

Section N

Airline Transport Pilot's Licence (Helicopters)

1. Requirements for Issue of Licence— An applicant for an Airline Transport Pilot's Licence (Helicopters) shall satisfy the following requirements —

(a) Age— He shall be not less than twenty-one years of age on the date of application.

(b) Educational Qualification— He shall have passed class ten plus two with Physics and Mathematics or its equivalent examination from a recognised Board/University;

(c) Medical Fitness— He shall produce on a prescribed proforma a certificate of physical fitness from an approved Medical Board after undergoing a medical examination, during which he shall have established his medical fitness on the basis of compliance with the requirements as notified by the Director-General under Rule 39B;

(d) Knowledge— He shall pass written and oral examination in Air Regulations, Air Navigation, Avionics (Radio Aids and Instruments), Aviation Meteorology and Aircraft and Engines, and Signals (Practical) examination for interpretation of aural and visual signals, as per the syllabus prescribed by the Director-General.

Note — Holder of a valid Commercial Pilot's Licence (Aeroplanes/Helicopters) and SCPL/ALTP (Aeroplanes) shall not be required to pass the examination in Air Regulations. The holders of commercial Pilot's Licences (Aeroplanes) shall, however, be required to pass the examination in Aircraft and Engines on helicopters.

(e) Experience— He shall produce evidence of having satisfactorily completed as pilot of a helicopter not less than one thousand hours of flight time of which not less than one hundred hours shall be in the preceding twelve months and his total flying experience shall include not less than —

(i) two hundred fifty hours of flight time as Pilot-in-Command or fifty hours as Pilot-in-Command and four hundred hours as Co-Pilot performing the duties and functions of a Pilot-in-Command under the supervision of a Pilot who satisfies the flying experience requirements for Check Pilot;

(ii) two hundred hours of cross-country flight time of which not less than one hundred fifty hours shall be as Pilot-in-Command or as Co-Pilot performing the duties and functions of a Pilot-in-Command under the

supervision of a Pilot who satisfies the flying experience requirements for Check Pilot, including not less than twenty hours by night;

(iii) fifty hours of flight time by night;

(iv) forty hours of instrument time under actual or simulated conditions, of which not more than ten hours may be Instrument Ground Time.

(v) ten hours of flight time completed within a period of six months immediately preceding the date of application for the licence.

Note:— Where a helicopter is required to be operated with a co-pilot in accordance with provisions of the Flight Manual of the helicopter, not more than fifty percent of the co-pilot flight time shall be credited towards the total flight time required for the issue of the licence, but not more than fifty percent of the co-pilot flight time under supervision shall be credited towards pilot-in-command flight experience required for issue of the licence, and full credit for such flight time shall be given towards total flight time required for issue of the licence.

(f) Other Requirements—

(i) He shall be a holder of a Commercial Pilot's Licence (helicopter). However, this may not be applicable for the issue of an Airline Transport Pilot's Licence (Helicopter) to a qualified pilot from the Indian Armed Forces who otherwise meets the requirements.

(ii) He shall have a current Instrument Rating.

(iii) He shall be in possession of a current Flight Radio Telephone Operator's Licence for operation of radio telephone apparatus on board an aircraft issued by the Director-General.

(g) Skill— He shall have demonstrated his competency to perform by day and by night the procedures and manoeuvres prescribed in the syllabus to the satisfaction of the Examiner on the type of multi-engine helicopter to which the application for licence relates, within a period of six months immediately preceding the date of the application.

Note:— The holder of a valid Commercial Pilot's Licence (Helicopters) issued by the Director-General shall not be required to undergo the general flight tests for the grant of Airline Transport Pilot's Licence (Helicopters) provided that the licence is issued on the type or types of multi-engine helicopter or helicopters, as the case may be, included in the aircraft rating of Commercial Pilot's Licence (Helicopters) and the pilot possesses recent

flying experience of at least five hours as Pilot-in-Command or ten hours as Co-pilot on one such multi-engine type.

2. Validity— The period of Validity shall commence from the date of issue or renewal of the licence. The licence shall be valid for a period as specified in Rule 39C subject to compliance with the renewal requirements as stipulated in para 3 hereinafter.

3. Renewal— The licence may be renewed on receipt of satisfactory evidence of the applicant

—
(a) having undergone a medical examination in accordance with para 1(c).

(b) having satisfactorily completed not less than ten hours of flight time as Pilot-in-Command (fifty percent of flight time as a Co-Pilot may be counted towards the requirement of flight time as Pilot-in-Command) within a period of six months immediately preceding the date of application for renewal, or in lieu thereof having satisfactorily completed the skill tests by day and by night as laid down in clause (g) of paragraph 1 within the same period.

(c) having a current Flight Radio Telephone Operator's Licence for operation of radio telephone apparatus on board an aircraft issued by the Director-General.

(d) having satisfactorily completed Instrument Rating Flight Test on a multi-engine helicopter entered in the licence within the preceding twelve months of the date of intended flight.

Note:—Applicants holding Airline Transport Pilot's Licence (Helicopters), having only single engine helicopter entered in the aircraft rating on the licence, shall be able to renew their licences till 31st December, 2001 on the basis of satisfactory Instrument Rating Flight Test on single engine helicopter type entered in the licence.

4. Ratings— (a) Aircraft Rating— The licence shall indicate the class and the types of helicopters the holder is entitled to fly. An open rating for all types of helicopters having an all-up-weight not exceeding one thousand five hundred Kgs. may also be granted if he has completed not less than one thousand hours of flight time including not less than five hundred hours as Pilot-in-Command on helicopters:

Provided that the privileges of the open rating shall be exercised only after having undergone a ground and flight familiarisation with a Flight Instructor or an approved Examiner, and a certificate to this effect is recorded by the Instructor/Examiner in the Pilot's Log Book, before he is released to exercise the privileges of open rating on that type of helicopter.

(b) **Instructor's Rating**— Instructor's rating entitles the holder to impart flying instructions. The privileges and conditions for the issue of these ratings are laid down in Section Q and R.

(c) **Instrument Rating**— Instrument rating entitles the holder to fly under the Instrument Flight Rules. Conditions for issue of the rating are laid down in Section P.

5. Extension of Aircraft Rating— For extension of the aircraft rating to include an additional type of helicopter, an applicant shall be required to produce evidence of —

- (i) having passed a written examination in Aircraft and Engines as mentioned in para 1(d) and of having gained, under appropriate supervision, experience in flying the aircraft of such type or an approved flight simulator in respect of the following, namely:-
 - (a) normal flight procedures and manoeuvres during all phases of flight;
 - (b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as power plant, systems and airframe;
 - (c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - (d) procedures for crew incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use of check lists; and
- (ii) having satisfactorily completed the general flying tests by day and night in accordance with para 1(h) in respect of the type of aircraft for which the extension of aircraft rating is desired. Such flying tests shall have been completed within a period of six months immediately preceding the date of application for extension of the aircraft rating.

6. Privileges— Subject to the validity of endorsements and ratings in the licence and compliance with the relevant provisions of Rule 39B, Rule 39C and Rule 42 of the Aircraft Rules, 1937, the privileges of the holder of an Airline Transport Pilot's Licence (Helicopters) shall be :—

- (a) to exercise the privileges of a Private and Commercial Pilot's Licence (Helicopters);
- (b) to act as Pilot-in-Command or as a Co-Pilot of any helicopter where a Co-Pilot is required to be carried and which is entered in the aircraft rating of his licence:

Provided that he shall not act as Pilot-in-Command of a helicopter having an all-up-weight exceeding five thousand seven hundred Kgs. unless he has completed on that type of helicopter not less than one hundred hours of flight time as a Co-Pilot followed by ten consecutive satisfactory route checks including not

less than five by night under the supervision of a Check Pilot, performing the duties and functions of a Pilot-in-Command and has demonstrated his competency to fly as Pilot-in-Command to the satisfaction of the Director-General :

Provided further that for all flights as Pilot-in-Command or as Co-Pilot on transport helicopters, he shall have carried out within the preceding six months of the intended flight appropriate proficiency checks in respect of that type of helicopter as required by the Director-General.

Provided also that for all flights under the instrument flight rules (specified in Schedule IV to the Aircraft Rules, 1937) as pilot-in-command or as co-pilot he shall be required to have current Instrument Rating.