



GOVERNMENT OF INDIA  
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION  
OPP. SAFDARJUNG AIRPORT, NEW DELHI-110 003

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 8 – AIRCRAFT OPERATIONS**  
**SERIES 'F', PART I**  
**ISSUE II, \_\_\_ April 2025.**

**EFFECTIVE: FORTHWITH**  
**F.No. : DGCA-22024/4/2022-FSD**

Subject: **Recency Requirements for multi pilot aeroplanes & aeroplanes of  
AUW 5700 Kgs and above**

## **1. INTRODUCTION**

ICAO Annex 6 standards requires an operator to establish and maintain a ground and flight training programme, which ensures that all flight crew members are current and adequately trained to perform their assigned duties, and stipulates the recent experience requirements that need to be ensured prior to assigning pilot-in-command and/or co-pilot duties.

The operator shall not assign a pilot to operate at the flight controls of a type or variant of a type of multi pilot aeroplane or aeroplane having AUW of 5,700 kg or above, during take-off and landing unless, that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aeroplane either on aircraft, or in a flight simulator approved for the purpose.

Additionally, in order to exercise privileges of rating on such aeroplane, all licences, qualifications, medical and Instrument Rating on type, if applicable, is required to be current and the pilot shall have successfully completed Pilot Proficiency Checks (PPC) on the aeroplane type as required by Schedule II of Aircraft Rules 1937

## **2. APPLICABILITY**

2.1 This CAR is applicable to **scheduled, non-scheduled, scheduled commuter and general aviation operators of multi pilot aeroplanes and aeroplanes having AUW of 5700 Kg and above. This CAR lays down the requirements to be met by pilots of such operators, who do not meet the prerequisites for continued exercise of privileges of the aeroplane rating before they undertakes PIC or Co-pilot duties.**

2.2 This CAR is issued under the provisions of Rule 29C and Rule 133A of the Aircraft Rules, 1937.

### 3. TRAINING AND CHECKING REQUIREMENTS

- 3.1 All **operators shall ensure that the** following minimum training **are** undertaken by pilots employed by them, prior to exercising privileges of the aeroplane rating, in case any pilot does not have the prerequisite three takeoff and landing either on simulator or aircraft within preceding 90 days:

| Gap from 3 Takeoff and Landings on approved simulator or Aircraft | Simulator/Aircraft Training Required                                          | Ground Training Required                                                                                                                   |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 3.1.1 More than 90 days to 6 Months                               | 3 Take off and landings in simulator<br>OR<br>IR/ PPC (if due)                | Annual Ground refresher training (if due) as applicable for the type of aeroplane in Technical & Performance subjects, followed by a test. |
| 3.1.2 More than 6 Months to 12 Months                             | Regular Annual recurrent training syllabus followed by and IR (if due) & PPC. |                                                                                                                                            |
| 3.1.3 More than 1 Year to 2 Years                                 | Two training session as PF & PM each, followed by an IR & PPC.                | Extended Ground refresher training as applicable for the type of aeroplane in Technical & Performance subjects followed by a test.         |
| 3.1.4 More than 2 Years to 3 Years                                | Three training sessions as PF & PM each, followed by IR/PPC.                  |                                                                                                                                            |
| 3.1.5 More than 3 Years to 5 Years                                | Four training sessions as PF & PM each, followed by IR/ PPC                   |                                                                                                                                            |
| 3.1.6 More than 5 years to 7 years                                | Six training sessions as PF & PM each, followed by an IR/ PPC                 | Complete ground training as for type rating.                                                                                               |
| 3.1.8 More than 7 years                                           | Complete ground and simulator syllabus as for type rating.                    |                                                                                                                                            |

Note: (i) In addition to the above training, operators shall also **establish and ensure completion of appropriate** syllabus of SLF and Route checks before **their pilots** exercise the privileges of their licence on aircraft. The operator shall design a "gap in flying" syllabus for each duration of gap, where the syllabus is equal to or greater than the provisions of this CAR, and have the same approved in their manual.

- (ii) The trainer conducting the gap in flying syllabus (as per para 3.1) will conduct briefing the pilot regarding latest changes and updates as per documentation & approved Manual.

- (iii) *In case of non-availability of simulator, Operator / Pilot is required to have the syllabus for training / check on aircraft approved from FSD, DGCA.*

#### **4. REGENCY APPLICABLE TO NON-FLYING PILOTS**

- 4.1 Some highly qualified Indian pilots are not flying for Indian operators and are instead, flying abroad for foreign operators on foreign license. Similarly, some rated pilots are either engaged in non-flying assignments or awaiting employment opportunities. DGCA encourages smooth induction of such pilots in to active flying duties in India and endeavors to support such pilots to maintain their license & rating in the interim, hence, the following liberalized recency regime shall apply to non-flying pilots and pilots flying abroad on foreign licenses, in order to overcome shortage of highly qualified pilots.
- 4.2 The aforesaid pilots rated on multi-pilot aeroplanes and aeroplanes having AWW of 5,700 Kg and above, who are currently not employed with any Indian scheduled, non-scheduled, scheduled commuter or general aviation operator, shall undergo a the following training/ checks each year; viz - minimum of one annual ground refresher along with ground test, and either (a) one Pilot Proficiency Check cum Instrument Check (where IR is due for renewal), or (b) in lieu of 4.2(a) above, undergo general flying tests / skill-tests by day and night (where license is due for renewal). Such training and check shall be undergone with an ICAO contracting state approved ATO. ATO approved ground instructor / Examiner may administer ground training and test. PPC/ IR / general flying test / skill-test shall be undertaken with ATO (where permissible)/ DGCA examiner or DGCA FOI. Pilots may apply to FSD, DGCA to seek utilization of other examiners in case rated FOIs or DGCA SFE/ examiners are not readily available for the purpose. eGCA log book shall be used to compute the duration of gap in flying.
- 4.3 With effect from 15<sup>th</sup> April, 2025, completion of the aforesaid annual recency in 4.2 above every year without any interruption shall be sufficient for the purpose of renewal of such pilots' license and instrument rating from time to time, provided all other requirements of the Aircraft Rules 1937 as applicable for such renewals are adhered to. For this purpose, as a one time transitional concession, gap existing prior to 15<sup>th</sup> April, 2025 shall not be counted provided minimum recency as per 3.1.5 is available as on 15<sup>th</sup> April 2025.
- 4.4 When such pilot maintaining recency stated in para 4.2 above joins an operator, before assigning flying duties, such operator shall ensure that they undergo its approved operators conversion course subject to minimum training / check derived after applying gap of flying requirement stated in 3.1 above as applicable for a gap of 2 years to 3 years. Additionally, such pilots will undergo line training and checks as per the approved manual.
- 4.5 Recency defined in para 3.1 shall be applicable to aforesaid pilots in case they fail maintain the recency specified in 4.2 above.

## 5. GENERAL

- 5.1 Annual Ground Refresher is required for gap in flying upto one year including recency required as per 4.1 above. Extended ground refresher is required for any gap beyond one year. The topics, duration, test and testing standards shall not be less than those defined in CAR Section 8 Series F Part II.
- 5.2 Record indicating successful completion of each gap in flying training/ check shall be maintained by the Pilot / Operator for a period of 7 years from the date of such training / check.
- 5.3 Recency requirements applicable to single pilot aeroplanes and aeroplanes having AUW below 5,700 kg are stipulated in OC 1 of 2024.
- 5.4 Based on operational circumstances and job function requirements, DGCA may prescribe an alternate recency program that will be applicable to any pilot or specific cohort of pilots such as rated non-flying defense pilots, FOIs, Indian pilot license holders who are flying for foreign operators on foreign pilot license etc. In such cases such alternate recency program shall apply and the provisions of paragraph 3 and paragraph 4 of this CAR shall not be applied.

Sd/-

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