



FEDERATION OF INDIAN PILOTS

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31st October 2023

To
Shri Jyotiraditya Scindia
Hon'ble Minister of Civil Aviation
Ministry of Civil Aviation,
Rajiv Gandhi Bhavan,
Safdarjung Airport,
New Delhi – 110 003

Validating expired licenses of Indian pilots abroad, who wish to return back to India.

Dear Sir,

It is a matter of pride for all of us that Indian carriers have placed some of the largest aircraft orders ever in the history of civil aviation. To meet the growing demands, it is a foregone conclusion that the nation will require a large number of pilots. This is a challenge that we have to face and we should explore every avenue to ensure that we do not have to depend on expat pilots as was done a few years back, before the covid pandemic.

There are a number of Indian pilots who are employed by foreign carriers in countries like Singapore, Malaysia, Sri Lanka, Doha, UAE, Kuwait etc. Some of them may desire to come back to their motherland and serve the country again. The main deterrent to this is the cumbersome process of renewing their Indian flight crew licenses, including revalidating their medical status. If the DGCA makes these processes simpler and more pragmatic, we are sure a number of Indian pilots would come back to fly for Indian carriers.

At this juncture, may we put forth a process which will be in line with international best practices:

- 1) If the pilot holds a valid medical certificate issued by another regulator, he or she must be able to obtain a Class I medical certificate. In India by appearing only for a renewal medical examination as applicable to the age group. The DGCA should not insist on the applicant again appearing for an "Initial" medical examination.
- 2) If more than 5 years have elapsed since the validity of the license has expired, the applicant should be able to renew the license on successfully passing an examination only in Air Regulations, instead of all the other examinations like Airframe & Engines, Meteorology and Air Navigation. If a pilot is on active flight status it is understood that he is proficient with subject like Airframe & Powerplant, navigation and meteorology. He or she only has to refresh the knowledge pertaining to the regulations of the country, in this case Indian Aircraft Act & Rules.
- 3) The process of renewing the Certificate of Proficiency in Radio Telephony issued by the Ministry of Communications is another cumbersome process. Sir, in many countries, this license does not even exist. For some strange reason we are still clinging on to this colonial legacy. May we suggest that this Certificate also be renewed on production of the flying logbook which proves that the applicant is on active flight status.

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If a pilot who is employed for example by Emirates Airlines can safely operate an aircraft from Dubai to Delhi and back with a license issued by the UAE authorities, we fail to understand why the same pilot cannot operate an aircraft owned by an Indian carrier when he or she return back to India. It is not that the pilot loses all the proficiency the moment he or she resign from a foreign carrier.

In this context may we request your kind intervention to make the process of "Ghar Wapsi" of Indian pilots a simpler and pragmatic one.

Warm regards

Capt. Surinder Mehta
President, FIP

cc: Secy MoCA
cc: DG, DGCA