of the foreign pilot for verification of licences & ratings.
- (xi) The flight crew shall meet the flying experience requirements as laid down in para 2.2 of this CAR for validation of foreign licence and in this regard the following shall be submitted:
  - a) Certified copy of logbook/ e-log book and/or certified summary of flying experience by the aeronautical authority/ Chief of Operations of the last airline wherein he was employed.

Note 1. In case flying experience is not certified by the aeronautical authority, the operator shall mention that aeronautical authority does not provide such certificate and the flying experience submitted is as per the certificate provided by last employer of

the flight crew.

Note 2. The flying experience certificate provided by the last employer shall be countersigned by the applicant for issue of FATA and his present employer with whom the foreign pilot is going to flying under the privileges of FATA. The operator shall retain the log book extracts of flying experience with him for his records.

- (xii) An Examiner/ Instructor rating issued by a contracting State may be considered for grant of Examiner/ Instructor privileges on FATA (documentary evidence in support of such rating from the contracting State shall be submitted). The examiner / Instructor ratings issued by the manufacturer are acceptable provided the manufacturer is authorized by the State Regulatory Authority to certify for this purpose for which the manufacturer shall submit relevant document.
- (xiii) The flight crew should be proficient to communicate in English language (minimum level 4).
- (xiv) The flight crew shall not be above the age of 65 years in conformity with Rule 28A of the Aircraft Rules, 1937, provided that the contracting State which issued licence allows the flight crew to exercise privileges of the licence up to the age of 65 years and a certificate is submitted by the Operator in this regard.
- (xv) Where an operator needs the services of flight crew of the aircraft manufacturer for carrying out training and checks of Indian flight crew or route checks when a new aircraft type is inducted in the country, while considering a FATA for a limited number of flights/ time period, requirements of this CAR relating to passing of Air Regulation examination may be waived, provided that the operator ensures that another qualified pilot crew member having valid professional pilots licence to ensure adherence to the air regulations is on board.
- (xvi) The validation of the foreign licence shall be subject to the provisions of Rule 45 of the Aircraft Rules, 1937, and can be suspended or cancelled under Rule 19 of the Aircraft Rules, 1937, as in the case of Indian licences.
- (xvii) The validation so issued shall be valid only when carried along with the licence validated. The validation shall not be beyond the validity of the licence held.

## **2.2 Experience requirements:**

**(I) for wide-body commercial-jet aircraft (e.g.: B777, A340, A330, etc.)**

A. as PIC, the flight crew should have a:

- i) Minimum flying experience - 5000Hrs
- ii) Minimum PIC experience - 2500Hrs
- iii) Minimum PIC on Type/variant - 700Hrs with current IR/LR Check/Pilot's Proficiency Check
- iv) Minimum glass-cockpit experience - 1000Hrs
- v) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- vi) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

B. as co-pilot, the flight crew should have a:

- i) Minimum flying experience - 3000Hrs
- ii) Minimum P2 experience - 2000Hrs
- iii) Minimum P2 on Type/variant- 500Hrs with current IR/ Pilot's Proficiency Check
- iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

**(II) for narrow-body commercial-jet aircraft (e.g.: B737-NG, A320 family, etc)**

A. as PIC, the flight crew should have a:

- i) Minimum flying experience - 4000Hrs
- ii) Minimum PIC experience - 2000Hrs
- iii) Minimum PIC on Type/variant - 500Hrs with current IR/LR check/ (Pilot's Proficiency Checks)
- iv) Minimum glass-cockpit experience - 1000Hrs
- v) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- vi) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

B. as co-pilot, the flight crew should have a:

- i) Minimum flying experience - 2000Hrs

- ii) Minimum P2 experience - 1000Hrs
- iii) Minimum P2 on Type/variant - 500Hrs with current IR/LR check/ (Pilot's Proficiency Checks)
- iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

**(III) for operation of Turbo-prop aircraft having A UW exceeding 5700 Kgs**

A. as PIC, the flight crew should have a:

- i) Minimum flying experience - 2000Hrs
- ii) Minimum PIC flying experience – 1000 Hrs
- iii) Minimum PIC on type/variant - 100 hrs with current IR/LR check/LR Check/ (Pilot's Proficiency Checks).
- iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).

B. as co-pilot, the flight crew should have a:

- i) Minimum 500 hours total flying experience; and
- ii) Minimum 100 hours on type/variant as P2, or
- iii) Minimum 500 hours total on multi-engine aeroplane.
- iv) Recent experience - at least three takes-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.
- v) Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 2Hrs; i.e.: 1Hr each).

**(IV) for operation of multi-pilot helicopters, having A UW exceeding 3175 Kg.**

A. as PIC, the flight crew should have a:

- i) Minimum flying experience on helicopters - 1000Hrs
- ii) Minimum PIC on type/variant - 50Hrs
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Minimum flying experience in preceding 90 days on class of helicopter to be flown in India - 5Hrs or 5 takes-off and landings.

B. as co-pilot, the flight crew should have a:

- i) minimum flying experience on helicopters - 500 Hrs.
- ii) on class of helicopter to be flown in India - 50Hrs.
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Recent experience on class in preceding 90 days - at least 5 takes-off and landings after endorsement.

**(V) for aircraft having AUW below 5700 Kg or helicopters having AUW below 3175 Kg and certified for single crew operation:**

- i) Professional Pilot licence with a minimum flying experience - 500 hrs.
- ii) Minimum flying experience on class as PIC - 100 hrs.
- iii) Shall pass skill test by a Flight Operations Inspector of DGCA.
- iv) Recent experience on class in preceding 90 days – at least 5 takes-off and landings after endorsement

**(VI) for instructor under FATA for Flying Training Institute on aircraft having AUW below 5700Kgs:**

The applicant shall:

- A. have equivalent instructor rating from contracting State
- B. pass skill test by Director Flight Training / Flight Operations Inspector of DGCA, and
- C. meet the following flying experience requirement :

a) as Assistant Flight Instructor on Aeroplane

- i) PIC of on class - 250Hrs
- ii) Instructional experience on class - 50Hrs
- iii) Current Instrument Rating on class
- iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.

b) as Assistant Flight Instructor on helicopters

- i) PIC on class - 150Hrs
- ii) Instructional experience on class - 50Hrs
- iii) Current Instrument Rating on class
- iv) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.

c) as Flight Instructor Aeroplane

- i) PIC of on class - 2000Hrs

- ii) Instructional experience on class - 1500Hrs
  - iii) Current Instrument Rating on class, with minimum instructional flying experience of 100 Hrs, of which not more than 50Hrs shall be on approved synthetic flight trainer.
  - iv) Flying experience on class by night - 50Hrs
  - v) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.
- d) as Flight Instructor Helicopters
- i) PIC of on class - 1000Hrs
  - ii) Instructional experience on class - 750Hrs
  - iii) Current Instrument Rating on class, with minimum instructional flying experience of 50 Hrs, of which not more than 25Hrs shall be on approved synthetic flight trainer.
  - iv) Flying experience on class by night - 25Hrs
  - v) Recent experience - at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.

Note: For newly manufactured models of aeroplanes/ helicopters, where pilots with stipulated experience are not available, the Director-General may prescribe minimum experience.

### **2.3 Medical Requirements:**

The applicant for validation of foreign licenses under the privileges of FATA shall be required to have:

- i) Valid Class 1 medical fitness assessment from the licence issuing authority of the contracting State
- ii) Valid class I medical assessment issued by DGCA India as required under Rule 39B of the Aircraft Rule, 1937 and medical fitness in accordance with the requirements contained in CAR Section 7, Series 'C'.
- iii) Medical fitness assessment as per rule 39C of the Aircraft Rules 1937.

### **2.4 Procedure**

- (i) Application for validation of Foreign Licence

Operator shall submit application form (Appendix A) for issuance of FATA at DGCA reception in respect of the flight crew along with the following documents and duly filled in Appendix B:

- a) Copy of foreign licences issued by the ICAO contracting State.
- b) Copy of valid type endorsement and Instrument rating on the foreign

- licence in respect of the type of aircraft to be flown in India.
- c) Copy of valid foreign medical assessment of contracting state.
  - d) Valid Indian Medical as per Para 2.3 of this CAR.
  - e) for operation of Flight Radio Telephony, a copy of valid licence from contracting State's regulatory authority.
  - f) Certificate from the State Regulator for verification of foreign licences and type ratings.
  - g) Certified copy of the flying experience requirement requirement as laid down in 2.2 of this CAR for validation of foreign licence (certified log book and or summary of flying).
  - h) Copy of valid instructor/examiner rating as per para 2.1 from the contracting state, if applicable.
  - i) Certified copy of LVP Cat-II/Cat-III authorization as per para 2.1, from the contracting State, where applicable.
  - j) Two copies of Appendix-A of this CAR duly completed.
  - k) Five copies of Appendix-B of this CAR duly completed.
  - l) Fees @ Rs. 5,500/- [Rs. 5000/- (for grant) and Rs. 500/- (for the test)] in the form of a Demand Draft for each flight crew payable to "PAO, DGCA, MCA, New Delhi."
- (ii) The operator shall specifically mention in their application to the Directorate of Training and Licensing the purpose of seeking validation of foreign licence and period of time.
- (iii) DGCA shall forward documents for Security clearance of the foreign flight crew to security agencies.
- (iv) (iv) On receipt of all the security clearances from all the agencies, operator shall be issued a letter to make available the flight crew for oral examination. Prior to the conduct of the oral examination, the operator shall submit a certificate stating that the flight crew has been adequately briefed for a minimum of four days on the contents of Operator's Operations Manual, and also submit relevant document certifying applicant's English language proficiency (minimum Level 4). An applicant during the oral examination shall be checked for his knowledge of air regulation, Operator's Operations manual, aircraft and English language proficiency. The original documents like license, medical certificate of fitness, flying experience, log book etc. would be examined/verified during the Oral examination and returned immediately thereafter. On the basis of the oral examination, DGCA may prescribe flight/simulator check or any other test which the flight crew will require to undergo.
- (v) On qualifying the oral examination, FATA may be issued initially for three months.
- (vi) For extension of FATA beyond three months, the foreign pilot will be required to pass Air Regulations examinations conducted by Central Examination Organization (CEO). On passing of air regulation examination, the FATA will be extended for a period of nine months or as decided by Director General subject to the overall policy of the Government.

- (vii) A foreign pilot who does not qualify an Air Regulation written examination shall not be permitted to appear for re-examination within a period of 15 days from the date of examination or such lesser period as may be specified by the Director-General.
- (viii) The application for extension of FATA (as per Appendix 'C') shall be submitted within three months prior to expiry of the FATA along with a fee @ Rs. 500/- in the form of Demand Draft for each flight crew shall be payable to "PAO, DGCA, MCA, New Delhi".

## **2.5 Operating Requirement:**

- (i) The foreign pilots, whose licence and ratings are validated under the provisions of this CAR shall be released after passing an assessment check on simulator / aircraft by DGCA approved examiner.
- (ii) The operators shall ensure that the foreign pilots employed by them comply with the conditions attached with the issuance of FATA and the requirements specified in this CAR.
- (iii) The flight crew operating Indian registered aircraft on the basis of validation of their foreign licences, shall comply with all the applicable Indian rules, regulations, procedures and directions issued from time to time, the operating and maintenance procedures, FDTL, weather minima, MEL, pre-flight medical check, etc., in conformity with the Operations Manual.
- (iv) The validation of foreign licence shall no longer be valid if the flight crew discontinues the employment with the Indian operator who seeks the validation. In such cases Indian Operator shall immediately intimate DGCA that FATA holder's documents viz identity card, security card etc. Have been returned to the airport authorities, BCAS and submit his/her FATA for cancellation.
- (v) The validation of a foreign licence shall also be subject to the requirements/conditions stipulated by the contracting State, who has issued the licence. This shall be the responsibility of the Operator and a consolidated certificate in this regard shall be submitted by the Operator in respect of pilots exercising privileges under FATA.
- (vi) The operator shall be required to submit details of expatriate pilots as per Appendix "D" and "E" of this CAR every three month.
- (vii) During the validity of FATA, it shall be the responsibility of the operators to ensure that the foreign pilots exercising the privileges of FATA under their employment have:
  - a. Valid passport and visa
  - b. Valid licences and ratings

- c. Carried out proficiency checks, IR/LR checks of minimum duration 04:00 hrs (02:00 hrs as PF and 02:00 hrs as PNF) by DGCA approved examiners.
  - d. Meet the recent experience requirements of their ratings.
- (viii) The operators shall be required to ensure that, in case foreign pilot leaves India for continuous period of 90 days, a fresh security clearance is required to be taken before permitting him to exercise the privileges of FATA. In such cases operator shall maintain flying activity, FDTL and accident/incident record of the FATA-holder while he/ she is away, and shall ensure compliance with Indian regulations in force.
- (ix) The foreign pilots, whose licence and ratings are validated under the provision of this CAR shall be released after passing an assessment check on simulator/aircraft by DGCA approved examiner on type.
- (x) FATA may be withdrawn at any time without assigning any reason.

*Nasim Zaidi*

(Dr. Nasim Zaidi)  
Director General of Civil Aviation

**Appendix 'A'**

**APPLICATION FORM FOR VALIDATION OF FOREIGN PILOT LICENSES**

1. Name of the Pilot -
2. Nationality
3. Duration for which validation is sought
4. Details for the foreign license to be validated

Item	Detail
a) Country of issue (contracting State)	
b) Type of License	
c) Date of Birth of the applicant for FATA  <i>(Note: A certificate from the operator that the aeronautical authority, issuing the foreign licence permits to exercise privilege of licence and ratings upto 65 years of age)</i>	
d) Age in complete years, as on the date of submission of application	
e) Aircraft Type Ratings (contracting State license)	
f) Validity of License (contracting State)	Licence Number..... Validity from.....to.....
g) Validity of Medical Fitness (contracting State)	Validity from.....to.....
h) Validity of Medical Fitness (DGCA, India)	DGCA File No..... Validity from.....to.....
i) Whether holding current authorisation for Examiner/instructor/check pilot	
j) Details of FRTOL issued by the State regulatory authority	FRTOL Number..... Validity from.....to.....
k) e-mail i.d. of the contracting State for the verification of the foreign license , ratings, medical, English proficiency, accident incident free record, FRTOL, Cat-II / III authorization, examiner/ instructor ratings etc.	

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

l) E-mail i.d. of the operator for correspondence and sending copy of the verification letter sent to the state regulator of the foreign pilot.	
---	--

Note: Please enclose verification from the State issuing the licence and its rating.

5. Type of aircraft to be flown in India.

Whether aircraft is certified for single crew / multi crew operations -

6. Details of flying experience of Pilot as per para -2.2 of this CAR

Whether certified copy of logbook/e-log book and certificate of flying experience by the aeronautical authority / Chief of Operations of the last airline wherein he was employed is provided (attach copy of flying experience details); and (Note: In case, this certificate is not issued by the aeronautical authority then it should be countersigned by the present employer as well as by the applicant for issue of FATA).	Yes/ No
Whether certificate of flying experience verification from the Chief of Operations of Indian Operator employing the pilot is submitted	Yes/ No

(i) Flying experience for wide body commercial Jet aircraft

a) Flying experience for wide body commercial Jet aircraft for PIC:

PIC (Minimum 2500 Hrs.)		Co-pilot		TOTAL (Minimum.5000 Hrs.)
Single Engine	Multi-engine	Single Engine	Multi-engine	

PIC on type / variant experience:

A/c type (including variant)	PIC (Minimum.700 Hrs.)	Date of last proficiency check on type/ variant	Date of Last Instrument Rating Check on type/ variant
TOTAL			

Minimum Glass cockpit experience (Minimum.1000 Hrs.)	
--	--

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).		

b) Flying experience for wide body commercial Jet aircraft for Co-pilot:

PIC		Co-pilot (Minimum.2000Hrs.)		TOTAL (Minimum.3000 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

Co-pilot on type / variant experience:

A/c type (including variant)	Co-pilot (Minimum.500 Hrs)	Date of last proficiency check on type/ variant	Date of Last Instrument Rating Check on type/ variant
<b>TOTAL</b>			

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).		

(ii) Flying experience for narrow body commercial Jet aircraft

a) Flying experience for narrow body commercial Jet aircraft for PIC:

PIC (Minimum.2000 Hrs)		Co-pilot		TOTAL (Minimum.4000 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

PIC on type / variant experience:

A/c type (including variant)	PIC (Minimum.500 Hrs)	Date of last proficiency check on type/ variant	Date of Last Instrument Rating Check on type/ variant
<b>TOTAL</b>			

Minimum Glass cockpit experience (Minimum1000 Hrs)	
---	--

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
	Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).	

b) Flying experience for narrow body commercial Jet aircraft for Co-pilot:

PIC		Co-pilot (Minimum.1000 Hrs)		TOTAL (Minimum.2000 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

Co-pilot on type / variant experience:

A/c type (including variant)	Co-pilot (Minimum.500 Hrs)	Date of last proficiency check on type/ variant	Date of Last Instrument Rating Check on type/ variant
<b>TOTAL</b>			

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
	Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).	

(v) Flying experience for operation of Turbo-prop aircraft having AUW exceeding 5700 Kgs

a) Flying experience for operation of Turbo-prop aircraft having AUW exceeding 5700 Kgs for PIC:

PIC (Minimum.1000 Hrs)		Co-pilot		TOTAL (Minimum.2000 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

PIC on type / variant experience:

A/c type (including variant)	PIC (Minimum.100 Hrs)	Date of last proficiency check on type/ variant	Date of Last Instrument Rating Check on type/ variant
TOTAL			

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
	Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).	

b) Flying experience for operation of Turbo-prop aircraft having AUW exceeding 5700 Kgs for Co-pilot:

PIC		Co-pilot		TOTAL flying experience (1)+(2)+(3)+(4)=500 Hrs	TOTAL (2)+(4)= (Minimum.500 Hrs)
Single Engine (1)	Multi-engine (2)	Single Engine (3)	Multi-engine (4)		

Co-pilot on type / variant experience:

A/c type (including variant)	Co-pilot (Minimum.100)	Date of last proficiency check on type/ variant	Date of Last Instrument Check on type/ variant	Last Rating on type/ variant
TOTAL				

Recent experience	Requirement	Actual
	At least three take-off and landings within the preceding 90 days on the type of aircraft applied for, or in a flight simulator approved for the purpose.	
	Passed a proficiency check on a flight simulator by a DGCA-approved examiner covering PF and PNF duties (duration of 4Hrs; i.e. 2Hrs each).	

v) Flying experience for operation of multi-pilot helicopters, having AUW exceeding 3175 Kg.

a) Flying experience for operation of multi-pilot helicopters, having AUW exceeding 3175 Kg. for PIC:

PIC		Co-pilot		TOTAL (Minimum.1000 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

As PIC on type / variant experience:

A/c type (including variant)	PIC (Minimum.50 Hrs)
TOTAL	

Recent experience	Requirement	Actual
	Shall pass skill test by a Flight Operations Inspector of DGCA. (write date of Skill test and attach copy of the report)	
	Minimum flying experience in preceding 90 days on class of helicopter to be flown in India - 5Hrs or 5 takes-off and landings.	

a) Flying experience for operation of multi-pilot helicopters, having AUW exceeding 3175 Kg. for Co-pilot:

PIC		Co-pilot		TOTAL (Minimum 500 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

On class of helicopter to be flown in India	Requirement	Actual
	(Minimum.50 Hrs)	

Recent experience	Requirement	Actual
	Shall pass skill test by a Flight Operations Inspector of DGCA. (write date of Skill test and attach copy of the report)	
	Minimum flying experience in preceding 90 days on class of helicopter to be flown in India 5 take-off and landings after endorsement.	

(v) Flying experience for operation of helicopters, having AUW below 3175 Kg. and certified for single crew operations:

PIC		Co-pilot		TOTAL (Minimum.500 Hrs)
Single Engine	Multi-engine	Single Engine	Multi-engine	

As PIC on class experience:

A/c type (including variant)	PIC (Minimum.100 Hrs)
TOTAL	

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

Recent experience	Requirement	Actual
	Shall pass skill test by a Flight Operations Inspector of DGCA. (write date of Skill test and attach copy of the report)	
	Minimum flying experience in preceding 90 days on class of helicopter to be flown in India 5 take-off and landings after endorsement.	

(vi) for instructor under FATA for Flying Training Institute on aircraft having AUW below 5700Kgs:

a)	Write which equivalent instructor rating applicant possess from contracting State;	
b)	Shall pass skill test by Director Flight Training/a Flight Operations inspector of DGCA (write date of test and attach copy of report)	

c)	a.	as Assistant Flight Instructor on Aeroplane	Requirement	Actual
		PIC of on class	250Hrs	
		Instructional experience on class	50Hrs	
		Current Instrument Rating on class (write date of IR test and attach report)	Within 6 months	
		at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose.	Within 6 months	
	b.	as Assistant Flight Instructor on helicopters	Requirement	Actual
		PIC on class	150Hrs	
		Instructional experience on class	50Hrs	
		Current Instrument Rating on class (write date of IR test and attach report)	Within 6 months	
		at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.	Within 6 months	
	c.	as Flight Instructor Aeroplane	Requirement	Actual
		PIC of on class	2000Hrs	
		Instructional experience on class	1500Hrs	
		Current Instrument Rating on class (write date of IR test and attach report)	Within 6 months	
		minimum instructional flying experience (of which not more than 50Hrs shall be on approved synthetic flight trainer)	100 Hrs	
		Flying experience on class by night as PIC	50Hrs	
		at least 10 takes-off and landings within the preceding 90 days on class of aeroplane applied for, or in a flight simulator approved for the purpose	Within 6 months	

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

d.	as Flight Instructor Helicopters	Requirement	Actual
	PIC of on class	1000Hrs	
	Instructional experience on class	750Hrs	
	Current Instrument Rating on class (write date of IR test and attach report)	Within 6 months	
	minimum instructional flying experience (of which not more than 25Hrs shall be on approved synthetic flight trainer)	50 Hrs	
	Flying experience on class by night as PIC	25Hrs	
	at least 10 takes-off and landings within the preceding 90 days on class of helicopter applied for, or in a flight simulator approved for the purpose.	Within 6 months	

6.

Level of knowledge of English language both written and spoken as per ICAO standards (attach copy)	Requirement	Actual
	Min. Level 4	

8. Whether previously operated Indian registered aircraft – Yes/ No  
If Yes, give details as under:-

Name of the operator	Period		FATA No.
	From	To	

9. Past history of 10 years (any accident, incident, suspension of licence etc. (attach copy from the state regulator) -- Yes / No

If yes give brief details

Details of Validation of licence by another country.

10. Whether Air Regulation examination of DGCA for validation was passed earlier, if so, details of the same.

11. Enclose the copies of documents as per para 2.2 , para 2.3, and para 2.4 & Para 2.5 of this CAR.

12. Any other relevant information.

It is certified that :-

1. The information furnished above has been obtained from the Aeronautical Authority/ the previous Airline Operators of the aforesaid foreign pilot (s) as required under this CAR and the foreign pilot employed by operator meets the applicable regulatory requirements of the Aircrafts Rules, AIC, Civil Aviation Requirements,

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

Operations / Training manual of the operator etc. for issue of FATA are valid and true.

2. The documents provided by the foreign pilots / Airline operator are valid and true.

Signature of Pilot

Signature of Authorized Person of  
Indian Operator

Name and Address of the Operator:

Place:

Date:

List of documents to be enclosed with Appendix-A:-

S. No	Items	Whether enclosed	
		Yes	No
1.	Copy of foreign licenses issued by the ICAO contracting State		
2.	Copy of valid type endorsement and Instrument rating on the foreign license in respect of the type of aircraft to be flown in India		
3.	Copy of valid foreign medical assessment.		
4.	Copy of valid Class I medical assessment issued by DGCA, India.		
5.	for operation of Flight Radio Telephony, a copy of valid license from contracting states regulatory authority or any other document.		
6	Copy of current passport with visa		
7.	Verification of foreign licenses and type ratings from the contracting state.		
8	Certified copy of the flying experience requirement as laid down in this CAR for validation of foreign license. (certified copy of log book extracts and/ or summary of flying experience duly countersigned by the operator and by the applicant for issue of FATA)		
9.	Copy of valid instructor/ examiner rating from the contracting state, in case instructor/ examiner rating is required on FATA		
10.	Copy of LVP Cat-II/ Cat-III authorization from the contracting state, wherever applicable.		
11	Two copies of Appendix-A of this CAR duly filled in.		
12.	Five copies of Appendix- B of this CAR duly filled in for security clearance		
13.	Fees @ Rs 5,500/- ( Rs 5000/- (for grant) and Rs 500/- (for the test) in the form of Demand Draft for each flight crew shall be payable to " PAO, DGCA, MCA, New Delhi. "		
14.	E-mail address of the State Regulatory Authority from where License, FRTOL, Examiner/instructor ratings, Cat II/ Cat III approval, medical, English proficiency and Incident / accident free record are issued to foreign pilots.		
15	E-mail address of the operator submitting the request for issue of FATA		
16	E-mail i.d. of the Aeronautical Authority for the verification of the foreign license, ratings, medical, English proficiency, accident incident free record, FRTOL, Cat-II / III authorization, examiner/ instructor ratings etc.		
17	Certificate from the operator that the aeronautical authority, issuing the foreign licence permits to exercise privilege of licence and ratings upto 65 years of age		

**INFORMATION REQUIRED FOR SECURITY CLEARANCE OF PILOTS**

1. Name and address of Indian operator desiring to employ foreign nationals
2. Name in full of foreign Pilot
3. Nationality
4. Permanent address
5. Father's name in full
6. Date, place & country of birth
7. Details of passport (Number, date, place and country of issue, validity) with its photo copy.
8. Indian VISA details, if available.
9. Name and address of foreign employer, if employed.
10. Any other relevant information

It is certified that the information furnished above is correct.

(Signature of the authorized person of Indian Operator)

Name and Address of the Operator

Place:

Date:

APPENDIX "C"

**FORM FOR EXTENSION OF FATA**

1. Name and address of Indian operator desiring to employ foreign nation

nals

2. Name in full of foreign Pilot

3. Details of FATA :  
Number

Previously Validity periods		Period in months/ years	FATA type i.e. line pilot / co-pilot/ instructor / examiner
from	To		
Total validity till date			

4. Foreign license details :-

License type / Rating details CPL/ ATPL/ FRTOL / Instructor/Examiner	License Number or ratings	Valid from	To

5. Class I - Medical details:-

Contracting State	Date of medical	Valid upto

Date & Place of Class-I Medical examination				Valid upto
Indian		Foreign		
Date	Place	Date	Place	

6. Details of Proficiency/ IR/ LR (Proficiency checks) carried out during the validity of FATA:

Name of check	Dates of checks	Remarks
Proficiency		
IR		
LR		

7. Details of passport :

Passport Number	Valid upto	

8. Details of Visa:

Type of Visa	Name of the employer	Valid upto

9. Any other relevant information

- a) Whether passed Air Regulation written examination – Yes/ No/ Not-applicable
- b) Whether there is change in employer- Yes/ No
  - If yes, whether NOC from previous employer is taken – Yes / No
- c) Whether left India during the previous validity of his FATA – Yes / No

- If yes, specify the period – from ..... to .....  
(days.....)
- d) Whether phasing out program submitted – Yes/ No
  - If yes, please indicate the date of submission –
  - If No, when likely to be submitted -

It is certified that :-

1. The information furnished above has been obtained from the Aeronautical Authority/ the previous Airline Operators of the aforesaid foreign pilot(s) as required under this CAR and the foreign pilot employed by operator meets the applicable regulatory requirements of the Aircrafts Rules, AIC, Civil Aviation Requirements, Operations / Training manual of the operator etc. for issue of FATA are valid and true.
2. The documents provided by the foreign pilots / Airline operator are valid and true

(Signature of the Pilot)

(Signature of the authorized person of Indian  
Operator)

Name and Address of the Operator:

Place:

Date:

**CIVIL AVIATION REQUIREMENTS  
SERIES 'G' PART II**

**SECTION 7  
15<sup>TH</sup> NOVEMBER 2010**

Appendix 'D'

Name of Operator														
Details of Flight crew flying on FATA														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Sl. No.	Name of flight crew	FATA no and date of issue	FATA validity	Nationality of flight crew	Privileges given on FATA (Line pilot/instructor/ Examiner) & current validity	Aircraft type privileges given on FATA	Whether Flying as PIC/first Officer	Country from where Foreign License is Issued	Validity of License on which FATA was issued	Date & place of last IR test on Foreign License	Date & place of last pilot Proficiency check on Foreign license & its current validity	Date of last medical on foreign license & its current validity	Date of birth	Educational qualification of flight crew

**APPENDIX 'E'**

**DETAILS OF EXPATRIATE AND INDIAN PILOTS**

(to be submitted every quarter)

Name of the Operator:

MONTH for which details are submitted:

Type of Aircraft	Expatriate Pilots employed		Indian pilots employed		Number of Indian pilots trained in this month	
	PIC	Co-pilot	PIC	Co-pilot	PIC	Co-pilots

Comments/ observations

Chief of Operations/Training

Telephone Number:.....

E-mail address: .....