



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

CIVIL AVIATION REQUIREMENTS
SECTION 7 – FLIGHT CREW STANDARDS
TRAINING AND LICENSING
SERIES 'B' PART XVIII
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Subject: Procedure for undergoing Endorsement Training on Single engine & Multi Engine Non - Jet aircrafts with All Up Weight not exceeding 5700 kg.

1. Purpose:

- 1.1 Rule 41 of the Aircraft Rules, 1937 requires applicants for licences and ratings to produce proof of having acquired the flying experience and having passed satisfactorily the test and examinations specified in Schedule II in respect of the licence or rating concerned.
- 1.2 In order to standardize and streamline the existing process, this Civil Aviation Requirement provides the basic guidelines for pilots to undertake endorsement training on Single engine & Multi Engine Non-Jet aircrafts with All Up Weight not exceeding 5700 Kg in various Type Rated Training Organization (TRTO) / Flying Training Organisation (FTO) for all Indian Licence holders.
- 1.3 All the relevant Rules & CAR's shall be complied with for the issue of Licenses and Ratings.
- 1.4 This Civil Aviation Requirement has been issued under the provisions of Rule 133A of Aircraft Rules 1937.
- 1.5 With the issuance of this CAR, the requirement of issuance of No Objection Certificate (NOC) by Flight Standards Directorate (FSD) of DGCA is hereby dispensed with.

2. Applicability:

- 2.1 The provisions of this CAR shall apply to all Indian Licence holders for under taking endorsement training on the subject aircrafts in the approved TRTO/Flying Training Organisation of any ICAO Contracting State.
- 2.2 This CAR contains important information for both the applicant (trainee Pilot) as well as the TRTO/ Flying Training Organisation.
- 2.3 The Pilot Endorsement training syllabus is being issued to comply with the provisions of "CAR, Section 7, Series 'G', Part I, Issue I, Dated 27th July, 1999 - Requirements for issue of Indian Licences and aircraft ratings to pilots holding licences and aircraft ratings issued by contracting states" for issue of pilots' licenses
- 2.4 The pre-requisite or *requirements to be met*, before undergoing the type training by both the Trainee Pilot and the Organization providing the Training.

3. General Requirements:

- 3.1 The Training Institute / facility shall be approved for the purpose by the State Regulatory Authority of concerned ICAO Contracting State. Prior to commencement of training for an Indian Licence holder, the TRTO/FTO shall ensure that the training requirements are accomplished and after the completion of the training, the required documents are submitted in accordance with the CAR to the following address:-

Director of Training and Licensing,
Office of the Director General of Civil Aviation,
Technical Centre,
Opposite Safdarjung Airport,
New Delhi – 110 003.
- 3.2 In case of any clarification is required the TRTO/FTO may contact Flight Standards Directorate of DGCA in the following address:-

Chief Flight Operations Inspector,
Flight Standards Directorate,
Office of the Director General of Civil Aviation,
Technical Centre,
Opposite Safdarjung Airport,
New Delhi – 110 003.
- 3.3 The license and medical of the trainee pilot must be current and valid during the entire training and checks or Skill tests.

- 3.4 The trainee pilot should have passed all requisite written examinations including Technical Examination on type before commencement of the flying training and that must be valid during entire training and checks.
- 3.5 General Flying Test (Day/Night) and IR Checks in respect of non-Jet Aeroplanes above 1500 Kg (CA 40B / IR) forms as applicable shall be used which is available on the DGCA web site. (www.dgca.nic.in)
- 3.6 The final training checks / skill tests of the trainee pilot shall be carried out by an Examiner, other than those who had imparted the training.
- 3.7 Training and checks must be carried out with State Regulatory Authority approved Instructor(s) and Examiner(s) only
- 3.8 The Instructor / Examiner shall refer to the guidelines on manoeuvres and procedures given in Appendix II of Operations Circular 3 of 2001 dated 08-11-2001 while conducting the simulator and flying training respectively. This circular is available on DGCA website www.dgca.nic.in.
- 3.9 The approved syllabus (and practical test standards) of the training organisation if higher shall apply.

4. Responsibility of Submission of documents for endorsement:

- 4.1 The TRTO/Flying Training Organisation/Employer shall submit the following documents in original under sealed envelope directly to the Directorate of Training and Licensing of this office(if training and checks carried out in the Flying training Organisation / employer, the records, in original, may be forwarded by the Chief of Operations/ Chief of Training)
 - a. The sortie wise simulator training and tests records
 - b. The sortie wise aircraft training and tests records,
 - c. The briefing / debriefing & comments of Instructors / Examiners.
- 4.2 The applicant shall submit the following documents to the Directorate of Training and Licensing of this office.
 - a. Proof of State Regulatory Authority approval of Organisation certificate
 - b. Proof of State Regulatory Authority approval certificate for level 'D' Simulator (If training carried out on the simulator).
 - c. Documents Proof of currency of the Instructorship / Examinership as Instructor(s) / Examiner(s).
 - d. All other documents required in accordance with the Aircraft Rules of 1937 and CAR for the purpose of endorsement.

5. For a pilot to get his license endorsed on **Non-Jet Aircrafts (Multi Engine & Single Engine and type variants) with AUW less than 5700 Kg**, he/she shall undergo the following training:-

5.1 The trainee pilot shall undergo a Ground subject course of not less than 20 (Twenty) hours covering all aspects pertaining to Aircraft, Engine, Systems as well as its safe operations/emergencies procedures. At the end of the Ground Course, there must be a written Examination, the institute, if considered necessary, may impart additional Ground Training to achieve the required Technical standards. Pass percentage of the same should not be less than 70% and copy of result sheet in original shall be submitted to Directorate of Training & Licensing. This course may not be undertaken in case the trainee pilot has passed the DGCA Technical Examination on type.

5.2 After Successful completion of Para (4.1) above, the trainee pilot shall undergo the following minimum training or as prescribed by the OEM, whichever is higher:

5.2.1 For Multi Engine non-jet aircrafts:

Exercise		Duration (Hrs)	
		Day	Night
A.	1. Familiarization and normal flight procedures & maneuvers during all phases of flight;	01:00	----
	2.1 Circuit landing familiarization (Minimum 06 landings)	01:00	01:30
	2.2 Asymmetric handling and landing familiarization (Minimum 06 landings)	01:30	----
B.	Abnormal and emergency procedure & maneuvers in the event of failure (including simulated engine failure) and malfunction of equipment, such as power plant, systems and airframe, stall & recovery (if not covered in 'A' above)	01:30	----
C.	Holding and Instrument procedures, including instrument approaches, missed Approach & landing procedures under normal, abnormal & emergency condition.* (Partial panel flying with instrument failure / glide slope failure - if applicable)	01:30 (Day / Night)	----
D.	General Flying Tests – VFR Flight (Day & Night) including (03) T/O & Landings for each day & night **	01:00	01:00
Total		07:30	02:30
		10:00***	

5.2.2 For Single Engine non - jet aircrafts:

Exercise		Duration (Hrs)	
		Day	Night
A.	Familiarization and normal flight procedures & maneuvers during all phases of flight including normal circuit Familiarization	00:45	00:45
B.	Abnormal and emergency procedure & maneuvers in the event of failure and malfunction of equipment, such as power plant, systems and airframe, stall & recovery (if not covered in 'A' above)	00:45	-----
C.	Holding and Instrument procedures, including instrument approaches, missed Approach & landing procedures under normal, abnormal & emergency condition. * (Partial panel flying with instrument failure / glide slope failure - if applicable)	01:30 (Day / Night)	-----
D.	General Flying Tests - VFR Flight (Day & Night) + (03) Solo T/O & Landings for each day & night**	00:45+00:30	00:45+00:30
Total Hours		04:15	02:00
		06:15 ***	

5.2.3 For Single / Multi engine type variant aircrafts:

Exercise		Duration (Hrs)	
		Day	Night
A.	Familiarization and normal flight procedures & maneuvers during all phases of flight including normal circuit Familiarization	00:45 (Day & Night)	-----
B.	Holding and Instrument procedures, including instrument approaches, missed Approach & landing procedures under normal, abnormal & emergency condition (and simulated engine failure for multi engine aircraft/s) * (Partial panel flying with instrument failure / glide slope failure - if applicable)	00:45	-----
C.	General Flying Tests - VFR Flight (Day & Night) + (03) Solo T/O & Landings for each day & night **	00:45+00:30	00:45+00:30
Total		02:45	01:15
		04:00 ***	

* - **Not applicable** if, the trainee pilot is already instrument rated in single / multi engine (or) if, the trainee pilot not requiring instrument rating.

** - DGCA India Performa / format shall be used.

** - 'Solo' is not applicable for Complex Aircrafts.

- *** - a. For multi-Crew operation - Crew Incapacitation / Coordination training of minimum 45 minutes to be carried out in addition to the above flying hours (if applicable).
- b. If Instrument Rating (IR) is required, then Instrument Rating Test (Minimum 2 approaches with 2 different Instrument facilities) of minimum 45 minutes to be carried out in addition to the above flying hours.
- 5.3 In case, the trainee pilot is not attaining the proficient standard, he must be given additional training till a proficiency level is achieved before clearing him for General Flying Tests.
- 5.4 Each training sortie should be approximately 00:45 hour duration and the total flying training must have an adequate take-offs and landings.
- 5.5 The General Flying Tests (Day & Night) to be completed to the satisfaction of the examiner.
- 5.6 Sortie-wise flying training report must be prepared and should be submitted in original to DGCA (Attn: Director of Training & Licensing) under a sealed cover along with the comments of the Instructor(s)/Examiner(s), while making application for the grant of type rating/endorsement.

6. Logging of flight time:

6.1 Training and tests on aircraft

Flight time of trainee pilot shall be entered in his/her logbook in the following manner:

Sl. No	Training and Test (Skill and IR)	Log Book entry
1.	Training with Instructor	Dual
2.	Training Solo flying (Sole occupant) without instructor	PIC
3.	Skill test with examiner	P1 (U/S). In case P1 (U/S) column is not available, then log as PIC in PIC column and mention in the remarks column as Skill test P1 (U/S).
Instrument Rating (IR) Training and Test on aircraft		
4.	Instrument Rating training with Instructor	Dual - in Crew Status column & Simulated - in Instrument time column
5.	Instrument Rating test with examiner	P1(U/S) - in Crew Status column & Simulated - in Instrument time column

6.2 Instrument Rating (IR) Training and Test on Simulator

Flight ground time of trainee pilot shall be entered in his/her log book in the separate space provided for simulator training at the back pages of log book

**(Faiz Ahmed Kidwai)
Director General of Civil Aviation**