



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 2 – AIRWORTHINESS**  
**SERIES F PART XX**  
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**EFFECTIVE: FORTHWITH**

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Subject: **Age of Aircraft to be imported for Scheduled/ Non-Scheduled including Charter, General Aviation and other Operations.**

**1. INTRODUCTION**

Civil Aviation Requirements Series F Part III specifies the condition to be complied with by operators before importing used aircraft. This part of the Civil Aviation Requirement lays down the age criteria of aircraft to be imported for scheduled/ non-scheduled / charter and other operations. For the purpose of this CAR “other operations” includes but not limited to use of aircraft for State, Aerial work, private purpose and flying training activities.

**2. BACKGROUND**

Since the publication of this CAR more than two decades ago, studies were conducted by international aviation community on the correlation between fatal accidents and age of the aircraft. Such studies have not clearly established that there is a correlation between accident rate and aircraft age up till eighteen years. Considering that Modern commercial air transport jet aircraft are significant economic assets that can have an effective economic useful life of decades, the restriction imposed on import of aged aircraft is cautiously revised.

**3. APPLICABILITY**

It has been observed that private operators are keen to bring aircraft which are very old, sometimes even exceeding twenty years in age. It must be appreciated that normally manufacturers of jet aircraft prescribed a design economic life for their aircraft which extend to 20 years or 60,000 landings/ pressurization cycles. The purpose behind having this minimum standard in the life of the aircraft is to ensure that the aircraft does not have problems of corrosion, fatigue, metal fatigue, cracks etc., in areas which are normally not accessible during even major checks. It is with a view to check the age related problems of the

aircraft that the manufacturers indicate a design-economic life in terms of years and pressurization cycles for the jet aircraft.

While certain aircraft may be operating in the airlines of their countries even beyond this age, these are exceptions and they may be operating in the airlines to which they entered service. As the airline operating such aircraft are fully aware of the entire history of the aircraft and are thoroughly familiar with the various services, it has undergone and the environment in which it has operated, they are able to maintain aircraft beyond the designed economic life. Nevertheless, they carry out major modifications/ inspections as per programs issued by manufacturers/ regulatory authorities of the country concerned. This kind of knowledge and product support are not available in India in respect of aircraft which have not seen service in this country with any airline. Therefore, after detailed consultations amongst technical experts in the Director General of Civil Aviation, it has been now decided as follows:-

- 3.1 Pressurized Aircraft intended to be imported and used in passenger services (Scheduled/ Non-Scheduled) and General Aviation operation, shall not have completed 20 years of age or 65% of designed economic life in terms of pressurization cycle, whichever is earlier.

Note 1: In case of aircraft above 18 years of age, the aircraft shall have flown at least for 100 Hours during last six months from the date of application for import.

Note 2: The requirement of having flown for 100 Hours within last six months shall not be applicable, if the aircraft has undergone major maintenance within six Months with a satisfactory maintenance test flight report prior to the date of application for import.

- 3.2. In the case of unpressurised aircraft, the decision will be on a case to case basis and on a complete examination of the record of the aircraft being procured. Additionally the aircraft intended to be imported shall have flown 50 Hours during last six months. However, Director General of Civil Aviation would normally not allow such aircraft which are more than 25 years old.

Note 1: The requirement of having flown for 50 Hours within last six months shall not be applicable, if the aircraft has undergone major maintenance within last six Months with a satisfactory maintenance test flight report prior to the date of application for import.

- 3.3. Aircraft intended to be imported for air cargo operations shall not have completed 25 years in age or 75 percent of its design economic life in terms of pressurization cycles, whichever limitation is completed earlier.

**Note.** *These requirements will not be applicable for local acquisition of Indian registered aircraft maintained in accordance with DGCA approved procedures, which are intended to be acquired for operations mentioned above.*

- 3.4 Age restrictions will not be applicable for import of aircraft exclusively for the

purpose of Aerial Work operations.

- 3.5 Aircraft intended to be imported and used for scheduled commercial air transport operation shall have their design economic calendar and operational life clearly established by the holder of type certificate and approved by the state of design. The aircraft shall have supplementary structural inspection document (SSID), Corrosion Prevention, Control Programme (CPCP) and Critical Design Configuration Control Limitations (CDCCL) recommended by the type certificate holder.

**4. Details to be furnished for import of aircraft**

All persons desirous of importing aircraft are required to furnish the following information:

- (i) Manufacturers certified date of Manufacture of the aircraft.
- (ii) Time since New (TSN) / Time since Overhaul (TSO) of aircraft, engines and life of each module since last overhaul/ refurbishment, and any life limiting features.
- (iii) The history of the airframe Major checks of structure and details of number of landings/ pressurization cycles
- (iv) Details of all significant incidents/accidents in which the aircraft had sustained damage since its induction into service along with the details of repairs that were carried out after these incidents/ accidents to make aircraft airworthy
- (v) Status of compliance of SBs/ modifications and inspections prescribed by manufacturers.
- (vi) Status of compliance of Airworthiness Directives/Mandatory Modifications.
- (vii) Status of compliance of Supplemental Structural Inspection Programme (SSIP), Corrosion Protection Control Programme (CPCP) and Critical Design Configuration Control Limitations (CDCCL).
- (viii) Copy of Type Certificate if the aircraft is first of its type to be imported.
- (ix) Before the import of aircraft which is not operating in India, documents/ manuals given in CAR Section 2 Series 'F' Part III shall be furnished.
- (x) Status of aircraft equipment including mandatory equipment

5. Aircraft, which are entirely new type, will not be allowed to come into India without the operator satisfying the Director General of Civil Aviation about its ability to maintain and operate the aircraft safely. Such preparedness should be established with particular reference to the availability of trained and licensed crew, engineers, technicians and technical maintenance facilities for the maintenance of the aircraft in India.

6. The operator should also import sufficient critical spares recommended by the aircraft manufacturer along with the aircraft, so that the aircraft is maintained in airworthy condition as per Aircraft Act, Rules and Civil Aviation Requirements issued by the Director General of Civil Aviation from time to time.

  
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Director General of Civil Aviation 13/11/25