



FEDERATION OF INDIAN PILOTS

FIP/DGCA/26-11

09 Jul 26

To,
Director General,
Directorate General of Civil Aviation (DGCA),
Opposite Safdarjung Airport,
New Delhi - 110003

**WITHDRAWAL OF TEMPORARY EXTENSIONS / VARIATIONS
TO FLIGHT DUTY TIME LIMITATIONS (FDTL) AND NON-
IMPLEMENTATION OF THE CAR SECTION 7 SERIES J PART III
DATED 26 MAR 2024: SERIOUS SAFETY CONCERNS**

Respected Sir,

1. Reference is made to the following letters:

- a) Our letter no FIP/DGCA/2025-02 dated 11 Jul 25.
- b) Our letter no FIP/DGCA/2025-05 dated 01 Sep 25.
- c) Our letter no FIP/MOCA/2025-12 dated 28 Oct 25.
- d) Our letter no FIP/DGCA/2025-13 dated 02 Dec 25.
- e) Our letter no FIP/MOCA/2025-14 dated 05 Dec 25.
- f) Our letter no FIP/MOCA/2025-18 dated 18 Dec 25.
- g) Our letter no FIP/MOCA/2026-01 dated 08 Feb 26.
- h) Our letter no FIP/DGCA/FDTL//2026-01 dated 15 Mar 26.
- i) Hon'ble High Court of Delhi Orders on FDTL dated 24 Feb 25 and 07 Apr. 2025.
- j) Our letter no FIP/DGCA/26-07 dated 10 May 26.
- k) Our Letter no FIP/DGCA/26-08 dated 08 Jun 26.

2. Time and again the FIP has requested the DGCA and MOCA to withdraw all variations/dispensations on FDTL given to the airlines. In Feb 26 the war in the Gulf with Iran had led to mass cancellation of flights by the Indian Carriers. Even the long-haul flights were affected. The rising ATF fuel prices constrained all Indian airlines to curtail their domestic and international flights. In fact, Indigo and Air India the major carriers had curtailed almost 22% of domestic and 10% of international flights. However, till date DGCA has not withdrawn the FDTL variations dispensations given to Air India and Indigo in Dec 25.



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3. The FDTL CAR was implemented on the orders of the Hon'ble High Court of Delhi. The FDTL and FRMS are important pillars of Flight Safety which must be implemented and adhered by all airlines. Now with the curtailed flight schedules the pilots average flying has reduced and they are merely **flying 40/50 hours a month**. By giving such dispensations to the airlines, it will ensure **non recruitment** by the airlines to **save costs**. Subsequently, when they normalize full operations, they are bound to have pilot shortages and again request for dispensations on FDTL. In other regulatory bodies the rule position is changed for any variations but no dispensations are granted. Thus, in the interest of Flight Safety, there is an urgent need for DGCA to withdraw all dispensations/variations and fully implement CAR Sec 7 Ser J Part III, as per the orders of the Hon'ble Court.
4. In spite of repeated requests to DGCA the dispensations of CAR have not been revoked. **We once again request DGCA to withdraw all dispensations and fully implement the CAR Sec 7 Ser J Part III, on FDTL and ensure Air Safety.**

Yours Sincerely

Warm Regards,
Capt. C.S. Randhawa,
President, Federation of Indian Pilots

Copy To:

1. Minister of Civil Aviation, MOCA, Rajiv Gandhi Bhavan, New Delhi – 110003
2. Secretary, MOCA, Rajiv Gandhi Bhavan, New Delhi – 110003