



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 III, 23<sup>RD</sup> MAY 2018**

**EFFECTIVE: FORTHWITH**

File No.: 8/02/2006-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 Central Government may, subject to such conditions and limitations and for such periods as it shall think fit, render licence granted by the competent authority in a foreign State and is for the time being in force such licence valid by an authorization for flying aircraft registered in India and a licence so validated shall be subject to the provisions of rules 19 and 19A and such validation of a licence shall cease if the licence is revoked or suspended. Rendering (a licence) valid means; the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.
- 1.2 A foreign licence 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 and as authorized by the central Government from time to time.
- 1.3 This Civil Aviation Requirement lays down the requirements Validation of foreign licences (Foreign Aircrew Temporary Authorization - FATA) under rule 45 and issued under the provision of Rule of 133A of the Aircraft Rules, 1937.

**2. LICENCE AND EXPERIENCE REQUIREMENTS**

**2.1 General Requirements**

- (i) The applicant shall be in possession of a licence and ratings on the type/variant issued by the contracting State in accordance with the ICAO standards and acceptable to DGCA for operating Indian registered aircraft.
- (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 license in accordance with the requirements stipulated in CAR Section 7, Series 'G' Part I.
- (iii) The Foreign Licence holder shall have valid passport and Visa except the Nationals from the country exempted by MEA.
- (iv) The Foreign Licence holder shall have current medical fitness assessment certificates (Class I), Flight Radio Telephony licence/authorization, English Language Proficiency certificate/endorsement issued by the same aeronautical/licensing authority, which has issued the foreign licence.
- (v) The Foreign License holder/Indian operator shall submit a certificate for incident/ accident free record, and details of enforcement action, if any, taken against the foreign licence holder in the preceding five years by the issuing authority.
- (vi) DGCA shall verify the authenticity of foreign licence, ratings, medical, ELP and Examiner/Instructor rating/certificate from the licence issuing authority of the ICAO contracting State. The licence verification process will be initiated at the time of submission of application.
- (vii) 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 Chief of Operations of the last airline wherein he was employed.

*Note: The flying experience certificate provided by the last employer shall be countersigned by the applicant for issue of FATA and his present employer (Accountable Manager/Chief of operations /Chief pilot) 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.*

- (viii) The FATA shall not be issued to foreign licence holder above the age of 65 years in conformity with Rule 28A of the Aircraft Rules, 1937, and may be restricted to any lower age limit prescribed by the licence issuing contracting State.
- (ix) Where an operator needs the services of flight crew of the aircraft manufacturer for carrying out training and checks of Indian flight crew, when a new aircraft type is inducted in the country or by the operator, the FATA to such flight crew shall be issued for period maximum upto six month without passing Air Regulation examination. However beyond six months such flight crew shall have to pass the air regulation examination. This provision shall also be applicable for specific operations like Aerial work.
- (x) The FATA so issued shall be carried along with original licence. The validity of FATA shall not be granted beyond the validity of the foreign licence held.

## **2.2 Experience requirements:**

2.2.1 Foreign Licence holder shall have following experience as on date of oral examination for the following categories of aircraft;

### **(i) Wide-body Aircraft** (e.g.: B777, A340, A330, etc.,)

- a) Minimum flying experience - 5000Hrs
- b) Minimum PIC experience - 2500Hrs
- c) Minimum PIC on Type/variant - 700Hrs with current IR & Pilot's Proficiency Check.
- d) Recent experience –
  - i) Minimum 10 hrs of flying experience including at least 3 take offs and landings within the preceding six months, only on type / variant of aircraft
  - Or
  - ii) Valid rating on type / variant and 3 take off and landings in preceding 90 days on simulator/aircraft

### **(ii) Narrow-body Aircraft** (e.g.: B737-NG, A320 family, etc.)

- a) Minimum flying experience - 4000Hrs
- b) Minimum PIC experience - 2000Hrs
- c) Minimum PIC on Type/variant - 500Hrs with current IR & Pilot's Proficiency Checks
- d) Recent experience –
  - i) Minimum 10 hrs of flying experience including at least 3 take offs and landings within the preceding six months, only on type / variant of aircraft
  - Or
  - ii) Valid rating on type / variant and 3 take off and landings in preceding 90 days

**(iii) Turbo-prop aircraft with max AUW exceeding 5700 Kgs**

- a) Minimum flying experience - 2000Hrs
- b) Minimum PIC flying experience – 1000 Hrs
- c) Minimum PIC on Type/variant- 100hrs with current IR &Pilot's Proficiency Checks.
- d) Recent experience –
  - i) Minimum 10 hrs of flying experience including at least 3 take offs and landings within the preceding six months, only on type / variant of aircraft
  - Or
  - ii) Valid rating on type / variant and 3 take off and landings in preceding 90 days on simulator/aircraft

**(iv) Helicopters with max AUW exceeding 3175 Kg.**

- a) Minimum flying experience on helicopters - 1000Hrs
- b) Minimum PIC on Type/variant - 50 hrs.
- c) Recent flying experience- Minimum 5 hrs including 5takes-off and landings within preceding six months, only on the type of helicopter.

**(v) Aircraft having AUW below 5700Kg and helicopters with max AUW below 3175Kg**

- a) Minimum flying experience - 500 hrs.
- b) Minimum flying experience on type/variant as PIC - 100 hrs.
- c) Recent experience: Minimum 5 hrs including 5 takes-off and landings within preceding six months, only on the type of helicopter.

2.2.2 Instructors for Flying Training Organization shall have Flight Instructor Rating from contracting State with following experience:

**Aeroplane**

- a) PIC of on class - 2000Hrs
- b) Instructional experience on class - 1500Hrs
- c) 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.
- d) Flying experience on class by night - 50Hrs
- e) Recent experience - at least three takes-off and landings within the preceding six months only on type of aircraft as on date of oral examination.

**Helicopter**

- a) PIC of on class - 1000Hrs
- b) Instructional experience on class - 750Hrs

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- c) 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.
- d) Flying experience on class by night - 25Hrs
- e) Recent experience - at least three takes-off and landings within the preceding six months, only on the class of helicopter

2.2.3 Applicant for Balloon category shall have following experience:

- a) Minimum flying experience: 25hrs
- b) With minimum 10 Ascents/launches as applicable.
- c) Recent experience: 5 hrs in preceding six months

*Note 1: For newly manufactured and new introduction of airplane/helicopter in the fleet of operator where the Pilot with stipulated experience are not available, the Director-General may consider lesser experience.*

*Note-2: In case of flight crew seeking FATA for category of aircraft, not covered above, the Director General may specify the experience requirement specific to that type before grant of FATA.*

**2.3 Application Process**

- (i) Operator shall submit the online application for the security clearance through esahaj portal (<http://esahaj.gov.in>).
- (ii) Operator shall submit application form in the format prescribed in Appendix 'A' for issuance of FATA at DGCA Hqrs in respect of the foreign licence holder along with the following documents duly filled *and* signed by authorized person (Accountable Manager/Chief of Operations/Chief pilot) of the operator.
  - a) Copy of foreign licences issued by the ICAO contracting State.
  - b) Copy of valid type/variant endorsement and Instrument rating on the foreign licence in respect of the type/variant of aircraft to be flown in India.
  - c) Copy of valid foreign medical assessment of contracting state.
  - d) FRTOL or equivalent Licence/document/authorization.
  - e) Certified copy of the flying experience and logbook as laid down in CAR.
  - f) Certificate/endorsement for ELP.
  - g) Fees @ Rs. 10,500 online through "[bharatkosh.gov.in](http://bharatkosh.gov.in)".
- (iii) The operator shall specifically mention in their application to the Directorate of Training and Licensing the purpose and requirement of FATA such as PIC for seeking validation of foreign licence and period of time.
- (iv) DGCA shall forward documents for Security clearance of the foreign flight crew to security agencies.

- (v) On receipt of all the security clearances from all the agencies, operator shall be issued a letter to make available the applicant for oral examination, by a board consisting of representative from the DTL and FSD. The date of oral examination would be fixed in coordination with DGCA.
- (vi) After arrival of the foreign pilot to India, operator will provide appropriate training on company operations/operations manual for a minimum period of three days, prior to the conduct of the oral examination in DGCA and the operator will submit the certificate to this effect. Further during oral examination by the board, authorized representative of the operator may also be present.
- (vii) Applicant during the oral examination shall be assessed for his knowledge of air regulation, Operator's Operations manual in general. The applicant shall be required to produce original documents like licence, medical assessment, log book etc. at the time of examination.
- (viii) Upon qualifying the oral examination, FATA may be issued initially for a period of three months. For Extension of FATA beyond three months, the foreign pilot will be required to pass Air Regulation examination conducted by Central Examination Organization (CEO) and possess medical assessment issued by DGCA. On Passing of Air Regulation examination, the FATA will be extended for a maximum period of One Year at the time or as decided by Director General subject to overall policy of the Government.
- (ix) In case of change of operator, after initial issue of FATA, the FATA for the flying with the new operator shall be issued after obtaining security clearance, passing the Air regulation examination and obtaining Indian Medical assessment.
- (x) The applicant for Validation of foreign licenses under the privileges of FATA shall be required to have valid Class I medical fitness assessment from the license issuing authority of the contracting state at the time of issue of FATA. In case after initial issue of FATA the foreign medical assessment gets expired, privileges of FATA can be exercised with valid Indian Medical assessment issued by DGCA.
- (xi) The application for extension of FATA (as per Appendix 'B') shall be submitted not before 45 days but at least 10 days prior to expiry of the FATA along with a fee @ Rs. 1,000/ online through "[bharatkosh.gov.in](http://bharatkosh.gov.in)."

**2.4 Operating Requirement:**

- (i) The foreign pilots, whose license and ratings are validated under the provisions of this CAR shall be released as follows:-
  - a) After completion of operator conversion course as defined in approved operations manual of SOP/NSOP/SCO Operator.
  - b) In other cases like private operators, FTO etc foreign pilots shall be released after passing an assessment check on aircraft by DGCA approved examiner/ Instructor / FOI / DGCA authorized pilot.
  - c) In case of non-availability of DGCA approved examiner/ Instructor/ FOI then DGCA may depute an authorized pilot for the assessment check. Further if FOI is nominated for assessment check then fees under Rule-48 of Aircraft Rules, 1937 shall be applicable
- (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.
- (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 and submit his/her FATA for cancellation within 10 days.
- (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 "C" and "D" of this CAR at every three month.
- (vii) 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 verify his flying activity undertaken during this period to ensure compliance with, FDTL and accident/incident record of the

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FATA-holder while he/ she is away, and shall ensure compliance with Indian regulations in force.

- (viii) Central Govt. reserves the right to withdraw the FATA anytime.



(B. S. Bhullar)  
Director General of Civil Aviation



**APPLICATION FORM FOR ISSUE OF FATA**

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

<b>Item</b>	<b>Detail</b>
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	
f) Validity of License	Licence Number.....  Validity from.....to.....
g) Validity of Medical Fitness (contracting State)	Validity from.....to.....

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h) Details of FRTOL or equivalent Licence/document/authorization	FRTOL Number..... Validity from.....to.....
i) E-mail address of the contracting State for the verification of the foreign license credentials and validity.	
j) E-mail address of the previous employer /operator.	

6. Type of aircraft to be flown in India.

7. Flying Experience

(i) Wide body aircraft:

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

PIC experience on type / variant:

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
<b>TOTAL</b>			

Recent experience	Requirement	Actual
	At least three takes-off and landings within the preceding six months on the type of aircraft.	

(ii) Narrow Body Aircraft

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

PIC experience on type / variant:

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>			

Recent experience	Requirement	Actual
	At least three takes-off and landings within the preceding six months on the type of aircraft.	

(iii) Turbo-prop aircraft having maxAUW exceeding 5700 Kgs

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

PIC experience on type / variant:

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
<b>TOTAL</b>			

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Recent experience	Requirement	Actual
	At least three takes-off and landings within the preceding six months on the type of aircraft.	

(iv). Helicopters having max AUW exceeding 3175 Kg

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
	Minimum 5 hrs or 5 takes-off and landings within preceding six months on the type of helicopter	

(v) Aircraft having AUW below 5700Kg and helicopters with max AUW below 3175Kg:

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

PIC experience on class / type:

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

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TOTAL	

Recent experience	Requirement	Actual
	Minimum 5 hrs or 5 takes-off and landings within preceding six months on the type of helicopter	

(vi) Instructors for Flying Training Organization:

a)	<b>Flight Instructor Aeroplane</b>	<b>Requirement</b>	<b>Actual</b>
	PIC of on class	2000Hrs	
	Instructional experience	1500Hrs	
	Current Instrument Rating on class (write date of IR test and attach report)	Within 01 year	
	minimum instructional instrument flying experience (of which not more than 50Hrs shall be on approved synthetic flight trainer)	100 Hrs	
	Flying experience on type by night as PIC	50Hrs	
	at least three takes-off and landings on type of aircraft within the preceding six months as on date of oral examination	Within 6 months	
b)	<b>Flight Instructor Helicopters</b>	<b>Requirement</b>	<b>Actual</b>
	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 instrument 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 three takes-off and landings on type of aircraft within the preceding six months as on date of oral examination.	Within 6 months	

7. English Language proficiency:

English Language Proficiency Level	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 05 years (any accident, incident, suspension of licence etc. (attach copy from the state regulator) -- Yes / No

If yes give brief details

10. Details of Validation of licence by another Country, if any:

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

12. Any other relevant information:

13. Details of enclosures as required in this CAR:

Undertaking

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

Signature of Pilot  
Person of

Signature of Authorized  
Indian Operator

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Name and Address of the Operator:

Place:

Date:

APPENDIX "B"

**FORM FOR EXTENSION OF FATA**

1. Name and address of Indian operator
2. Name in full of foreign Pilot
3. Details of FATA :  
FATA Number

Validity period from the date of issues of FATA		Period in months/ years	FATA type
from	To		
Total validity till date			

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4. Foreign license details: -

	License Number or ratings	Valid from	To
CPL/ATPL			
FORTL or equivalent authorization			
Ratings/endorsements			

5. Class I - Medical details:-

	Date of medical	Valid upto
Contracting State		
Indian Medical		

6. Details of IR/ proficiency checks carried out during the validity of FATA:

Name of check	Dates of checks	Remarks
Proficiency check		
IR		

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/ NA
- b) Whether there is change in employer- Yes/ No
  - If yes, whether NOC from previous employer is taken – Yes / No
- c) Whether left India after the issue of FATA – Yes / No
  - If yes, specify the period – from ..... to .....(.....days)



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Yes/ No**

- d) Whether phasing out program submitted –
- If yes, please indicate the date of submission –
  - If No, when likely to be submitted -

Undertaking

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:

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APPENDIX 'C'**

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/instruct or/ Examiner) & current validity	Aircraft type privileges given on FATA	Whether Flying as PIC/first Officer	Country from where Foreign License is Issued	Validity of Licence 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

DETAILS OF EXPATRIATE AND INDIAN PILOTS

Name of the Operator:

MONTH for which details are submitted:

Type of Aircraft	No of foreign Pilots employed		Indian pilots employed		Number of Indian pilots trained in this month		No of foreign pilots phased out
			PIC	Co-pilot	PIC	Co-pilots	

Comments/ observations

Accountable manager / Chief of Operations/Training/chief pilot

(Signature with stamp)