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I. REGULATIONS CHECK

OPERATING NON-SCHEDULED AIR TRANSPORT SERVICES IN INDIA



1. INTRODUCTION

Rule 134 of the Aircraft Rules, 1937 ("**Rules**") specifies that no air transport service can operate in India except with the special permission of the Director General of Civil Aviation ("**DGCA**") by way of issuing a Non-scheduled Operator's Permit ("**NSOP**") and subject to such conditions it impose. The Civil Aviation Requirement issued on June 1, 2010 ("**CAR**") contains the minimum airworthiness, operational and procedural requirements for grant of an NSOP. We would discuss these requirements for grant of NSOP (Passenger) and NSOP (Charter) uniformly.

2. UNDERSTANDING THE SCOPE

A **Scheduled air transport service** has been defined in CAR as "*an air transport service undertaken between the same two or more places and operated according to a published time table or with flights so regular or frequent that they constitute a recognisably systematic series, each flight being open to use by members of the public*" and a **Non-Scheduled air transport service** has been defined as "*an air transport service, other than a scheduled air transport service being operated for carriage of passengers, mail and goods, and includes charter operations.*"

The **Charter operation** means "*an operation for hire and reward in which the departure time, departure location and arrival locations are specially negotiated and agreed with the customer or the customer's representative for entire aircraft. No ticket is sold to individual passenger for such operation.*"

A non-scheduled passengers and/or cargo operations may be carried out by using:

- I. Single or multi engine aero planes, seaplanes and helicopters duly certified/accepted by DGCA.
- II. Gliders, Hot-air balloons, Airships, and Micro light aircraft for purpose of joy rides.
- III. Single engine, turbine powered aeroplanes operated day/night but not the single engine piston airplanes.
- IV. Operations with single engine aeroplanes to be conducted only on domestic sectors except for medical evacuation flights.
- V. The NSOP holders can also undertake Aerial Work by an aircraft suitable for such work. Aerial Work means "*any aircraft operation undertaken for an industrial or commercial purpose or any other remunerative purpose, but does not include operation of an air transport service.*"


3. ELIGIBILITY REQUIREMENTS

An NSOP is be granted only to –

- I. A citizen of India; or
- II. A company or a body corporate provided that:
 - i. It is registered and has principal place of business within India;
 - ii. The chairman and at least two-thirds of directors are citizens of India; and
 - iii. The substantial ownership and effective control is vested in Indian nationals.

Where, FDI is envisaged for obtaining NSOP with FDI up to or more than 74% through automatic route, the composition of Board of Directors and the substantial ownership and effective control of the management should be as follows:

- i. The majority of Directors on the Board of the company shall be Indian citizens;
- ii. The positions of the Chairman, Managing Director, CEO and/or CFO, if held by foreign nationals, would require to be security vetted by Ministry of Home Affairs (“**MHA**”). Security vetting shall be required periodically on yearly basis. In case something adverse is found during the security vetting, the direction of MHA shall be binding on the licensee.



An applicant for the grant of an NSOP should be in possession of at least one aircraft, either by outright purchase or on lease (without crew), which should be registered in India and have a valid Certificate of Airworthiness in Normal Passenger Category. The applicant should have a minimum Paid up capital as follows and should submit a certificate from the banker /chartered accountant to confirm this – **(a)** Fleet strength up to 2 aeroplanes/helicopters = Rs. 2 Crores; **(b)** Fleet strength of 3-5 aeroplanes/helicopters = Rs. 5 Crores; **(c)** Fleet strength of 6-10 aeroplanes/ helicopters = Rs. 10 Crores; and **(d)** Fleet strength of above 10 aeroplanes/helicopters = Rs. 15 Crores.

4. PROCESS

The following process is involved in the grant of an NSOP by the Ministry of Civil Aviation (“**MCA**”) –

- I. The applicant needs to first apply for initial NOC and provide details (type and number) of aircraft proposed to be imported/acquired for the purpose of non-scheduled operations, submit a project feasibility report and give a declaration that he complies with the guidelines on FDI in the civil aviation sector.
- II. After scrutiny regarding eligibility, financial soundness, project feasibility, security clearance of Board members, etc., the initial NOC along with approval for import of aircraft can be issued subject to any conditions that the MCA deems fit to impose. Acquisition of aircraft by local purchase/lease within the country also requires an approval from the MCA.
- III. The NOC is valid for 1.6 years from the date of issue and automatically gets cancelled if the applicant does not take effective steps to obtain the NSOP within this period. This period can be extended for another 6 months.

- IV. The applicant can subsequently apply for the issue of NOC to import the aircraft, which is granted upon being satisfied that the applicant has achieved a reasonable level of preparedness.
- V. The NOC for import of aircraft given by DGCA shall be valid for one year or till the date of expiry of the initial NOC given by the MCA, whichever is earlier. It may be extended on one time basis by 3 months on genuine grounds provided the initial NOC is valid. However, where the aircraft proposed to be imported is a new one with a definite delivery schedule, the validity of import permission shall be given by DGCA in accordance with the delivery schedule provided the initial NOC remains valid. If the delivery schedule goes beyond the expiry of the initial NOC, the applicant will have to apply to the MCA for extension.
- VI. The aircraft imported for NSOP purposes shall not be disposed of to a party within India intending to use it for private purposes, unless the clearance from customs authority is obtained.
- VII. For importing helicopters, the applicant is issued NSOP for helicopters only and is not permitted to induct any fixed wing aircraft in his fleet.
- VIII. After import/ acquisition of the aircraft, the applicant may apply to DGCA for grant of NSOP. After scrutiny and based on the satisfactory preparedness demonstrated by the applicant, DGCA issues the operating permit for NSO along with operations specifications stipulating any conditions as considered necessary.



5. PREPAREDNESS FOR IMPORT/ACQUISITION OF AIRCRAFT

The operator has to establish an aviation organization with adequate management personnel (Flight Despatcher) in various divisions depending on its scope of activity namely engineering, operations, quality and safety divisions, etc. Such divisions should have competent persons to ensure compliance with applicable regulations. The organization should nominate a suitable person having knowledge of aviation regulations and with adequate financial authority to act as accountable manager. Such nomination or change thereof shall be made to DGCA.

The organization should have persons responsible for monitoring and providing information to the flight crew on operational matters such as obtaining clearances, maintenance of technical and operational records, coordinating with local and other concerned ATCs and when required, initiating search and rescue. The responsibilities of various personnel in the operational organization should be enumerated in the organization's operations manual, which should be approved by DGCA. There should also be a person responsible for operational control of each flight, who would make an operational flight plan for each flight and shall be responsible for flight follow-up. The organization should have in their safety division adequately qualified persons to analyse incidents, defects, carry out internal safety audits and monitor flight operations quality assurance by downloading CVR/flight data recorder information.

6. SUBMISSION OF DOCUMENTS/MANUALS

After receipt of initial NOC from MCA and also the approval for import/acquisition of aircraft, the applicant shall take necessary steps for establishing the required maintenance and operational infrastructure, recruitment and training of manpower and for preparation\approval of the operations manual and other manuals. The following manuals are submitted for approval of DGCA: **(a)**

Operations Manual; **(b)** Flight Safety Manual; **(c)** Flight Crew Training Manual; **(d)** Cabin Crew Training Manual; **(e)** Maintenance Organisation Exposition; **(f)** Maintenance Control Manual; **(g)** Dangerous Goods Operations Manual; **(h)** Maintenance Programme; **(i)** Minimum Equipment List; **(j)** Manuals for Special Operations; and **(k)** Security Manual.

7. AIRCRAFT REQUIREMENTS

There are certain conditions put on the aircrafts to be imported and used in India for non-scheduled operations. Pressurised aircraft to be imported for non-scheduled operations shall not be more than 15 years in age or shall not have completed 75% of its design economic life or 45,000 pressurisation cycles, whichever is earlier. However, this requirement will not be applicable for Indian registered aircraft maintained in accordance with DGCA requirements. For the import of unpressurised aircraft, the decision is taken on a case to case basis depending on a complete examination of the records and aircraft. Unpressurized aircraft imported for training activities is not permitted for carriage of passengers if such aircraft were over 20 years when imported. Before import of an aircraft, the applicant has to ensure that no major checks/modifications including those applicable to aging aircraft, if applicable, are due within one year/2000 hours of operation. The aircraft should have mandatory equipment as specified by DGCA from time to time.

8. TRAINING REQUIREMENTS

The applicant should get its pilots/engineers/cabin crew (if required) trained either at the facilities of the manufacturer or those available with other airlines in India or at training establishments approved by the DGCA. When the aircraft being inducted is first of its type in India, an officer from Airworthiness Directorate of DGCA and one Flight Operations Inspector provides the engineering maintenance training and Flying Training respectively, free of cost along with the AMEs/Pilots of the operator/maintenance organisation. The expenditure on such training is borne by the operator. The applicant should get the training programme for pilots approved by DGCA and ensure that the training is completed before the aircraft is acquired. The training programme shall include detailed initial and recurrent training requirements for pilots, cabin crew and commercial staff, for handling persons with disabilities or reduced mobility, flight dispatchers, load and trim sheet personnel and marshalls, etc. must be accomplished before import of aircraft.

9. FLIGHT/CABIN CREW REQUIREMENTS

The applicant should have sufficient number of pilots and cabin crew (if required) under its own employment. In case of foreign pilots, the applicant should apply for their security clearance in the prescribed format. The pilots holding licences issued by other contracting States is permitted to fly only after obtaining Foreign Aircrew Temporary Authorisation from DGCA. No aircraft can be operated under the authority of this permit, if the crew of the aircraft are not regular employees of the holder of the permit.

10. DEMONSTRATION OF OPERATIONAL CAPABILITY

The applicant has to conduct one or more of the following demonstrations, as may be required, before the DGCA:

- I. A demonstration of evacuation and ditching (as applicable) of passengers and crew.
- II. Flight dispatch procedures, including pilot briefing, met information and preparation of operational flight plan.
- III. Weight and balance control procedures, including preparation of load and trim sheets, and method of preservation of records of each flight.
- IV. Baggage screening and check-in procedures.
- V. Monitoring of Flight duty time limitations.
- VI. Flight Operations Quality Assurance and CVR/FDR monitoring system.
- VII. An operator shall implement a safety management system acceptable to the DGCA, which as a minimum: (a) identifies safety hazards; (b) provides for continuous monitoring and regular assessment of the safety level achieved; (c) ensures that remedial action necessary to maintain an acceptable level of safety takes place on a continual basis; and (d) aims to make continuous improvement to the overall level of safety.



11. REQUIREMENTS FOR CONTINUED OPERATION

The operator should have prior coordination with the concerned aerodrome operator for undertaking a flight to any aerodrome with regard to watch hours, safety and security services and suitability of the aerodrome for the type of aircraft to be used. For operating to international destinations, permission from DGCA should be obtained for which a notice period of one day will be required. This notice period may be waived off for medical evacuation flights, relief flights, during natural calamities and ambulance flights, in which case the name of the patient and doctor should be provided to DGCA. However, single engine aircraft will not be allowed to operate to international destinations except for medical evacuation flights. The other crucial requirements are-

- I. The operator shall ensure that a copy of the operations manual is carried on board each aircraft. The operator shall operate in conformity with the provisions of the operations manual.
- II. Flight and duty time of the crew shall be within the limits stipulated in the Aircraft Rules and the requirements laid down by DGCA.
- III. The operator should submit the flight plan of each flight with the air traffic services unit in the normal course and obtain clearance thereto well before the expected time of operation.
- IV. In case of Air Defence Identification Zones, the additional requirement of obtaining Air Defence Clearance shall be strictly adhered to. For operation outside ATC watch hours, necessary clearances from the competent authorities for extension of watch hours shall be taken before commencing the flight.
- V. The Pilot-in-Command of the aircraft or an authorised person like an approved flight dispatcher on the type shall obtain meteorological and ATC briefings before undertaking the flight.
- VI. Articles classified as dangerous goods, arms, ammunition, explosives and inflammable materials and such other articles as the DGCA may decide from time to time, shall be carried only if

prior approval of DGCA has been obtained for carriage of dangerous goods and the carriage is effected in accordance with the Aircraft (Carriage of dangerous goods) Rules, 2003.

VII. All aircraft engaged in non-scheduled operations should carry a route guide.

In addition to the aforesaid requirements, the applicable requirements enumerated in CAR Section 8 – Flight Operations, Series A Part II and CAR Section 2, Series O Part II – Operation of Commercial Air Transport – Aeroplanes and Part IV – Operation of Commercial Air Transport – Helicopters should be complied with by all non-scheduled operators.

12. GENERAL REQUIREMENTS

The following general requirements needs to be met as and when they become applicable –

- I. Any change in the Board of Directors at any time shall be intimated to the MCA and DGCA
- II. A new Director or Chairman shall not be appointed, unless the security clearance has been obtained from the MHA through MCA.
- III. NSOP shall not be transferable. A copy of the NSOP should be carried on board the aircraft when operating such services. The NSOP shall also be displayed in the office of the chief executive of the company.
- IV. Prior permission of DGCA/MCA shall be required for: (a) change in the name of the company; (b) change in management of the company arising out of changes in the equity holdings of the company; (c) takeover of the company by another company.
- V. Landing and parking charges shall be payable to the owner of the airfield.
- VI. The operator should notify to DGCA within 24 hours about any accidents, incidents, major defects or other significant occurrences as given in Car Section 5 Series C Part I.
- VII. The operator should file monthly traffic returns aircraft-wise and yearly financial return in the prescribed forms and a copy thereof should be provided to concerned customs authorities.
- VIII. The operator shall also file quarterly returns on the number of hours flown by each aircraft of the fleet, defects encountered and reasons for prolonged grounding of the aircraft, if any, as per CAR, Section 2, Series C, Part 1 Para 6 and such return should be sent to local airworthiness office.
- IX. The non-scheduled operators should issue passenger tickets in accordance with the provisions of the Carriage By Air Act, 1972 and any other requirements which may be prescribed by DGCA. The tickets shall stipulate the conditions of carriage including the liability of the operator which shall be the same as applicable to the scheduled air transport operators. In case of charter operation, a single document issued to the party chartering the flight containing all conditions may be treated as fulfilling this requirement.
- X. The operator should maintain a current insurance for an amount adequate to cover its liability towards passengers and their baggage, crew, cargo, hull loss and third party risks in compliance with the requirements of the Carriage by Air Act, 1972, or any other applicable law.
- XI. An aircraft operator security programme should incorporate a description of the aircraft operator's security incident reporting procedures.

13. RENEWAL

NSOP can be renewed by DGCA every two years provided the operator can demonstrate continued capability to conduct the operations authorized under the operating permit. ✈️

Degradation of the operator's capability below the required level or breach of any of the requirements of this CAR or of any provisions of Aircraft Act, 1934, Aircraft Rules, 1937, Civil Aviation Requirements, orders/ directions/requirements issued under the said act or rules and as amended from time to time, shall render the NSOP liable to alteration, suspension or cancellation. Additionally, action may also be taken as per the provisions of Schedule VI of the Aircraft Rules, 1937. Also, furnishing of wrong information in respect of any of the prescribed guidelines at any stage shall make the operator liable for suspension/cancellation of the NSOP.

14. MODEL SECURITY PROGRAMME FOR BUSINESS AVIATION

The Model Security Programme for Business Aviation as provided in CAR is essentially a summary of an industry code of practice known as the "**International Standard for Business Aircraft Operations**", which covers a broad range of operational processes and requires, among other items, that operators implement a security programme proportional to the threat against their personnel, aircraft and facilities. The first step in developing an effective security programme is to assess the threat against the company as well as the operator's vulnerabilities. Threats may be related to the nature of the company's business, the location of its operations, its nationality, the State of aircraft Registration, a passenger's profile or the value of goods carried. Information on the various kinds of threats facing an operator comes from a variety of sources; in developing and maintaining a current threat assessment for different operational areas, the flight department manager should rely on the following resources, as appropriate: **(a)** National and local security officials; **(b)** National and local law enforcement officials; **(c)** The company security officer, if applicable; **(d)** National and international trade associations; **(e)** Air security assessment and intelligence service providers; **(f)** Local and foreign media reports; and **(g)** Company officials posted in foreign locations, if applicable.

Security professionals may provide assistance in determining and assessing the flight department's vulnerabilities. The focus of preventive security measures is on preventing: **(a)** Unauthorized access to company aircraft and facilities; **(b)** The introduction of unauthorized weapons or explosives to company aircraft or facilities; and **(c)** The use of company aircraft to commit unlawful acts, such as the transport of illicit drugs.

Security measures implemented by the operator should be proportional to the threat. The procedures and training in place should lead to enhanced measures whenever the threat rises, and a reduction in measures when the threat diminishes. In the case of a hijacking, the flight crew should attempt to assess the intent of the hijacker while following emergency procedures set out in the company's operations manual, including distress radio calls and a transponder setting that alerts air traffic controllers to the hijacking. In the case of a bomb threat, the operator should first ascertain whether the threat is likely to be a hoax. If the threat is considered to be legitimate, law enforcement officials should be notified. When airborne, air traffic services should be notified of the situation and the aircraft should proceed to land so that a search may be conducted on the ground. If already on the ground, the aircraft should be moved to a designated isolated parking stand before proceeding with a search. In the case of other unlawful acts, the operator should contact the responsible law enforcement agency.

15. AIRCRAFT OPERATOR SECURITY PROGRAMME

All aircraft operators are subject to the laws of the State of Registry and all States into which they operate (the host State). Each aircraft operator must establish, implement and maintain an appropriate written security programme that meets the requirements of the National Civil Aviation Security Programme (“**NCASP**”) as well as any host State.

An aircraft operator security programme should be a clear and comprehensive document, free of legal terms or jargon, and should be readily available to staff who are responsible for implementing security measures. The programme should be approved prior to its implementation in order to ensure consistency with the NCASP. Aircraft operator Security programmes should include a section that describes the national obligations and responsibilities that may apply to an aircraft operator. This section should identify the relevant aviation security authority for the State of Registration. Reference should also be made to the NCASP and other regulations. As a rule, the NCASP and national regulations will state the responsibility of the aircraft operator for developing, Implementing and maintaining an aircraft operator security programme. The company’s senior management will usually delegate the task of meeting this responsibility to its chief security officer, who should, among other tasks, ensure that the aircraft operator security programme: **(a)** Meets national legislation and NCASP requirements; **(b)** Is developed or modified to correct deficiencies and satisfy the operator’s security needs; **(c)** Is reviewed and updated regularly, and at least once every 12 months; and **(d)** Any updates or amendments, are approved by the appropriate authority for aviation security.

16. SECURITY OF AIRCRAFT

Basic responsibility for aircraft security rests with the aircraft operator, whose principal aim is to prevent trespassing. Since the first line of defence against unauthorized access is to safeguard the airside boundary, a responsibility generally designated to the airport authority, an aircraft operator security programme must take the Airport Security Programme into account, ensuring a coordinated effort and response. Where necessary, measures specific to an airport may be addressed in a supplemental Station Procedures Programme. An aircraft operator security programme should describe –

- I. Measures for protecting aircraft on the ground.
- II. How security patrols are utilized, and how patrolling security personnel communicate with the security control centre and local air traffic control.
- III. Pre-flight precautions carried out on a regular basis, during high-threat situations, or upon request, and should cite the agencies involved and their respective tasks.
- IV. Procedures for responding to information which indicates that a specific aircraft may be the target of an act of unlawful interference.
- V. Procedures to be followed for specific flights facing a higher level of threat, including the use of isolated aircraft parking areas, arrangements for guarding individual aircraft, deployment of an escort during taxiing, and inspection of the areas underlying the approach and take-off paths.
- VI. Procedures for inspecting and searching aircraft during both routine operations and times of heightened threats, and should identify the agencies responsible for conducting a search as well as the necessity for using proper checklists, adequate lighting, and properly trained personnel supported by aircraft crew or aircraft engineering support staff.

- VII. The check-in process, including special measures or facilities for groups or high-risk passengers, and should indicate procedures for protecting tickets, boarding passes, baggage tags and other documents.
- VIII. The operator's, or another entity's, responsibility for performing passenger and cabin baggage screening, the purpose of screening and searching passengers and their cabin baggage.
- IX. The legal requirement for applying security measures to aircraft catering stores and supplies, and the entity that is responsible for ensuring compliance.
- X. Other catering security subjects that may be covered in an aircraft operator security programme include: known and unknown stores; physical security measures; customs bonded warehouses; tamper-evident sealed goods; catering carts and containers; the delivery of multiple loads; airside catering operations; and the receipt and validation of consignments entering security restricted areas.
- XI. Who is responsible for cargo and mail security, including screening operations? The legal authority for imposing such security measures should be specifically cited along with the purpose of security measures for cargo and mail (including courier and express parcels).

Apart from the CAR, certain additional requirements as provided in ICAO Annex 6 Part I have not been discussed here for the sake of brevity. These requirements are mandatory and shall be followed as a matter of routine. Deviations can lead to penalties. Companies can have an internal robust system of compliances to meet the requirements discussed above apart from just having the manuals and programmes in place. Also crucial is to keep updated on the additional requirements that are published by DGCA intermittently.

II. LATEST NOTIFICATIONS/CIRCULARS

- 1. CAR Section 7 – Training and Licensing – dated January 1, 2016 to be effective from April 1, 2016** provides details regarding the training requirements applicable to the crew members of any Scheduled, Non Scheduled Operators and other operators who carry cabin crew on board aircraft. This car has been issued pursuant to the mandate under ICAO Annex 6 and Rule 38 (b) that requires that an operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew shall complete a recurrent training programme annually. The following different types of training that should be provided, as a minimum, (as applicable) to cabin crew members. The training hrs per day shall be 06hrs – **(a)** Initial training; **(b)** Aircraft type training; **(c)** Differences' training; **(d)** Aircraft visit; **(e)** Familiarization flight; **(f)** Recurrent training; **(g)** Refresher training; **(h)** Transition training; **(i)** Extended recurrent training; **(j)** Senior Cabin Crew (SCC) and Line Check Crew training; **(k)** SEP Instructor training; and **(l)** Practical training. For assessment purposes the pass percentage for all trainings shall be 70%.

- 2. PIB Release dated December 23, 2015 amending the Offset Guidelines** – The Ministry of Defence has initiated various policy measures to address the concerns of the industry for ease of doing business. The press release clarified three crucial aspects –
 - A. The vendors had been expressing difficulty to upfront provide specific description of products and their work share, supporting documents to establish eligibility of Indian Offset Partners (IOPs) and yearly discharge schedule due to the time lag between submission of technical offset offers and finalisation and subsequent implementation of offset contracts, and therefore, requested frequent contract amendments. Accordingly, a two pronged approach for mitigating perceived bottlenecks during pre and post contract stage has been evolved through recent amendments to offset guidelines.
 - I. At pre contract stage option has been given to the vendors to submit detailed offset proposals at a later stage. The vendor can finalise his IOPs and offset product details one year prior to the intended offset discharge, or can even undertake the offset activity and submit claims thereafter. This will facilitate vendors to finalise a more realistic offset offer. Orders in this regard were published by MoD on August 05, 2015.
 - II. At the post contract stage, enabling provisions have been made in the offset guidelines for change in IOP/component and re-phasing of offset schedule, thereby giving complete flexibility to the vendor. The Standard Operating Procedure (SOP) will now make it possible to address requests from vendors to change their IOP or their offset component as per requirement during the period of the contract. Necessary orders in this regard have been issued by the Ministry vide MoD ID No. 1(6)/D (Acq)/13-Vol.-II dated 11.12.2015.
 - B. The DPP has a provision for foreign Original Equipment Manufacturers (OEMs) to discharge their offset obligations through 'Services'. This provision had been kept under abeyance with effect from 23 May 2013, due to absence of any regulatory oversight mechanism for Services. However, there was a persistent demand from the industry (both domestic and foreign) for allowing Services as a valid avenue for discharge of offset obligations. Based on several interactions and inputs, received from industries most of the 'Services' which were in abeyance, have been reinstated with checks and balances following a Ministry of Defence order in this regard on December 07, 2015. Orders have been published vide MoD ID No. DOMW/OP/GEN/03/2015/01 dated 07.12.2015.

C. Indian vendors participating in 'Buy Global' cases were at a disadvantageous position in terms of fulfilling offset obligations. In order to promote 'Make in India', a level playing field has been provided and an Indian vendor has been brought at par with the foreign OEM in terms of fulfilling offset obligations through orders issued by the Defence Ministry on December 11, 2015. Orders have been published vide MoD ID No. 1(6)/D (Acq)/13-Vol.II dated 11.12.2015.

3. CAR SECTION 8 – AIRCRAFT OPERATIONS dated December 15, 2015 7th October, 2015;

ICAO Annex 6 – Operation of Aircraft Part III, Section III contains standard and recommended practices, which covers flight crew requirements for International general aviation helicopters. The Annex requires it to be ensured that all flight crew members are adequately trained and maintained competence to perform their assigned duties. Applicable sections specified in Schedule II also require all pilots to maintain proficiency in respect of the licence before exercising privileges of their licence. This CAR applies to helicopter pilots flying in General Aviation category and lays down responsibilities of Pilot-in-Command towards training and qualification requirements to carry out operations and is issued under the provisions of Rule 29 C and Rule 133 A of the Aircraft Rules 1937.

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