

**55<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

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AGENDA ITEM 3: AVIATION SAFETY

**ISSUANCE OF FOREIGN AIR CREW TEMPORARY  
AUTHORIZATION (FATA)**

Presented by India

**INFORMATION PAPER**

**SUMMARY**

This Information Paper presents information on the issue of FATA (Foreign Aircrew Temporary Authorization) by India.

## ISSUANCE OF FOREIGN AIR CREW TEMPORARY AUTHORIZATION (FATA)

### 1. INTRODUCTION

1.1 Rendering (a licence) valid as per Chapter 1 ICAO Annex-I means the action taken by a Contracting State, as an alternative to issuing its own license, in accepting a licence issued by any another Contracting State as the equivalent of its own licence. Method of rendering a licence valid is described in Para 1.2.2 Chapter 1 ICAO Annex-I as follows:

(i) “when a Contracting State renders a licence valid issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorisation to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorisation to specific privileges, the authorisation shall specify the privileges of the license which are to be accepted as its equivalent. The validity of the authorisation shall not extend beyond the period of validity of the licence. The authorisation ceases to be valid if the licence upon which it was issued is revoked or suspended”.

1.2 Rule 45 of the Aircraft Rules, 1937 of India stipulates the provisions for rendering a licence valid (when a licence has been granted by the competent authority in a foreign State and is for the time being in force, the Central Government may, subject to such conditions and limitations and for such periods as it shall think fit, render such licence valid by an authorisation for flying aircraft registered in India and a licence so validated shall be subject to the provisions of rules 19 and 19A and such validation of a licence shall cease if the licence is revoked or suspended).

### 2. DISCUSSION

2.1 The detailed guidelines and procedures for rendering a licence valid (issuance of Foreign Aircrew Temporary Authorisation - FATA) is stipulated in CAR (civil aviation requirements) Section 7 Series G Part II. The CAR is available on DGCA website: [www.dgca.nic.in](http://www.dgca.nic.in).

2.2 The salient features of the civil aviation requirement are as follows:

(i) Security clearance: as per the National Policy the security clearance of the foreign pilots is obtained from the concerned security agencies through an online portal i.e. [e-sahaj.gov.in](http://e-sahaj.gov.in).

(ii) Selection criteria of pilots by the airlines/operator: The detailed experience requirements for different categories of aircraft are laid down in the civil aviation requirements. Airlines select their respective pilots based upon the experience criteria defined thereon. For example, for narrow body aircraft the minimum total flying experience required is 4,000 hrs with minimum PIC of 2,000 hrs and 500 hrs PIC on the type/variant.

(iii) Knowledge test of the foreign pilot: after the arrival of foreign pilots in India, the operator provides appropriate training on company operations/ operations manual for minimum period of three days. Thereafter, the pilot appears before Oral examination board in DGCA. The knowledge of the foreign pilot is tested at two levels initially through oral examination and thereafter through written examination of Air Regulation within a period of three months from issue of initial FATA. The written examination is conducted fortnightly by DGCA. During the oral examination the foreign pilot is assessed for his knowledge of Air regulation and operator’s operations manual in general.

(iv) Verification of the Documents: The original documents like licence, ratings, authorisation, medical certificate, log book etc. are scrutinized in DGCA and the authenticity of the licence, rating, authorizations and of the medical certificate are verified from the State of licence issue prior to issuing authorization.

(v) Issue of FATA: Upon qualifying the oral examination and receipt of the licence verification by the state of licence issue FATA (Foreign aircrew Temporary Authorization) is issued initially for a period of three months. The privileges of FATA thus issued can be exercised only after completion of operator conversion course as defined in the operations manual of the operator or a release check by DE (Designated Examiner)/FOI (Flight Operations Inspector) as the case may be. Further, extension of FATA beyond three months is done after qualifying the written Air Regulation Examination conducted by DGCA and obtaining Class-I Indian Medical Certificate issued by DGCA. The validity of authorization is restricted to the validity of foreign licence or for a period of one year.

(vi) Criteria for manufacturer pilots: In case an operator utilises the services of flight crew of the aircraft manufacturer for carrying out training when a new aircraft type is inducted in the country or by the operator, the FATA to manufacturer pilots is issued for a period maximum up to 6 (six) months without passing the Air regulation examination. In such cases the manufacturer pilot is always accompanied by an Indian pilot as trainee.

(vii) FATA for TRI and TRE: To train the Indian pilots, TRI and TRE authorization is issued based upon Examiner/Instructor authorization issued by the Contracting State after relevant training and checks.

**2.3 PRESENT STATUS**

(i) The number of foreign pilots employed by the Indian operators for the last five years is as follows:

S.No.	Foreign pilots employed by Indian operators	
	Year	No. of foreign pilots
1.	2013	267
2.	2014	269
3.	2015	280
4.	2016	378
5.	2017	249
6.	2018 (until 31 <sup>st</sup> July)	298

2.4 As per the above status it may be seen that the number of foreign pilots has been somewhat constant. It is due to fact that the airlines are upgrading their Indian pilots and simultaneously phasing out the foreign pilots.

**3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to note the information contained in this Paper.