

Proposed Draft Amendment CAR Section 8 Series F Part VII
October 2018

Para No.	Existing Provisions	Proposed amendment
4.4	<p>Procedures acceptable to DGCA are established, to prevent the crewing together of inexperienced flight crew members;</p> <p><i>Note 1: Inexperienced crew members are those with less than 100 hours as released PIC/co-pilot individually on type.</i></p> <p><i>Note 2: For aeroplanes permitted single pilot operations or turboprop aeroplanes with seating capacity less than 10 passengers Para 4.4 will not be applicable.</i></p>	<p>Note 3 added below Note 2. <i>Note 3: For pilots engaged in single engine turbine aeroplane under schedule commuter operators, the experience requirements are laid in para 14.1</i></p>
6.5	<p>For pilots changing an operator and already qualified in the same capacity (PIC or co-pilot) on the same aeroplane type, a minimum SLF of 2 sectors is required.</p> <p><i>Note 1: For aeroplanes permitted single pilot operations or turboprop aeroplanes with seating capacity less than 10 passengers Para 6.5 will not be applicable</i></p> <p><i>Note 2: Para 6.5 will not be applicable to PIC s or co-pilots qualified on same type if they have operated with the new operator under cross-utilisation arrangements or as a trainer in the previous 1 year</i></p>	<p>Note 3 added below Note 2. <i>Note 3: Pilots engaged in Single Engine Turbine under Schedule Commuter Operation shall be required to undergo two sector route familiarization with qualified pilots</i></p>
9.2.3	<p>PPC shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement. The period of validity shall commence from the date of expiry of previous validity provided that the check has</p>	<p><i>The Proficiency check shall be valid for a period of six month from the date of check.</i> PPC shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement. The period of validity shall commence from the date</p>

	<p>been carried out within two months preceding the date of expiry. A PPC may be carried out on an aeroplane or a Level C/CG/D/DG simulator, however at least once in two years, it must be carried out in a Level C/CG/D/DG simulator.</p>	<p>of expiry of previous validity provided that the check has been carried out within two months preceding the date of expiry. A PPC may be carried out on an aeroplane or a Level C/CG/D/DG simulator, however at least once in two years, it must be carried out in a Level C/CG/D/DG simulator.</p>
14	<p>New insertion. Existing Para 14 of the CAR has been renumbered as Para 16</p>	<p><i>14. In Addition to the requirements laid down in this CAR, following requirements shall be applicable for Schedule commuter operations with single engine turbine aeroplanes.</i></p> <p><i>14.1 PIC experience requirements</i></p> <p><i>The pilot-in- command shall have current instrument rating and a minimum of:</i></p> <p><i>(i) Total flying experience - 1500 hours</i></p> <p><i>(ii) Total PIC flying experience - 500 hours</i></p> <p><i>(iii) Total instrument flying experience as PIC - 100 hours</i></p> <p><i>(iv) Total PIC flying experience on type - 100 hours</i></p> <p><i>14.2 Pilots shall be holder of current instrument rating</i></p>
15.	<p>New Insertion</p>	<p><i>15. Schedule commuter operations with single engine turbine aeroplane are not permitted during night.</i></p> <p><i>Detail Guidance for single engine turbine aeroplane are given in Operations Circular 4 of 2018. operators are required to comply with requirements of Operations Circular 4 of 2018</i></p>
Appen dix 3	<p>PILOT QUALIFICATION TO OPERATE IN EITHER PILOT'S SEAT</p>	<p>PILOT QUALIFICATION TO OPERATE IN EITHER PILOT'S SEAT.</p>

<p>1. PICs whose duties also require them to operate in the right-hand seat and carry out the duties of co-pilot, or PICs required to conduct training or examining duties from the right-hand seat, shall complete additional training and checking as specified in the Operations Manual, concurrent with the pilot proficiency checks prescribed in this CAR. This additional training must include at least the following:</p> <p>(a) An engine failure during take-off;</p> <p>(b) A one engine inoperative approach and go-around; and</p> <p>(c) A one engine inoperative landing.</p> <p>2. When engine-out manoeuvres are carried out in an aeroplane, the engine failure must be simulated in stabilized flight conditions.</p> <p>3. When operating in the right-hand seat, the checks required for operating in the left-hand seat must, in addition, be valid and current.</p> <p>4. The validity of RHS training shall be 12 months and may be combined with aeroplane/FSTD training.</p> <p>5. The validity for the RHS check shall be 12 months.</p> <p>6. RHS qualification is intended to qualify a PIC to carry out PF duties from RHS in the event of incapacitation of the LHS pilot besides PM duties. Trainers who are RHS current and qualified may however carry out PF duties from the RHS under normal circumstances.</p>	<p><u>A- FOR MULTI ENGINE AIRCRAFT:</u></p> <p>1. PICs whose duties also require them to operate in the right-hand seat and carry out the duties of co-pilot, or PICs required to conduct training or examining duties from the right-hand seat, shall complete additional training and checking as specified in the Operations Manual, concurrent with the pilot proficiency checks prescribed in this CAR. This additional training must include at least the following:</p> <p>(a) An engine failure during take-off;</p> <p>(b) A one engine inoperative approach and go-around; and</p> <p>(c) A one engine inoperative landing.</p> <p>2. When engine-out manoeuvres are carried out in an aeroplane, the engine failure must be simulated in stabilized flight conditions.</p> <p>3. When operating in the right-hand seat, the checks required for operating in the left-hand seat must, in addition, be valid and current.</p> <p>4. The validity of RHS training shall be 12 months and may be combined with aeroplane/FSTD training.</p> <p>5. The validity for the RHS check shall be 12 months.</p> <p>6. RHS qualification is intended to qualify a PIC to carry out PF duties from RHS in the event of incapacitation of the LHS pilot besides PM duties. Trainers who are RHS current and qualified may however carry out PF duties from the RHS under normal circumstances.</p>
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<p>Appendix 5 CA 41 (IR PPC Form) Para 3.6.8</p>	<p>Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual.</p>	<p>Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual. (e.g. engine-out descent in simulated IMC, conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power –for SET).</p>

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