



GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPPOSITE SAFDARJUNG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
SECTION 8 – AIRCRAFT OPERATIONS
SERIES 'A', PART III

___ **AUGUST 2008**

EFFECTIVE: FORTHWITH

Subject: Secondment of Examiners from Scheduled/ Non-Scheduled Operators/ General Aviation for supplementing Flight Inspection Directorates' work in DGCA.

1. Introduction:

- 1.1 Flight Inspection Directorate has to ensure that an applicant for Air Operators' Permit meets the rules and regulations laid down in the Aircraft Rules and the Civil Aviation Requirements. The directorate carries out inspection on operational aspects of the applicant before the issuance of an operating permit which may include series of proving flights over the proposed routes, ensuring the adequacy of facilities, equipment, operating procedures and practices, and the competence of administrative, flight and ground personnel. In addition, the directorate is also required to conduct periodic inspections and surveillance of airlines and their aircrew to ensure that the required standards of flight despatch and operations are maintained in order to provide a safe and reliable air transportation service to the public. **Broadly, the above functions include safety oversight functions consisting of periodic/planned inspections of the airlines, proficiency checks of the pilots, approval of the training programme of airlines, approval of special operations like RNP, RVSM, ETOPS, CAT II & III and standardization checks of pilots/flight despatchers.** Additionally, the directorate assists in conducting the pilots' oral and written examinations.
- 1.2 The Flight Inspection Directorate in DGCA is headed by the Chief Flight Operation Inspector and has a sanctioned strength of 14 Flight Operations

Inspectors which includes a post of Flight Operations Inspector (Helicopter) and Flight Engineering Inspector. The Recruitment Rules (RRs) of Flight Operations Inspectors specify that these posts can be filled up by transfer on deputation including short term contract/transfer of officers of Indian Air Force, Indian Airlines, Air India, Airports Authority of India, Defence Research and Development Organisation (DRDO), Pawan Hans and Public Sector Undertakings possessing the prescribed qualifications. **The RRs, however, do not have a provision for pilots' entry as flight operations inspector from private airlines even though they may have the prescribed eligibility qualifications and experience.** Therefore, the limited sources from where the induction of FOIs can be done had been a handicap in filling up the posts in the Flight Inspection Directorate therefore making it necessary to explore the feasibility of **utilizing the examiner pilots of airlines to carry out the tasks relating to inspection and surveillance.**

1.3 While the Government is in the process of reviewing the RRs to attract large number of applicants to facilitate the selection process of the Flight Operations Inspectors, it has been decided as **an interim measure that the examiner pilots of airlines be nominated by DGCA to carry out limited responsibilities of inspection and surveillance including proficiency checks of pilots on behalf of the DGCA as Seconded Flight Operations Inspectors.**

1.4 This Civil Aviation Requirement is issued with the approval of the Ministry of Civil Aviation vide their letter No. _____ dated _____ and under the provisions of Rule 133A of Aircraft Rules, 1937 for information, guidance and compliance by all concerned.

2. Applicability:

This Civil Aviation Requirement shall be applicable to all Indian Scheduled, Non-scheduled permit holders and private operators operating in India.

3. Criteria for nomination of examiner pilots of Scheduled/ Non-scheduled Operators:

3.1 All the scheduled and non-scheduled operators having a fleet of more than 10 aircraft entered in their air operators' permit shall nominate DGCA approved Examiner pilots on the type aircraft in their fleet.

3.2 The total number of nominations from a single operator shall be one for each 10 aircraft type in the fleet.

3.3 The nominated examiner pilots shall meet the following:

3.3.1 Age: shall not be more than 58 years of age.

3.3.2 Qualification: shall be a DGCA approved Examiner pilot on the type for last three years.

3.3.3 Experience: shall have a total flying experience of 6000 hours, which shall include not less than 3000 hours as Pilot-in-Command on the type.

- 3.3.4 Accident/ incident free record (attributable to the individual) in the last 5 years.
- 3.4 DGCA may select one or more of the nominated examiners to function as seconded Flight Operations Inspector on deputation/ short-term contract for a period not exceeding two years initially, which may be renewable.
- 3.5 The pay, allowances, progression in service, perks etc. of such airline seconded FOIs during their secondment to DGCA shall be protected as per the existing provisions by their parent company and the monthly remunerations shall be paid by the parent airline which shall be subsequently disbursed to the parent airline by the DGCA from the check fees collected.

4. Selection Process:

- 4.1 The selection of examiners to carry out the function of Flight Operations Inspector shall be done by a committee headed by the Director General of Civil Aviation with a Joint Director General and CFOI as members. The selection shall be based on the qualification, experience and records of the said examiner pilot.

5. Privileges

The selected examiners shall perform as seconded Flight Operations Inspectors and shall carry out the following functions:

- 5.1 Operational inspection of the applicant for the issuance of an operating permit
- 5.2 Periodic inspections and surveillance of airlines
- 5.3 Proficiency checks of the pilots
- 5.4 Inspection of the training programme of airlines
- 5.5 Inspection for adherence to requirements for approval of special operations like RNP, RVSM, ETOPS, CAT II & III

6. Terms and Conditions of Secondment

- 6.1 As seconded Flight Operations Inspectors, the examiners shall only carry out flight inspections/ surveillance on behalf of the Government/ DGCA and are expected to perform their duties in a manner befitting a Government/DGCA official.
- 6.2 The seconded Flight Operations Inspector shall be accountable to DGCA for the inspection/ surveillance etc. functions performed.
- 6.3 Before assigning the seconded FOIs on inspection/ surveillance duties, they shall undergo orientation training and/or flight inspector's course conducted in

DGCA from time to time including on-the-job training under the CFI/ FOI of DGCA.

6.4 The seconded Flight Operations Inspectors shall be based at DGCA headquarters for their administrative control and shall carry out inspections/ surveillance functions in accordance with the schedule/ instructions issued by DGCA from time to time.

6.5 The seconded Flight Operations Inspector shall fly for their parent Department and shall be so scheduled only without any disruption to their assigned duties in DGCA. However, such flight operations inspector shall be permitted to fly the minimum hours required for the continuation/recency of their licences. In both the cases, prior permission of DGCA shall be obtained.

7. **General Requirements:**

7.1 It shall be the responsibility of the seconded Flight Operations Inspectors to maintain their medical and licences current. Medically grounded examiner pilots may also be nominated who on selection shall be utilized to supervise the training activities on flight simulators.

7.2 DGCA may cancel the secondment of any Flight Operations Inspector by recording reasons in writing. In such a case, airline may be asked to nominate additional examiner pilots for selection on secondment as Flight Operations Inspectors for fulfilling their quota vis-à-vis number of aircraft on type.

7.3 For general aviation sector, Flight Operations Inspector will be taken on pool basis from examiner pilots of non-scheduled/ private operators.

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