



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
SERIES 'G' PART II
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EFFECTIVE: FORTHWITH

SUBJECT: VALIDATION OF FOREIGN LICENCES OF FLIGHT CREW

1. INTRODUCTION

- 1.1 An Indian air transport operator can be permitted to employ flight crew holding foreign licences issued by a contracting State of ICAO, to operate Indian registered aircraft till Indian flight crew are trained and acquire appropriate Indian licence and ratings. Such permission can be given with the approval of the competent authority and by validating the foreign licence under the provisions of Rule 45 of the Aircraft Rules, 1937 when the licence has been granted by the duly competent authority of a foreign 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 for the purpose of flying of an aircraft registered in India as if it has been granted under the Aircraft Rules, 1937.
- 1.2 This Civil Aviation Requirement gives the requirements and the procedure for validation of foreign licences (**Foreign Aircrew Temporary Authorization - FATA**) and is issued under the provisions of Rule 133 A of the Aircraft Rules 1937.

2. LICENCE AND EXPERIENCE REQUIREMENTS

2.1 General requirements

- (i) The flight crew should have been properly licenced 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. A verification of the licences and ratings from the issuing authority is required to be submitted by the operator.
- (ii) The foreign licence should be valid with current ratings on the type of Indian registered aircraft proposed to be flown/maintained and shall meet the recency requirement specified in CAR Section 7, Series H, Part I and the Training Manual of the Operator.

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- (iii) The flight crew should have current medical fitness assessment certificates (Class I) from their state regulatory authority. The period of validity of the medical fitness assessment shall be as per Rule 39 C of the Aircraft Rules.
- (iv) For operation of Flight Radio Telephony, flight crew shall have a valid license from contracting states regulatory authority or any other document acceptable to FATA Board.
- (v) The flight crew should have a current passport with an appropriate employment visa issued by Indian Mission abroad.
- (vi) The flight crew should have a certificate/letter from the state regulatory authority for the verification of the foreign flight crew license and type ratings.
- (vii) The flight crew shall meet the flying experience requirement as laid down in this CAR for validation of foreign license. *(for flying experience certified logbook / e-log book and or certified summary of flying shall be provided)*
- (viii) Instructor / Examiner rating issued by contracting state shall be considered for grant of Instructor/ examiner privileges on FATA (documentary evidence in support of such rating from the contracting State shall be submitted).
- (ix) Operator shall ensure that the flight crew for whom validation of foreign license being obtained has accident & incident free record and his license shall have not been suspended.
- (x) The flight crew should be fully proficient to communicate in English language.
- (xi) The flight crew should 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 license allows the flight crew to exercise such privileges of their license upto the age of 65 years.
- (xii) FATA shall not be considered for any other reason except to overcome the shortage of type rated pilots with scheduled, non-scheduled, General Aviation operators and to overcome the shortage of instructors with flying clubs.
- (xiii) DGCA shall verify the authenticity of documents of air crew from their issuing authority, in case where the operator cannot submit the verification of the licenses and ratings from the appropriate authority of the ICAO Contracting State.
- (xiv) 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 flying when a new aircraft type is inducted in the country, the requirements of

this CAR relating to minimum experience on the type, passing of oral examination under AIC 2 of 2007 and passing of Air Regulation exam may not be insisted upon.

- (xv) The validation of the foreign licence shall be subject to the provisions of Rule 19 of the Aircraft Rules, 1937 and can be suspended or cancelled under the said rule, as in the case of Indian licences.
- (xvi) The validation issued shall be valid only when carried along with the licence validated. The date of validation shall not be beyond the validity of the licence held.

2.2 Experience requirements: The flying experience submitted with the application of FATA shall be duly certified by the competent authority, if the log book is maintained in the form of Hard Copy. In case the log book is maintained in the form of soft copy then the experience shall be duly certified by the state regulatory authority.

(i) **for operation of aircraft having AUW exceeding 5700 Kgs**

a) as PIC, the flight crew should have a:-

- i) Minimum PIC flying experience – 2000Hrs
- ii) Minimum PIC on type – 100 hrs with current IR / LR check.

or

When PIC on type is Nil then commanders with minimum PIC flying experience of 5000 hrs on commercial jet aircraft shall initially be considered as co-pilot. Thereafter on completion of following command training they can be upgraded as commanders:-

- i) 100 Hrs on type from LHS with DGCA approved instructor/ examiner; followed by
- ii) 10 PIC route check; with minimum of five by night; and last two PIC route checks with different examiners.

b) as co-pilot, the flight crew should have:-

- i) Minimum 100 hours on type as P2, or
- ii) Minimum 500 hours total on multi-engine, or
- iii) Minimum 1000 hours total flying experience.

(ii) **for operation of multi-pilot helicopters, having AUW exceeding 3175 Kg.**

a) as PIC, the flight crew should have:-

- i) Minimum flying experience on helicopters – 1000Hrs
- ii) Minimum PIC on type – 15 Hrs

- iii) Minimum flying experience in preceding 12 months on type to be flown in India – 50 Hrs

Note: The requirements of para (i) and (ii) may not be applicable to the Check / Instructor/ Examiner pilots of manufacturers.

- b) **as co-pilot, the flight crew should have a** minimum flying experience on helicopters - 500 hrs.

- (iii) **In case of aircraft having AUW below 5700 Kg or helicopters having AUW below 3175 Kg and certified for single crew operation:-**

a) for operation as PIC

- (i) Professional Pilot license with a minimum flying experience - 300 hrs.
- (ii) Minimum flying experience on type – 100 hrs
- (iii) Recency on type in preceding 6 months - at least 10 take offs and landings after endorsement.

b) For operation as Co-pilot on fixed wing aircraft,

- (i) Minimum 100 hours on type as P2, or
- (ii) Minimum 500 hours total on multi-engine, or
- (iii) Minimum 1000 hours total flying experience;

c) For operation as Co-pilot on multi-pilot helicopters,

- (i) Minimum flying experience on helicopters - 500 hrs;

- (iv) **For instructor/ examiner under FATA for Flying Training Institute on aircraft having AUW below 5700Kgs:-**

- a) shall comply requirements as in (iii) a) above
- b) the applicant shall have equivalent instructor rating from contracting state; and
- c) shall meet the following flying experience requirement: -

a. for exercising the privileges of Assistant Flight Instructor on Aeroplane-

- (i) PIC of an aeroplane -200 Hrs
- (ii) PIC of aeroplane within a period of eighteen months– 50 Hrs

b. for exercising the privileges of Assistant Flight Instructor on helicopters-

- (i) PIC an helicopter- 100 Hrs
- (ii) PIC of helicopter within a period of eighteen months– 50 Hrs

c. for exercising the privileges of Flight Instructor Aeroplane-

- (i) Instructional experience on aeroplane – 300 hrs

(ii) flying experience by night– 20 hrs with atleast 20 T/O & Ldgs.

d. for exercising the privileges of Flight Instructor Helicopters-

(i) Instructional experience on helicopter -150 Hrs

(ii) flying experience by night– 20 hrs with atleast 20 T/O & Ldgs.

2.3 Procedure

(i) Application for validation of Foreign License

Operator shall submit application for issuance of FATA at DGCA reception in respect of the flight crew alongwith the following documents and duly filled in Appendix-A & Appendix-B:-

- a) Copy of foreign licenses issued by the ICAO contracting State
 - b) Copy of valid type endorsement and Instrument rating on the foreign license in respect of the type of aircraft to be flown in India
 - c) Copy of valid foreign medical assessment.
 - d) for operation of Flight Radio Telephony, a copy of valid license from contracting states regulatory authority or any other document to the satisfaction of FATA Board.
 - e) Copy of current passport with employment visa
 - f) Verification of foreign licenses and type ratings from the contracting state.
 - g) Certified copy of the flying experience requirement as laid down in this CAR for validation of foreign license. (certified log book and or summary of flying)
 - h) Copy of valid instructor/ examiner rating from the contracting state, in case instructor/ examiner rating is required on FATA
 - i) Copy of LVP Cat-II/ Cat-III authorization from the contracting state, wherever applicable.
 - j) Two copies of Appendix-A of this CAR duly filled in.
 - k) Five copies of Appendix- B of this CAR duly filled in
 - l) 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. ”
- (ii) The operator shall specifically mention in their application to the Directorate of Training and Licensing about their requirement with respect to the foreign pilot to be utilized as Instructor/Examiner along with their ratings for RVSM, ETOPS, Cat-II/III etc. at the time of Oral Test under AIC 2 of 2007.
- (iii) DGCA forwards documents for Security clearance of the foreign flight crew to security agencies. The security clearance requirement shall not be applicable for Indian pilots having valid Indian Flight Crew licenses. Indian pilots who do not possess valid Indian flight crew license shall submit security clearance from Local police authorities from the sate of their domicile.
- (iv) On receipt of all the security clearances from all the agencies, operator is issued a letter to make available the flight crew for oral examination under AIC 2 of 2007. Oral examination is conducted in respect of foreign licensed

personnel desirous of exercising their privileges on aircraft having all-up-weight exceeding 5700 kgs and helicopter having AUW exceeding 3180 Kgs. The oral examination is conducted once a week on every Wednesday.

During the oral examination the original documents as specified in Para 2.3 (i) above are examined by the board conducting oral examination. The Board shall assess the knowledge of the foreign flight crew on air regulation, familiarity with the contents of the operator's Operations manual and the proficiency to communicate in English language. The original documents like license, medical certificate of fitness, log book etc. would be examined during the oral examination and returned immediately, thereafter. On the basis of examination, DGCA may prescribe flight/ simulator check or any other test which the flight crew will have to undergo.

- (v) Prior to the conduct of the oral examination, the operator submit a certificate stating that the flight crew has been adequately briefed for a minimum of four days on the contents of operations Manual.
- (vi) On qualifying the oral examination, FATA issued initially for three months within a maximum period of five working days.
- (vii) For extension of validity of FATA beyond three months, the flight crew shall have to pass the written examination in Air Regulations. This requirement shall not be applicable for Indian Pilots having current Indian Professional Pilot license. Air Regulation examination for extension of FATA shall be conducted by Central Examination Organization with prior appointment. Result of the examination shall be declared by CEO on the same day. The application for extension of FATA beyond three months shall be submitted atleast one month prior to expiry of the FATA alongwith a fee @ Rs 500/- in the form of Demand Draft for each flight crew shall be payable to " PAO, DGCA, MCA, New Delhi. "
- (viii) The foreign pilots who does not qualify the Air Regulation written examinations shall not be permitted to appear for re-examination within a period of six weeks from the date of examination or such lesser period as may be specified by the Director-General. Such pilots shall not exercise the privileges of FATA until he qualifies the Air Regulation written examination.
- (ix) On qualifying the written examination the FATA shall be initially extended for a maximum period of nine months as per the request of operator.
- (x) Further extension of FATA shall be granted on the request of the operator for a maximum period of one year each time subject to the policy of MoCA.

2.4 Operating Requirement:

- (i) 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 CAR, Section 7, Series 'G', Part II.
- (ii) 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. and also the policies of the operator.

- (iii) The operator shall ensure that the foreign flight crew complies with the provisions of their operations manual
- (iv) The requirements for pre-flight medical shall be followed by the operator.
- (v) Operations to critical airports like Leh, Port Blair etc. shall not be undertaken without specific approval of DGCA.
- (vi) The validation of foreign licence shall no longer be valid if the flight crew discontinues (for whatever the reason may be) the employment with the Indian operator who seeks the validation. In such cases Indian Operator has to intimate DGCA for cancellation of FATA.
- (vii) The validation of the foreign licence shall also be subject to the requirements/ conditions stipulated by the contracting State who has issued the licence.
- (viii) 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 are having:-
 - a) valid employment visa in the name of the company
 - b) Valid licenses and ratings
 - c) Valid Class-I medical :-
 - a. From Contracting state for keeping the Foreign License Current; and
 - b. Issued by DGCA India to ensure the medical fitness in accordance to the Aircraft Rules 1937 equivalent to class-I renewal medical standards as per Rule 39B of the Aircraft Rules 1937 and the period of validity of medical fitness Assessment shall be as per Rule 39C of the Aircraft Rules 1937.
 - d) Carried out proficiency checks IR/LR etc.
 - e) Meet the recency requirements of their ratings as specified in CAR Section-7, Series-H/ the training manual.
- (ix) The operators shall be required to ensure that, in case foreign pilot leaves India for continuous period of three months (90 days), a fresh security clearance is required to be taken before permitting him to exercise the privileges of FATA.
- (x) Indian pilots should be trained and employed as co-pilots by the operator. The operator shall furnish his plans for training of Indian flight crew and provide due justification for employing the foreign personnel along with their phasing-out programme every three months to DGCA. The phasing out programme of the operator shall be monitored by Director General or an officer nominated by him. In addition, the operator shall provide the details of Expatriate and Indian pilots to DGCA every month in hard copy and also a copy by e-mail be sent to concerned DDG/ JDG and to dtl1.dgca@nic.in in the prescribed format given at Appendix-C.
- (xi) The foreign pilots, whose licence and ratings are validated under the provision of this CAR shall be released by the operator to function as Line Pilot/ Instructor/ Examiner and for Cat-II/ Cat-II, RVSM, ETOPS etc after being

subjected an assessment check on simulator/aircraft by DGCA nominated Examiner on type. The assessment check shall be for a minimum duration of two hours to cover above functions. The Assessment Check Report shall be submitted to the Directorate of Training and Licensing of DGCA.

- (xii) This validation under Rule 45 of the Aircraft Rules, 1937 may be withdrawn at any time without assigning any reason.

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(Dr. Nasim Zaidi)
Director General of Civil Aviation

APPENDIX 'A'

Application form for validation of foreign licenses of foreign pilots

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

Item	Detail	Remarks
a) Country of issue		
b) Type of Licence		
c) Ratings and Endorsements		
d) Validity of Licence		
e) Validity of Medical Fitness		
f) Whether holding current authorisation for Examiner/instructor/check pilot		

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

5. Type of aircraft to be flown in India.
6. Details of flying experience of Pilot as per para -2.2 of this CAR

a) Flying experience:

PIC		Co-pilot		TOTAL	Instructional
Single Engine	Multi-engine	Single Engine	Multi-engine		

On type experience:

A/c type	PIC		Co-pilot		TOTAL	Instructional
	Single Engine	Multi-engine	Single Engine	Multi-engine		
TOTAL						

b) Experience in last one year

PIC		Co-pilot		TOTAL	Instructional
Single Engine	Multi-engine	Single Engine	Multi-engine		

On type experience in last one year

A/c type	PIC		Co-pilot		TOTAL	Instructional
	Single Engine	Multi-engine	Single Engine	Multi-engine		
TOTAL						

c) Experience in last 6 months

PIC		Co-pilot		TOTAL	Instructional
Single Engine	Multi-engine	Single Engine	Multi-engine		

On type experience in last 6 month

A/c type	PIC		Co-pilot		TOTAL	Instructional
	Single Engine	Multi-engine	Single Engine	Multi-engine		
TOTAL						

d) PIC experience on aircraft/ helicopter in **last 18 months**(for assistant flight instructors only) -

e) Flying experience on aircraft/ helicopter **by night** (for flight instructors only)

f) Whether have 20 take offs and landing by night on aircraft/ helicopter (for flight instructors only) – Yes / No

7. Level of knowledge of **English** language both written and spoken is as per ICAO standards- Yes / No

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

Name of the operator	Period		FATA No.
	From	To	

8. Past history of 10 years (any **accident, incident, suspension** of licence etc.) Yes / No
If yes give brief details

9. 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 (i) of this CAR.

12. Any other relevant information.

It is certified that the information furnished above is correct.

Name and Address of the Operator:

Place:

Date:

Signature of Authorized Person of Indian Operator

List of documents to be enclosed with **appendix-A:-**

Items	Whether enclosed	
	Yes	No
a) Copy of foreign licenses issued by the ICAO contracting State		
b) Copy of valid type endorsement and Instrument rating on the foreign license in respect of the type of aircraft to be flown in India		
c) Copy of valid foreign medical assessment.		
d) for operation of Flight Radio Telephony, a copy of valid license from contracting states regulatory authority or any other document.		
e) Copy of current passport with employment visa		
f) Verification of foreign licenses and type ratings from the contracting state.		
g) Certified copy of the flying experience requirement as laid down in this CAR for validation of foreign license. (certified log book and or summary of flying)		
h) Copy of valid instructor/ examiner rating from the contracting state, in case instructor/ examiner rating is required on FATA		
i) Copy of LVP Cat-II/ Cat-III authorization from the contracting state, wherever applicable.		
j) Two copies of Appendix-A of this CAR duly filled in.		
k) Five copies of Appendix- B of this CAR duly filled in		
l) 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.”		

APPENDIX 'B'

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.
9. Any other relevant information

It is certified that the information furnished above is correct.

(signature of the authorised person of Indian Operator)

Name and Address of the Operator

Place:

Date:

APPENDIX-C

DETAILS OF EXPATRIATE AND INDIAN PILOTS

(to be submitted every month)

Name of the Operator:

Date of submission of Phasing out Programme of expatriate pilots in DGCA:

MONTH for which details are submitted:

Type of Aircraft	No. 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:.....

APPENDIX-D

Form for EXTENSION OF FATA

1. Name and address of Indian operator desiring to employ foreign nationals.
2. Name in full of foreign Pilot
3. 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/ instructor / examiner	License Number or ratings	Valid from	To

5. Class I - Medical details:-

Contracting State	Date of medical	Valid upto

Indian Renewal Medical	Date of medical	Valid upto

6. Details of Proficiency/ IR/ LR 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	

9. Details of Visa:

Type of Visa	Name of the employer	Valid upto

8. 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 the information furnished above is correct.

(Signature of the authorized person of Indian Operator)

Name and Address of the Operator:

Place:

Date: