



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110003

CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING
SERIES 'I' PART II
ISSUE III, xxxxxxxxxx

EFFECTIVE: FORTHWITH
F. No. xxxxxxxx

**SUBJECT: AUTHORIZATION OF INSTRUCTORS AND LINE TRAINING CAPTAINS FOR
SCHEDULED COMMERCIAL OPERATORS WITH FIXED WING AIRCRAFT
AND FOR APPROVED TRAINING ORGANISATIONS**

1. INTRODUCTION

This Civil Aviation Requirement is issued under Rule 29C and Rule 133A of the Aircraft Rules 1937 laying down the minimum requirements for the authorization of instructors as provided for in Rule 38A of the Aircraft Rules, 1937 for scheduled commercial operations with fixed-wing aircraft. An Instructor is, “authorized” by Directorate General Civil Aviation to impart instructional training with an operator/ATO. To provide adequate trainers for line training and meet the objectives of an operator’s training programme, this CAR also lays down the minimum requirements for an operator to “authorize” line training captains (LTCs). The appointment of Line Training Captains is an operator’s function and responsibility for standards rests with the post- holder Training of the operator. Approval/authorization of DGCA is not required for LTCs.

2. APPLICABILITY

The CAR is applicable to Scheduled commercial operators with fixed wing aircraft, ATOs approved under CAP 7100 for their TRI, SFI and LTC authorization. Additionally, it is also applicable to individual SFIs.

3. CLASSIFICATION OF INSTRUCTORS

- (a) Type Rating Instructor – Simulator (TRI-S). For conduct of simulator and aeroplane training and checking (other than base training).
- (b) Type rating Instructor - Aeroplane (TRI-A). For conduct of simulator and aeroplane training and checking.
- (c) Synthetic Flight Instructors (SFI). For conduct of simulator training by pilots who hold or have held a valid ATPL

4. TYPE RATING INSTRUCTOR

4.1 INITIAL APPLICATION FOR TRI

4.1.1 Operator's responsibility:

- (i) The seniority, position in the organisation and remuneration received by the pilots shall not be the consideration for authorization as Instructors.
- (ii) The number of Instructors depends on the training requirement of the operator. Operators while recommending the names of pilot for authorization of Instructors shall ensure and confirm that pilots recommended for authorization as Instructors are of recognised integrity, free from prejudices. They shall be capable of recording fair assessments and impartial conduct. They shall also be capable of instilling high standard of discipline amongst the flight crew.
- (iii) Operators, before recommending the names of the pilots, shall subject the pilots to a process of selection as defined in the OM
- (iv) After completion of training, the records shall be submitted to FSD, DGCA for authorization as Instructor. Subsequently, TRI authorization will be endorsed on the pilot's licence by DGCA

4.1.2 The pilots recommended for authorization as TRIs:

- (i) Shall have functioned as a Line Training Captain on the same type with the operator for a minimum period of 6 months, and have at least 100 hours functioning as a Line Training Captain preceding nomination as TRI,
or
For a pilot issued with FATA employed by the operator, shall have functioned as a TRI on type with an ICAO Contracting State during the previous 3 years
and;
- (ii) Shall meet the defined recency requirements on the aircraft type, as per extant regulations, for which the authorization is sought; *and*
- (iii) Shall not have failed in the last 2 consecutive proficiency checks on simulator;
and
- (iv) Shall not have tested alcohol positive during a pre/post flight medical check in the previous 3 years; *and*
- (v) Shall not have been held blameworthy for an aircraft accident/incident in the previous 3/1 years respectively.

Note: Another type in context of (c) above means turboprop to turboprop, turbojet to turbojet.

4.1.3 QUALIFYING EXPERIENCE FOR TRIs

Total Flying Experience	3,500 hours
Total Command Experience	1,500 hours
Total Command Experience on type	1,000 hours

Note: All eligibility requirements for TRI should be met on the date of application.

4.2 TRAINING FOR TRIs

The pilots recommended for authorization as Instructors shall undergo the stipulated ground training and satisfactory checks on an approved simulator / aircraft as per **Appendix A**. The pilots who fail during the training/check should not be recommended for the respective approval for a period of three months.

The pilots trained as Instructors shall be checked for proficiency by DGCA Flight Operations Inspector. The pilots who fail in the proficiency check shall not be recommended for the respective approval for a period of three months from the date of check.

Note: FOI check will be carried out as Performa in Annexure 16 to CAP 8200 FOI Manual.

4.3 CHANGE OF AIRCRAFT TYPE

TRI with at least 01 year of experience and TRI authorization endorsed on licence	With the same operator and change of type	
	Total TRI Experience	200 Hrs on other Aircraft/ Simulator Type
	Command Experience	500 Hrs on New Type
TRI with at least 01 year of experience TRI authorization endorsed on licence	With change of operator and change of type	
	Total TRI Experience	200 Hrs on other Aircraft/ Simulator Type
	Command Experience	750 Hrs on New Type

The pilots will undergo training as per Appendix A, para 7

4.4 CHANGE OF OPERATOR ON SAME TYPE

A holder of a valid TRI authorization for an aircraft type who seeks to transfer to another operator shall

- (i) undergo training as per Appendix A, para 6
- (ii) have the operator name updated on the TRI authorization on the licence. The operator shall update the operator name via eGCA, and the authorization shall be updated upon confirmation that the TRI continues to meet the eligibility, qualification and currency requirements prescribed in this CAR.

4.5 PRIVILEGES OF TRI

4.5.1 Type Rating Instructor – Simulator TRI (S)

- (i) Training of PIC/co-pilots for type rating
- (ii) Training for issue/renewal of Instrument rating.
- (iii) Recurrent pilot proficiency training
- (iv) Line training including SLF
- (v) LVO training & checks
- (vi) Training and assessment of TRI, SFIs and LTCs

- (vii) All Aeroplane/Simulator checks and assessments except Skill Tests, PPC, IR Checks and PIC upgrade route checks

4.5.2 Type Rating Instructor – Aeroplane TRI (A)

- (i) As in 4.5.1 above; and
- (ii) Aeroplane training (Base training)

Note: Special operations training can be imparted by the Instructor provided he has observed and conducted the applicable special operations training simulator session with an Instructor qualified to conduct such training.

4.5.1 A TRI shall exercise their privileges on an Aeroplane only when they have a minimum of 10 hours flying experience as PIC on the type during the preceding 90 days. In case a TRI does not meet this requirement, they shall exercise privileges limited to that of a TRI on simulators till they have this recent experience; and

4.5.2 An Instructor shall continue to exercise their privileges when they have exercised the privileges of Instructor as applicable on the type during the preceding 6 months except when a pilot is newly authorized on the type.

TRIs who have not exercised their privileges, the following training shall apply to regain currency;

06 months to 01 year	observe and conduct of one FFS training
More than 01 year to 02 Years	Recurrent Trainers course, if due; and Observe one Skill Test or Proficiency Check; (i) 2 hours briefing session by TRI covering duties and responsibilities of TRI (ii) observe and conduct of two FFS training session (this includes IOS panel handling)
More than 02 Years to 05 years	Recurrent Trainers course, if due; and (i) 2 hours briefing session by TRI covering duties and responsibilities of TRI (ii) observe and conduct of two FFS training session (this includes IOS panel handling) (iii) one hour of FFS training PF from RHS
More than 5 years	Recurrent Trainers course, if due; and (i) Technical training of 12 hours (ii) 2 hours briefing session by TRI covering duties and responsibilities of TRI (iii) observe and conduct of four FFS training session (this includes IOS panel handling) (iv) one hour of FFS training PF from RHS

Note 1: Each FFS session will be minimum 2 hours unless otherwise specified

Note 2: TRI can function as SFI on simulators in the event of being Temporary Medical Unfit (TMU) with intimation to FSD and subject to compliance with SFI medical requirements as given in para 3.6(d). Requirements of Recurrent Trainers course and Standardization Check would still apply and need to be completed within the validity cycle.

During this period, if the authorization is up for renewal, the application may be submitted for renewal as SFI. On regaining medical fitness the TRI Privileges can be utilized on compliance

of 4.5.1 and 7.2 and intimation to FSD.

Note 3: The above recency requirements are also to be met by candidates who are yet to undergo their initial FOI Release Check.

4.6 RENEWAL OF TRI AUTHORIZATION

4.6.1 Unless withdrawn, revoked, or suspended by the Directorate General of Civil Aviation, the authorization of an Instructor shall remain valid for a period of seven (7) years from the date of satisfactory completion of the standardisation check, subject to continued compliance with the provisions of this CAR. The authorization shall be deemed valid from check-to-check, provided required standardisation and proficiency checks are successfully completed.

Upon successful completion of the required training, checks, and standardisation, the Type Rating Instructor (TRI) authorization shall be endorsed on the individual's licence by the Directorate General of Civil Aviation. Such endorsement shall clearly specify the aircraft type and any associated limitations. No person shall exercise the privileges of TRI unless the authorisation is duly reflected on their licence.

Note 1: *The instructor approval will be updated in the Pilot's License QR code along with the Operators name.*

Note 2: *Upon change of operator, instructor privileges shall be utilized post updation of the Operator's name on the License QR code.*

4.6.1 The DGCA authorized Instructors shall be required to undergo assessment of their continued proficiency in carrying out their privileges as Instructors. Such assessment shall be carried out in the simulator as a "Instructor Standardization Check" once in two years by an FOI or DE / TRI of the operator, record of which will be forwarded to FSD.

4.6.2 Renewal of authorization of Instructor shall be accorded after submitting the following documents by the operators at least three months in advance.

- (i) Copy of license and medical certificate
- (ii) Record of standardization checks
- (iii) Last recurrent ground training (including technical and refresher)
- (iv) Last recurrent trainer's refresher
- (v) Annexure C duly signed by the Operator/ATO

4.6.3 The renewal request will be examined at FSD, and if found satisfactory, a DGCA FOI will assess the proficiency as in para 4.2 above, following which the authorization may be extended for another 7 years.

5 SYNTHETIC FLIGHT INSTRUCTORS

5.1 INITIAL APPLICATION FOR SFI

5.1.1 An SFI authorization may be applied by an Operator / individual provided they meet the below mentioned criteria on the date of application:

(i) shall have flown as PIC with an Indian/ICAO contracting state scheduled operator in the preceding 7 years;

or,

shall have been a TRI / SFI with a scheduled operator or a DGCA/ICAO Contracting State approved ATO on aeroplane AUW exceeding 5700 kgs in the preceding 7 years;

and

(ii) shall not have tested alcohol positive during a pre/post flight medical check in the previous 3 years of flying; and,

(iii) shall not have been held blameworthy for an aircraft accident/ incident in the previous 3/1 years of flying respectively; and,

(iv) shall either have a valid Class I medical or shall have undergone an annual medical assessment by a doctor qualified in Aviation Medicine (*including operator's doctor trained in aviation medicine*) for simulator instructional duties that will address;

- Physical ability
- Visual and colour perception
- Hearing

(v) Shall not have attained the age of 75 yrs.

5.1.2 QUALIFYING EXPERIENCE REQUIREMENTS

Total Flying Experience	3,500 hours
Total Command Experience	1,500 hours

5.1.3 TRAINING REQUIREMENTS FOR SFI

(i) The pilots applying for/ recommended for authorization as SFI shall undergo the stipulated ground training and satisfactory checks as per Appendix A. This training may be completed with an Indian/ICAO Contracting State Operator/ATO.

(ii) The pilots trained as SFI shall be checked for proficiency by DGCA Flight Operations Inspector for issuance of authorization. The pilots who fail in the proficiency check shall not apply or be recommended for the respective authorization for a minimum period of three months from the date of such check.

Note 1: FOI check will be carried out as Performa in Annexure 34 to CAP 8200 FOI Manual.

Note 2: If an applicant for an SFI authorization already has a TRI authorization for the relevant type, they will receive full credit for meeting the requirements of this paragraph.

Note 3: Appendix C shall be submitted by the ATO or Operator when making an initial application for SFI. Individuals seeking SFI authorization are also required to provide this appendix, which shall be issued by their most recent employer. ATOs / Operators shall be obligated to adhere to such requests by such individuals.

5.2 CHANGE OF TYPE

5.2.1 SFIs applying for change of aircraft type (with same or different operator / ATO) on their authorization, shall meet the following requirements before commencing SFI training:

- (i) Have a valid SFI authorization; and
- (ii) Shall have completed full type rating course as per CAR Section 7 Series B Part XIX including skill tests and IR/PPC

5.2.2 The pilots will undergo training as per Appendix A, para 7

5.3 CHANGE OF OPERATOR / ATO

A holder of a valid SFI authorization for same aircraft type, who seeks to transfer to another operator/ATO shall:

- i. Undergo training as per Appendix A, para 6
- ii. Intimate FSD about the change of organization. No fresh authorization would be required.

5.4 EXTENSION OF AUTHORIZATION AS SFI

5.4.1 The privileges of SFI authorization may be extended to one more aircraft type (limited to maximum two types) provided the applicant:

- (i) has completed type rating/CCQ on the additional type
- (ii) holds a valid authorization as SFI
- (iii) has completed training as per appendix A, para 7

5.4.2 The SFI can only exercise these privileges provided they meet all the currency requirements of this CAR.

5.4.3 The validity of the additional authorization will be 7 years from the date of respective FOI check.

5.4.4 The requirements for such authorization shall be met separately with distinct approvals, standardization processes and validity periods. Withdrawal and reinstatement (relating to proficiency and standardization) would be treated separately in case SFI holding authorization for two types.

5.5 PRIVILEGES OF SFI

- (a) Training of PIC/co-pilots for type rating
- (b) Training for issue/renewal of Instrument rating.
- (c) Recurrent pilot proficiency training
- (d) Simulator training of SFIs and LTCs
- (e) LVO Training

Note: Special operations training can be imparted provided the SFI has observed and conducted applicable special operations training simulator session with an instructor qualified to conduct such training.

5.5.1 An SFI may continue to exercise their privileges if they have used their SFI authorization on that type within the last six months, unless the pilot is newly

authorized for the type.

For SFIs who have not exercised their privileges, the following training shall apply to regain currency;

5.5.2

06 months to 01 year	<i>observe and conduct of one FFS training</i>
More than 01 year to 02 Years	Observe one Skill Test or Proficiency Check; (i) <i>2 hours briefing session by TRI covering duties and responsibilities of SFI</i> (ii) <i>observe and conduct of two FFS training session (this includes IOS panel handling)</i>
More than 02 Years to 05 years	(i) <i>2 hours briefing session by TRI covering duties and responsibilities of SFI</i> (ii) <i>observe and conduct of three FFS training session (this includes IOS panel handling)</i>
More than 5 years	(i) <i>2 hours briefing session by TRI covering duties and responsibilities of SFI</i> (ii) <i>observe and conduct of four FFS training session (this includes IOS panel handling)</i>

Note 1: *Requirements of Recurrent Trainers course and Standardization Check would still apply and need to be completed within the validity cycle.*

Note 2: *In addition to the above, the operator/ATO shall ensure compliance of Para 8.2, 8.3 of Appendix A (as applicable)*

5.6 CROSS UTILIZATION AS SFI

SFIs approved for one operator/ATO may be cross-utilized by another operator/ATO with the same type of aeroplane provided an indoctrination course on the respective Operations Manual/Training and Procedures Manual with minimum duration 8 hours is conducted. Training and duty records will be maintained by both operator/ATO involved in the cross-utilization. No separate authorization shall be required from DGCA.

5.7 RENEWAL OF SFI AUTHORIZATION

5.7.1 Unless withdrawn, revoked, or suspended by the Directorate General of Civil Aviation, the authorization of an SFI shall remain valid for a period of seven (7) years from the date of satisfactory completion of the standardisation check, subject to continued compliance with the provisions of this CAR. The authorization shall be deemed valid from check-to-check, provided required standardisation and proficiency checks are successfully completed. Upon successful completion of the required training, checks, and standardization, a letter of authorization will be issued. the Synthetic Flight Instructor (SFI) authorization shall be endorsed on the individual's licence by the Directorate General of Civil Aviation. Such authorization shall clearly specify the aircraft type(s). If the SFI does not possess a valid ATPL, a certificate of authorization will reflect the same.

5.7.2 The DGCA authorized SFIs shall be required to undergo assessment of their continued proficiency in carrying out their privileges as Instructors. Such assessment shall be carried out in the simulator as a "Instructor Standardization Check" once in two years by an FOI or a DE/SFE of the operator/ATO or DE assigned to the ATO for purpose of checks, record of which will be forwarded to FSD.

5.7.3 Renewal of authorization of SFI shall be accorded after submission of the following documents by the pilot/operator/ATO.

- i. Copy of license and medical certificate.
- ii. Record of standardization checks.
- iii. Record of last recurrent ground training carried out as per Appendix A, para 8
- iv. Record of last recurrent trainer's course
- v. Record of last FFS training (para 8.3 of Appendix A)
- vi. Appendix C duly signed by the operator/ATO

5.7.4 The renewal request will be examined at FSD, and if found satisfactory, a DGCA FOI will assess the proficiency as in para 4.2 above following which the authorization may be extended for another 7 years from the date of FOI check

5.7.5 As per the provisions of Annexure 34, CAP 8200, the SFI may continue using SFI privileges on the respective type for a period of 2 months from the date of FOI check, subject to satisfactory performance as per CAP 8200, Annexure 16

6 WITHDRAWAL OF INSTRUCTOR (TRI/SFI) PRIVILEGES

6.1 Privileges granted to a pilot as an Instructor may be withdrawn by the DGCA if the pilot is found lacking in any of the requirements. Post Holder Training of the operator/ATO may also recommend to the DGCA, withdrawal of privileges as Instructor giving adequate justification.

6.2 Instructor privileges may be withdrawn by the DGCA, in part or in whole, for due cause. In these cases, the DGCA Flight Standards Directorate will issue a written notification of withdrawal of privileges to the Instructor concerned, and also inform the applicable Operator(s)/ATO. Where there is an immediate threat to safety, this privilege will be withdrawn immediately. The DGCA may withdraw an Instructor's authority if evidence shows that an Instructor has:

- At any time, acts in a manner which is in contravention of the guidelines contained in this CAR;
- Failed to follow the applicable instructions to maintain the required standards, or to follow proper procedures;
- Tested alcohol positive in a pre/post flight medical check;
- Fraudulently misused Instructor authority, or acted in any other way that would discredit the DGCA;
- Breached the DGCA Civil Aviation Rules and Regulations; or
- During the course of a Proficiency Check, Skill Test or Standardization Check failed to meet the required DGCA Standards.

Except where there is an immediate threat to safety, the DGCA, prior to making a final decision in the matter of withdrawal of an Instructor's authority, shall ensure the matter has been investigated thoroughly; and the Instructor and, where applicable, the concerned Operator, have been given a formal opportunity to respond to the

allegations, either verbally or in writing.

Note: Refer Operations Circular 2 of 2013 - Withdrawal/ Reinstatement of Trainer Approval

7 GENERAL

7.1 A pilot may hold independent yet concurrent appointment as DE and authorization as TRI for an operator. Concurrent appointment as SFE and authorization as SFI is only applicable to ATOs.

7.2 The requirements for such appointment or authorization will be met separately with distinct approval, standardization processes and validity periods. Withdrawal and reinstatement would be treated separately for both cases.

7.3 A DGCA FOI, when scheduled by the FSD, DGCA may conduct any training or checks. FOI may monitor (by way of random check) any Instructor or LTC conducting any training or check, at any time.

8 FEES

Fees for Instructor approval is Rs. Ten Thousand only and for renewal of Instructor approval is Rs. Five Thousand only.

Whenever DGCA FOI is on board the aircraft / simulator to conduct Instructor release check / standardization check, fees shall be applicable in accordance with Rule 48 (2) of the Aircraft Rules 1937

9 LINE TRAINING CAPTAINS

9.1 The seniority, the position in the organisation and remuneration received by the pilots shall not be the consideration for authorization as LTCs.

9.2 The number of LTCs depends on the requirement of line training needs of the operator. It should be ensured that LTCs are of recognised integrity, free from prejudices and strong likes and dislikes and capable of recording fair assessments and shall be known for impartial conduct. They shall be capable of instilling high standard of discipline among the flight crew and shall have balanced attitude towards them.

9.3 The pilots appointed as LTCs :

9.3.1 should have been regularly flying the aircraft type. They should have consistently shown satisfactory proficiency;

9.3.2 should not have failed in the preceding 2 proficiency checks;

9.3.3 should not have tested alcohol positive during a pre/post flight medical check in the previous 3 years.

9.3.4 should not have been held blameworthy for an aircraft accident in the previous 3 years or an aircraft incident in the previous 1 year.

Note: Pilots employed by an operator with FATA and holding current LTC or equivalent approvals from an ICAO Contracting State will be permitted to function as LTCs subject to satisfactory completion of the selection and release process as for Indian license holder LTCs.

9.4 LTCs shall be trained prior to being utilized for line training duties. The pilots authorized as LTCs shall undergo the stipulated ground training and satisfactory checks on an approved simulator/aircraft. The pilots who fail in the checks shall be subjected to a cooling period of minimum three months.

Note: The minimum training requirements for LTCs are prescribed in Appendix B.

9.5 The record of successful completion of training and checks shall be maintained by the operator and may be scrutinized by DGCA at any time.

9.6 Qualifying experience requirements

Total Flying Experience	3,000 hours
Total Command Experience	1,000 hours
Total Command Experience on type	500 hours

9 PRIVILEGES OF LTC

- (i) Line training including SLF
- (ii) Line checks and assessments when authorized by the operator, except PIC upgrade route checks

9.1 An LTC shall exercise privileges on an Aeroplane only when the LTC has a minimum of 10 hours flying experience as PIC on the type during the preceding 90 days; and

9.2 LTC shall continue to exercise privileges when the LTC has exercised the privileges of LTC as applicable on the type during the preceding 6 months except when a pilot is newly authorized on the type.

For LTCs who have not exercised their privileges, the following training shall apply to regain currency;

06 months to 01 year	Recurrent Trainers course, if due; and (i) <i>One sector SLF followed by one sector Route check with a TRI/DE</i>
More than 01 year to 02 Years	Recurrent Trainers course, if due; and (i) <i>Two sectors of SLF (at least one by night) and thereafter;</i> (ii) <i>two sector Route check with a TRI/DE</i>
More than 02 Years to 03 years	Recurrent Trainers course, if due; and (i) <i>1 hour of simulator session from RHS for the purpose of familiarization and handling of normal, abnormal and emergency conditions from right hand seat, followed by</i> (ii) <i>assessment of at least 1 hour from right hand seat.</i> (iii) <i>Two sectors of SLF (one should be night) and thereafter;</i> (iv) <i>Two sectors Route check with a TRI/DE</i>
More than 5 years	Initial LTC Training

Note: The SLF and Route Checks as detailed above shall be carried out from RHS.

10 VALIDITY, RENEWAL AND STANDARDS OF LTC

The validity and renewal of LTC authorization and standards are the responsibility of the operator.

(Faiz Ahmed Kidwai)
Director General of Civil Aviation

APPENDIX A

MINIMUM TRAINING REQUIREMENTS FOR INSTRUCTORS

1. Ground Training

Ground training shall consist of two parts;

- (a) Technical theoretical knowledge instruction (technical training) comprising of minimum 12 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the Instructor to instruct the technical theoretical knowledge syllabus.
- (b) Teaching and learning instruction (trainers course) comprising of minimum 40 hours training to cover;
 - Learning process
 - Teaching process
 - Training philosophies
 - Techniques of applied instruction
 - Airborne instruction techniques
 - Student evaluation and testing
 - Training programme development
 - Human performance and limitations relevant to flight instruction
 - Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight
 - Training administration

Note 1: Ground training for instructor can be modular. Validity of the ground course will be 2 years. In case of change of type, credit for para 1(b) can be carried forward.

Note 2: Credit for Ground training [Para 1(a) and 1(b)] for LTCs may be carried forward in case of LTC to Instructor upgrade provided LTC has undergone recurrent training for 1(b) above, every two years.

2. Simulator Training

2.1 Phase I

- (a) One simulator session of at least two hours from right hand seat for the purpose of familiarization and handling of normal, abnormal and emergency conditions especially in traffic circuits.
- (b) Assessment of at least two hours with the trainee instructor in the right hand seat, instructor in left hand seat acting as a Pilot- under-training during which the trainee Instructor Pilot shall demonstrate their skill in handling the aircraft in normal, abnormal and emergency conditions and taking timely corrective actions.

2.2 Phase - II

- (a) The trainee Instructor Pilot shall observe a complete PIC or Co- pilot training profile as per CAR Section 7 Series B Part XIX (except IR/PPC and skill tests).
- (b) The trainee Instructor Pilot shall impart instructions under supervision of an Instructor a complete training profile of PIC or Co- pilot as per CAR Section 7 Series B Part XIX ((except IR/PPC and skill tests).

Note 1: If a batch of at least two PIC/Co-pilot trainees is being trained together for the complete course, the trainee Instructor Pilot may impart instructions along with the Instructor Pilot alternatively, thus reducing the simulator timings.

Note 2: The Operator shall formulate and specify additional syllabus of simulator training for trainee SFIs depending upon their background and experience level to enable them to demonstrate adequately exercises such as, but not limited to, reject take off, engine failure on takeoff and approach, circuits and landings including with engine inoperative, stall and recovery, crosswind takeoff and landing.

Note 3: For TRI-S upgrading to TRI-A, full training credit for training for TRI-S is allowed, requiring additional training as in Para 3 below only.

Note 4: The validity of Phase I training (Para 2.1) is 3 months within which Phase II (Para 2.2) must be completed. If more than 3 months have elapsed, then Phase I training must be repeated prior to commencing/resuming Phase II training.

3. Aircraft Training (required only for TRI-A)

3.1 Phase I

Adequate flying training to the satisfaction of instructor with the trainee Instructor Pilot occupying right hand seat and TRI occupying left hand seat acting as Pilot-under-Training. Minimum 3 take-offs and landings out of which at least one landing shall be with simulated one engine inoperative. This is to provide practice in handling the aircraft in normal, abnormal and emergency conditions from right hand seat and also to impart instructions and to take timely corrective actions. This training may be carried out in a simulator. This training is not required if Phase I (Para 2.1) has been completed in the preceding 3 months.

Note: Phase I above may be carried out in a simulator. Phase I is not required if Phase I (Para 2.1) has been completed out in the preceding 3 months.

3.2 Phase II

- (a) Observe an Instructor conduct base training in an aeroplane, consisting of minimum 3 take offs and landings
- (b) Conduct under supervision of an Instructor base training in an aeroplane consisting of minimum 3 take offs and landings.

Note 1: The validity of Phase I training (Para 3.1) is 3 months within which para 3

Phase II (Para 3.2) must be completed. If more than 3 months have elapsed, then Phase I training must be repeated prior to commencing/resuming Phase II training.

Note 2: The Instructor supervising the base training (Para3) occupies the observer seat while the under trainee instructor, having been trained in Phase I satisfactorily occupies the LHS/RHS seat as PIC. It is acceptable for the instructor to occupy LHS/RHS as PIC and act as under training while supervising the trainee instructor rather than occupying the observer seat.

4. Line Training

- 4.1 For TRIs, at least one SLF sector should be conducted by the trainee Instructor pilot under supervision of an Instructor. Instructor may occupy left hand seat or right hand seat and act as a Pilot-under-training also.
- 4.2 For SFIs, observation of 2 sectors line flights or 2 LOFT sessions in a simulator/aeroplane with an Instructor.

5. Release Check

Final proficiency check of the trainee Instructor Pilot shall be carried out by a DGCA Flight Inspector in a simulator or on aircraft (if there is no simulator) as per Annexure ~~16-34~~ to CAP 8200 FOI Manual, which is a temporary authorization valid for 2 months. Credit for TRI-S proficiency check permitted for TRI-S upgrading to TRI- A. The FOI check will not be required separately for authorization as TRI-A in this case.

6. Training for Change of Operator on same type of aircraft

Undergo an indoctrination course of the respective Operations Manual/Training and Procedures Manual with minimum duration 8 hours followed by a standardization check by the Post-holder Training or his nominated TRI/SFI/DE/SFE.

Note: In this case, standardization check cycle will be based on original instructor proficiency check by FOI and credit for standardization checks carried out with previous operator

7. Training for Instructors for change of aircraft type

- 7.1 For DGCA/ICAO Contracting State approved instructors who have held an instructor approval in the previous 7 years, credit for ground training as in Para 1 of this Appendix is permitted provided such ground training has been carried out in the preceding 2 years. In this case, recurrent ground training will suffice, followed by training/checks as in Para 2 to 5 of this Appendix, however credit shall be given for Para 2.2, and the number of sessions to observe and conduct may be reduced to 2 FFS each. (Each FFS session shall be of minimum 2 hours each).
- 7.2 Full type rating course including skill tests and IR/PPC is to be completed prior to commencing training as instructor on type on which the pilot is not

current or qualified in preceding 7 years.

8. Recurrent Training Requirements for Instructors

- 8.1 An operator/ATO shall ensure that instructors undergo recurrent Trainers course of at least one day once in 2 years covering topics in Para 1 (b) above. If the recurrent ground course is done within 3 months prior to original expiry date, the next recurrent is to be done within 2 years of the original expiry date of the previous ground and refresher training.
- 8.2 An operator/ATO shall ensure that SFIs undergo annual technical and performance recurrent ground training as per CAR Section 8 Series F Part II
- 8.3 An operator/ATO shall ensure that SFIs undergo at least 2 hours of FFS training as PF every 6 months covering exercises required in type rating profiles.

APPENDIX B

MINIMUM TRAINING REQUIREMENTS FOR LINE TRAINING CAPTAINS

1. Ground Training

Ground training shall consist of two parts;

- (a) Technical theoretical knowledge instruction (technical training) comprising of minimum 12 hours training to include the revision of technical knowledge, the preparation of lesson plans and the development of classroom instructional skills to enable the LTC to instruct the technical theoretical knowledge syllabus.
- (b) Teaching and learning instruction (trainers course) comprising of minimum 24 hours training to cover;
 - Learning process
 - Teaching process
 - Training philosophies
 - Techniques of applied instruction
 - Airborne instruction techniques
 - Student evaluation and testing
 - Training programme development
 - Human performance and limitations relevant to flight instruction
 - Specific hazards involved in simulating systems failures and malfunctions in the aircraft during flight
 - Training administration

Note: Validity of the ground course for 1 (a) and 1 (b) will be 2 years for issue of approval, in the event a LTC is not appointed in 2 years then they will have to be repeated. In case of change of operator, credit for similar duration ground course can be carried forward.

2. Simulator Training

- (a) As PF - One simulator session of at least two hours from right hand seat for the purpose of familiarisation and handling of normal, abnormal and emergency conditions from right hand seat.
- (b) As PM - One simulator session of at least two hours from left hand seat
- (c) Assessment of at least 2 hours as PF from right hand seat.

3. Aircraft Training

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

Note: For aircraft where Level 'D' Simulator is available, this requirement of aircraft training can also be carried out on Simulator along with Simulator Training as in para 2 above. Where Simulator Training cannot be availed, aircraft training as at para 3 above is required to be carried out.

4. Line Training

At least two SLF sectors with trainee LTC occupying right hand seat with Instructor in left hand seat. Out of the two, at least one flight should be at night. The purpose is to introduce the trainee LTC to line flying duties from right hand seat as PF.

5. Release Flight

On successful completion of Line Training, the post-holder Training (or his nominee) shall observe the trainee LTC from the observer seat and if performance is satisfactory, the pilot may be authorized as LTC to act as PIC from LHS/RHS for line training flights.

6. Recurrent Training for LTCs

An operator shall ensure that LTCs undergo recurrent Trainers course of at least 12 hours once in 2 years covering topics in Para 1 (b) above. If the recurrent ground course is done within 3 months prior to original expiry date, the next recurrent is to be done within 2 years of the original expiry date.

Organizational Verification of Professional Conduct & Administrative Record

This appendix is submitted to support the evaluation of the nominated individual for the application of TRI/SFI/DE/SFE. The purpose of this document is to confirm that the nominee has maintained a satisfactory professional record and has not been subject to any administrative or disciplinary concerns in the previous or current organization.

We hereby certify that _____ has been employed with
_____ from: _____ to: _____

During the period of employment, the nominee has demonstrated acceptable professional conduct and adherence to organizational and regulatory standards.

Based on our organizational records:

- No administrative, disciplinary, or regulatory actions have been initiated or recorded against the nominee

OR

- The following administrative/disciplinary matters were recorded (if any):

Authorized Officer Verification

- Name:
- Designation:
- Department:
- Email:
- Phone:

Signature & Seal:

Date