



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 'I' PART IV
14TH JULY 1999

EFFECTIVE: 1ST JULY 2006

Subject: **Criteria For Approval Of Examiners / Instructors / Check Pilots For Helicopter Operations**

1. INTRODUCTION

Rule 41 A of the Aircraft Rules 1937 requires approval of check pilots and examiners for the purpose of checking the proficiency of pilots.

This Civil Aviation Requirement lays down the minimum requirements for approval of Check-Pilots, Instructors & Examiners on helicopters. The CAR is issued under Rule 133A of the Aircraft Rules.

2. GENERAL REQUIREMENTS

- 2.1 The seniority, the position in the airline and remuneration received by the pilots shall not be the consideration for approval as Examiners/ Instructors/Check-Pilots.
- 2.2 The pilots recommended for approval as Examiners / Instructors / Check-Pilots shall be free from prejudices and strong likes and dislikes and capable of recording fair assessments and shall be known for their impartiality. They shall be capable of instilling high standard of discipline among the aircrew and shall have balanced attitude towards them.

- 2.3 The pilots recommended for approval as Examiners/Instructors/Check-Pilots;
- (i) should have been regularly flying the helicopter type for which the approval is sought;
 - (ii) should have obtained pilot-in-command rating on the type in the first attempt;
 - (iii) should have consistently shown satisfactory proficiency;
 - (iv) should not have failed in any of the proficiency checks on helicopters during the preceding two years;
 - (v) should have a record completely free of any notifiable accident attributable to pilot's proficiency in handling the type of helicopter for which approval is sought. Further, he should have accident-free record during the preceding ten years on any type of aircraft, in airline operations, attributable to pilot's proficiency.
 - (vi) should have a record free of any incident attributable to pilot's proficiency in handling the helicopter during the preceding three years.
- 2.4 The operators, before recommending the names of the pilots for such approvals, shall subject the pilots to a process of selection, suitability tests and requisite training and tests on the type of helicopter. The minimum training requirements to be completed are given in Appendix 'A'.
- The pilots who fail in the test should not be recommended for the respective approval for a period of two years.
- 2.5 The Chief of Operations/Training, at the time of seeking approval of the DGCA, shall furnish a statement showing compliance of all the requirements of this CAR including the submission of complete training and test records, in original, in respect of each pilot and certify that the pilot is competent to exercise the privileges as provided in this CAR.
- 2.6 The pilots approved as Instructors/Check-Pilots for the first time shall be checked by Flight Inspector of DGCA or an Examiner nominated by DGCA for the purpose before they are released by the operator to act as Instructors/Check-Pilots.
- 2.7 Approval granted to a pilot as an Examiner/Instructor/Check-Pilot may be withdrawn by the DGCA subsequently if the pilot is found lacking in any of the requirements. Besides, a Board consisting of the Chief of Operations and Chief of Training of the operator may also recommend to the DGCA, withdrawal of approval as Examiner/Instructor/Check-Pilot in respect of any pilot giving adequate justification.

3. REQUIREMENTS OF FLYING EXPERIENCE

3.1

Experience	Check Pilots	Instructors	Examiners	Remark
Total Flight	2000 hrs	2000 hrs	3000 hrs	
PIC Helicopter	1000 hrs	1500 hrs	1750 hrs	
Single Engine				
PIC	300 hrs	300 hrs	500 hrs	
Same Group	100 hrs	100 hrs	100hrs	
On type	30 hrs	50hrs	50hrs	
Preceding year on type	20 hrs	20hrs	20hrs	
Multi Engine				
Total	500 hrs	500 hrs	750 hrs	
PIC	200 hrs	300 hrs	500hrs	
Same Group	100 hrs	100 hrs	100hrs	
On type	50 hrs	50 hrs	50hrs	
Multi Pilot	300 hrs	300 hrs	500 hrs	If applicable
Instrument	150 hrs	250 hrs	300hrs	If applicable
Preceding year on type	20 hrs	20 hrs	20hrs	

Note:

In case of Check pilots: The pilot holds **200 hrs** experience in the relevant activity in which they are exercising the function. Relevant activities are: Offshore, Mountain, heli-ski, EMS and VIP.

In case of Instructor: The pilot holds a valid instructor rating and has **200 hrs** of flying Instruction.

In case of Examiner: The pilot holds or has held an instructor rating and has **200 hrs** of flying Instruction.

* Family refers to either Single engine, Multi Engine and Multi Pilot.

3.2 The flying experience acquired and the training undergone by a pilot with an operator shall be considered for approval as Examiner/Instructor/Check-Pilot with other operators.

3.3 The knowledge, experience and skills gained in Military service will be credited towards the relevant requirements of this Civil Aviation Requirements at the discretion of DGCA.

4. PRIVILEGES

The privileges of the Examiners/Instructors/Check-Pilots shall be as mentioned below:

4.1 Examiners

- (i) Skill test for Co-Pilot's rating;
- (ii) Skill test for Pilot-in-Command rating ;
- (iii) Skill test for issue/renewal of Instrument Rating (IR);
- (iv) Skill test for the delivery of a special VFR authorization;
- (v) Training and release check of Examiners;
- (vi) All privileges of Instructor and Check Pilot.

4.2 Instructors

- i) Training of pilots for Co-Pilot/Pilot-in-Command rating and Instrument Rating.
- ii) Training of Instructors and Check Pilots.
- iii) Proficiency checks (LR and Route/ Role Check).
- iv) Instrument Rating (IR) renewal check.
- v) All privileges of a Check Pilot.

4.3 Check-Pilots

- i) Route checks.
- ii) Under supervision flying by eligible co-pilots.

5. REGENCY REQUIREMENTS

- (a) An Examiner/Instructor/Check-Pilot shall exercise his privileges only when:
 - (i) He is current in relevant proficiency checks and meet the recent experience requirement of 10 hours in the last 90 days within the same group of helicopter; and
 - (ii) He has exercised the privileges of Examiner/Instructor/Check-Pilot as applicable on the same group within the preceding year except when a pilot is newly approved on a type within that group of helicopter.
- (b) In case an Examiner/Instructor/Check-Pilot is not meeting the aforesaid recency requirements, he shall first exercise his privileges under the supervision of a functional Instructor/Examiner or DGCA Flight Inspector as applicable for the category. He shall start functioning independently again, only if his proficiency is found satisfactory.

- (c) A certificate indicating compliance of the aforesaid recency requirements shall be recorded in the check/ training reports.
5. Unless revoked or suspended, the approval of the Examiners/ Instructors/ Check-Pilots shall remain valid for a period of five years from the date of issue of approval so long as the pilots:
- i) continue to regularly fly the type of aircraft on which the approval has been granted;
 - ii) meet the applicable requirements of this CAR;
 - iii) remain in the employment of the operator who has obtained the approval; and
 - iv) undergo a proficiency check every two years for assessment of their continued proficiency.
6. Renewal of approval of Examiner/ Instructor/ Check Pilot shall be accorded after submitting the following documents by the Scheduled operators at least three months in advance.
- i) Proficiency check/ test report conducted once in two years.
 - ii) Certificate regarding non-involvement of training captains in incident/ accident/ positive breath analyzer test within preceding five years.
7. The Director General shall approve Examiners/ Instructors/ Check Pilots based on recommendations of a Board duly appointed by the Director General. The Board shall review the documentations for initial approval/ renewal and provide their recommendations to Director General.
8. In order to carry out the privileges, the DGCA approved Examiners/ Instructors/ Check Pilots shall be required to undergo assessment of their continued proficiency every two years. Such assessment shall be carried out by the Chief Flight Operations Inspector or a Flight Operations Inspector.
9. In case adequate number of pilots meeting fully the aforesaid requirements are not available with an operator, the Director General may, at his discretion, relax the requirements taking into consideration the past performance, the flying record and the experience of a pilot proposed for approval by the operator. The DGCA may also authorize for a specified period Examiners/ Instructors/ Check Pilots or pilots of equivalent status approved as such by any contracting State, to exercise the privileges of Examiners/ Instructors/ Check Pilots as given in this CAR.

Sd/-
(E.K.Bharat Bhushan)
Director General of Civil Aviation

Appendix - A

**MINIMUM TRAINING REQUIREMENTS FOR EXAMINERS/
INSTRUCTORS/CHECK-PILOTS**

**1. MINIMUM TRAINING FOR CHECK PILOTS (APPROVAL SOUGHT FOR
THE FIRST TIME)**

1.1 Class Room Training

Adequate classroom training by the Examiners/Instructors/Ground Instructors. The training should cover the operational knowledge, writing of proficiency reports and CRM points as Check Pilots. It should also include do's and don'ts for Check-Pilots.

1.2 Type Flying Training

Adequate flying training to the satisfaction of instructor from copilot seat with minimum of 3 take-offs and landings and at least one landing shall be with simulated one engine inoperative for twin engine helicopters. The purpose of the training flight is to establish proficiency in handling the helicopter in normal, abnormal and emergency conditions from copilot seat.

1.3 Line Training

At least two route check flights with trainee check pilot occupying copilot seat with Examiner/Instructor in pilot seat. Out of the two, at least one flight should be at night. The purpose is to introduce the trainee Check-Pilot to line flying duties.

1.4 Release Checks

Checks to assess the capability of trainee check-pilot to carry out Route Checks:

- (i) Release check by the operator with the trainee check pilot occupying pilot seat, another pilot in copilot seat and Examiner as an observer (or Examiner occupying pilot seat and acting as a Pilot-under-check also).
- (ii) Release check by a DGCA Flight Inspector/DGCA nominated Examiner as an observer, the trainee Check Pilot occupying pilot seat and carrying out route check of another pilot. DGCA Flight Inspector may occupy co pilot seat, if required.

2. **MINIMUM TRAINING FOR INSTRUCTORS (APPROVAL SOUGHT FOR THE FIRST TIME)**

2.1 **Helicopter Training**

2.1.1 Adequate flying training to the satisfaction of instructor with the trainee Instructor Pilot occupying copilot seat and Examiner occupying pilot seat acting as Pilot-under-Training. Minimum three take-offs and landings out of which at least one landing shall be with simulated one engine inoperative in the case of twin engine helicopters. This is to provide practice in handling the helicopter in normal, abnormal and emergency conditions from pilot seat and also to impart instructions and to take timely corrective actions.

2.1.2 Release check by the operator with examiner as an observer, trainee Instructor Pilot occupying pilot seat and imparting instructions to another pilot (or Examiner occupying pilot seat and acting as trainee pilot also).

2.2 **Route Training**

At least two route check flights should be conducted by the trainee Instructor pilot under supervision of an Instructor/Examiner. This is to introduce the trainee Instructor to route duties. Instructor/Examiner may occupy left hand seat or right hand seat and act as a Pilot-under-training also.

2.3 **Release Check**

Final release check of the trainee Instructor Pilot shall be carried out by a DGCA Flight Inspector/DGCA nominated Examiner as an observer and the trainee Instructor imparting instructions to a pilot. DGCA Flight Inspector may occupy the pilot seat, if required.

3. **MINIMUM TRAINING FOR EXAMINERS**
(APPROVAL SOUGHT FOR THE FIRST TIME)

3.1 **Class Room Training**

Class room training by the Examiners/Ground Instructors regarding planning, preparation and procedures for conducting skill tests and initial issue of Instrument Rating on type.

3.2 Helicopter Training

The trainee examiner should observe:

at least one skill test by day or night

OR

at least one IR test.

3.4 Release Check

The trainee examiner should conduct under the supervision of an examiner:

at least one skill test by day or night

OR

at least one IR Test

**4. TRAINING OF CHECK-PILOTS
(WITH PREVIOUS EXPERIENCE IN THE SAME CAPACITY)**

These training requirements are for the pilots who have exercised the privileges in the same capacity as Check Pilots on other helicopters of the same category (i.e. piston or turbine) in the preceding 36 months.

4.1 Helicopter Training

Adequate flying training to the satisfaction of Instructor from the pilot seat with minimum of 3 take-offs and landings, out of which at least one landing shall be with simulated one engine inoperative in the case of twin engine helicopters. The purpose is to establish proficiency in handling the aircraft in normal, abnormal and emergency conditions from the copilot seat.

4.2 Line Training

At least one flight from copilot seat to introduce the trainee Check Pilot to line duties as PF.

4.4 Release Check

Release check by the operator with the trainee check pilot occupying pilot seat, another pilot in copilot seat and examiner occupying the observer seat (or Examiner occupying copilot seat and acting as a Pilot-under-check also).

5. **TRAINING OF INSTRUCTOR (WITH PREVIOUS EXPERIENCE IN THE SAME CAPACITY).**

These training requirements are for the pilots who have exercised the privileges in the same capacity as Instructors on other helicopter of the same category in the preceding 36 months.

5.1 Helicopter Training

5.2.1 Adequate flying training to the satisfaction of the Examiner occupying the copilot seat and acting as pilot under training with the trainee Instructor Pilot occupying pilot seat. The session shall include a minimum of three take-offs and landings, out of which at least one landing shall be with simulated one engine inoperative in the case of twin-engine helicopters. This is to provide practice in handling the helicopter in normal, abnormal and emergency conditions and also to impart instructions and take corrective actions.

5.2.2 Release check by the operator with Examiner occupying observer seat, trainee instructor pilot occupying pilot seat and imparting instructions to another pilot (or Examiner occupying copilot seat and acting as trainee pilot also).

5.3 Line Training

At least one route check flight should be conducted by the trainee instructor pilot under supervision of an Instructor/Examiner. Instructor/Examiner may occupy copilot or pilot seat and act as a Pilot-under-training also.

6. **TRAINING OF EXAMINER (WITH PREVIOUS EXPERIENCE IN THE SAME CAPACITY).**

These training requirements are for the pilots who have exercised the privileges in the same capacity as Examiner on other helicopter of the same category in the preceding 36 months.

6.1 Helicopter Training

The trainee Examiner should observe:

at least one skill test by day or night

OR

at least one IRT by day or night

6.3 Release Check

The trainee Examiner should conduct under the supervision of an Examiner:

at least one skill test by day or night

OR

at least one IRT by day or night.

7. LANDING WITH SIMULATED ONE ENGINE INOPERATIVE

Where a simulated one engine inoperative exercise is to be conducted on helicopter should be carried out observing all safety precautions in accordance with the recommendations of the aircraft manufacturer and other regulatory requirements.