

Section M

Airline Transport Pilot's Licence (Aeroplanes)

1. Requirements for issue of Licence— An applicant for an Airline Transport Pilot's Licence shall satisfy the following requirements :—

- (a) Age— He shall be not less than twentyone 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 a 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 current Commercial Pilot's Licence, shall not be required to pass the examination in Air Regulations and that of Senior Commercial Pilot's Licence shall not be required to pass any of the examinations.

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

- (i) not less than five hundred hours of flight time as Pilot-in-Command or as Co-Pilot performing, under the supervision of a pilot who fulfills the flying experience requirements of a check pilot, the duties and functions of a pilot-in-command provided that at least two hundred hours out of these shall be cross-country flight time, including not less than fifty hours of flight time by night.

Note— Where an aeroplane is required to be operated with a co-pilot in accordance with the provisions of the Flight Manual of the aeroplane, 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.

(ii) not less than one thousand hours of total cross-country flight time;

(iii) not less than one hundred hours of flight time by night;

(iv) not less than one hundred hours of instrument time under actual or simulated instrument conditions of which not less than fifty hours shall be in actual flight;

(v) not less than ten hours of flight time completed within a period of six months immediately preceding the date of application for the licence.

(f) Other Requirements— (i) He shall be the holder of a Commercial or a Senior Commercial Pilot's Licence. However, this will not be applicable for the issue of Airline Transport Pilot's Licence to a pilot from 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 aeroplane to which the application for licence relates within a period of six months immediately preceding the date of application.

The Director General may, however, allow skill tests or part thereof to be carried out on aircraft/ approved Zero flight Time Training simulator level 'D' for the type of aircraft.

Note :— The holder of a current Commercial Pilot's Licence (Aeroplanes)/Senior Commercial Pilot's Licence (Aeroplanes) issued by the Director-General shall not be required to undergo general flying tests for the issue of Airline Transport Pilot's Licence (Aeroplanes) provided that the licence is issued on the type or types of multi-engine aeroplane or aeroplanes, as the case may be, included in the aircraft rating of Commercial Pilot's Licence (Aeroplanes) or Senior Commercial Pilot's Licence (Aeroplanes) and the pilot possesses ten hours of flying experience as Pilot-in-Command or twenty hours as Co-pilot at least on one such multi-engine type within the preceding six months.

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 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 flight time as Pilot-in-Command (fifty percent of flight time as Co-Pilot may be counted towards the requirements 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 flying 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 aeroplane entered in the Licence within the preceding twelve months of the date of intended flight.

Note:- Applicants holding Airline Transport Pilot Licence (Aeroplanes), having only single engine aeroplane or aeroplanes entered in the aircraft type rating on the licence, shall be able to renew their licence till 31st December, 2001 only on the basis of satisfactory Instrument Rating Flight Test on single engine aeroplane or aeroplanes entered in the Licence.

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

(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 Sections Q and R;

(c) Instrument Rating— No separate instrument rating is provided for in the licence. The privileges of instrument rating are included in the privileges of this licence provided that the instrument rating flight tests have been carried out to the satisfaction of the Director-General within a period of twelve months immediately preceding the intended flight under Instrument Flight Rules.

5. Extension of Aircraft Rating— For extension of aircraft rating to include an additional type of aeroplane, 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 on 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 the 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 Rules 39B, 39C and 42 of the Aircraft Rules, 1937, the privileges of the holder of an Airline Transport Pilot's Licence shall be :—

- (a) to exercise the privileges of a private, a Commercial and a Senior Commercial Pilot's Licence;
- (b) to act as Pilot-in-Command or as Co-Pilot of any aeroplane 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 an aeroplane having a all-up-weight exceeding five thousand seven hundred Kgs. unless he has completed on that type of aeroplane not less than one hundred hours of flight time as a Co-Pilot, followed by ten consecutive satisfactory route checks of which not less than five shall be 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 a 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 aeroplanes having an all-up-weight exceeding five thousand seven hundred Kgs., he shall have undergone satisfactorily within the preceding six months of the intended flight, appropriate proficiency checks in respect of that type of aircraft as required by the Director-General.

Provided also that for all IFR flights as Pilot-in-Command or as Co-pilot, he shall be required to have current Instrument Rating.

[Amended by - G.S.R No. 68(E) dated 30th January 2009]