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 III
ISSUE II, DATED 25TH NOVEMBER 2014 **EFFECTIVE: FORTHWITH**

F. No.: DGCA-25012(07)/15/2025-AW

Subject: **Issue/ Validation and Suspension of Certificate of Airworthiness.**

1. **Introduction:**

1.1. Rule 15 requires that no aircraft shall be flown unless that all aircraft possess a valid Certificate of Airworthiness (C of A) or Special Certificate of Airworthiness.

1.2. Rule 50 of the Aircraft Rules, 1937 empowers the Director General of Civil Aviation (DGCA) to issue certificate of airworthiness or Special Certificate of Airworthiness of an Aircraft Sub rule 5 of Rule 50 specifies that a certificate of airworthiness shall be invalid unless the General or an approved organisation, carries out a review of compliance with applicable airworthiness standards and issues an airworthiness review certificate valid for such periods as may be specified therein which may be extended by the Director-General or an approved organisation, in accordance with such procedures as may be specified by the Director-General.

1.3. Sub rule 1 of Rule 55 states that the Certificate of Airworthiness of an aircraft shall be deemed to be suspended under the conditions mentioned therein. Further sub rule 2 of the said Rule 55 empowers the Director General to suspend or cancel the Certificate of Airworthiness whenever reasonable doubt exists as to the safety of an aircraft.

1.4. This CAR is issued under the provisions of Rule 133A of the Aircraft Rules, 1937, for information, guidance and compliance by owner/ operators of aircraft and lays down the requirements for the issuance/ validation of C of A/ ARC and the issuance an export C of A. This part of CAR also specifies the conditions for revalidation of a suspended C of A.

2. Issuance of Certificate of Airworthiness:

2.1. Accepted Airworthiness Standards

Each aircraft either manufactured in India or imported into India for which a Certificate of Airworthiness is to be issued or validated, shall conform to the design standards and be in a condition for safe operation. To be eligible for issuance of Certificate of Airworthiness, an aircraft must be Type Certified, its type certificate validated or type accepted by DGCA.

2.2. Application for issue of C of A, Airworthiness Review Certificate (ARC) and Aircraft Noise Certificate

2.2.1. After the aircraft has been registered, the owner or his authorized representative may apply to DGCA through eGCA application with necessary fees as following

2.2.1.1. Certificate of Airworthiness (CA Form 25 - Appendix 'A' & B‘)
2.2.1.2. Airworthiness Review Certificate
2.2.1.3. Noise Certificate (Appendix –‘G‘)

2.2.2. A copy of the C of A and ARC application along with supporting documentation shall also be submitted to the regional/ sub-regional office under which the Continuing Airworthiness Management Organisation of the aircraft is located.

2.2.3. In case the aircraft is being imported, the owner/ Operator shall ensure that the special requirements of DGCA as spelt out in Appendix –D are made available to the regulatory authority of the exporting country for compliance prior to issue of Export C of A.

2.3. Documents/ technical literature

2.3.1. If the type of aircraft is being introduced/ imported into the country for the first time (new or used), the owner/ operator shall supply, one set each of the following updated technical literature, to DGCA Hqrs and Regional/ Sub-Regional Office of DGCA in soft copy :

(i) Type Certificate & Type Certificate Data Sheets
(ii) Standard Certificate of Airworthiness issued by the country of Export
(iii) Export Certificate of Airworthiness. However, where the country of export does not issue export C of A, the same may be waived by DGCA after confirming this fact from country of export.
(iv) Maintenance Planning Document/Manufacturers recommended inspection document.
(v) MMEL
(vi) Airplane Flight Manual / Pilots‘ Operating Handbook
(vii) Crew Operations Manuals (where applicable)

2.3.2. In addition, one set of the following documents shall be submitted to Regional/ Sub-Regional Office of DGCA where the Continuing Airworthiness Management Organisation of the aircraft is located.
(i) Aircraft Maintenance Manual

(ii) Engine Maintenance Manual
(iii) Overhaul Manual (Where applicable)
(iv) Structural Repair Manual
(v) Service Bulletins
(vi) SSID, CPCP document (where applicable).

Note: Documents issued by the manufacturers in electronic format in lieu of hard copies are acceptable. Operator can provide the OEM subscription for access of all above aircraft maintenance literature.

2.3.3. The operator shall ensure that any significant amendments to the above documents are informed to the respective Regional/Sub Regional office promptly.

Note: In case an aircraft is based (main base where major maintenance is carried out) at more than one station in India, then additional OEM subscription for access of the above mentioned technical literature may be asked for, by the concerned Regional/ Sub-Regional Airworthiness Office.

2.3.4. In addition to the documents required in the above paras, the following Log Books/ Certificates/ documents shall also be submitted:

(i) Duly filled original log books along with record of modification with a certificate from Continuing Airworthiness Manager that all applicable modification/ Airworthiness Directive/Inspection have been complied with at the time of issue of Export C of A.

(ii) In case the aircraft was imported in a dismantled condition, an erection certificate signed by an appropriately licensed/ Authorised/ approved person(s) along with the flight test report by the pilot licenced / authorised for the purpose.

(iii) Flight Test Report for the aircraft

(iv) An electrical load analysis covering all services, if the aircraft has undergone modification needing such analysis.

(v) Customized Manufacturer‘s weight and balance manual, and weight schedule giving the empty weight CG location.

(vi) List of component giving details of component’s history for each major component listed in Aircraft maintenance program.

2.4. **Issue of C of A , ARC & Noise Certificate**

2.4.1. On receipt of the copy of application and requisite documents, the regional/sub-regional airworthiness office, for the issue of C of A and ARC, shall carry out:

a) Application form review;
b) Aircraft configuration identification;
c) Aircraft documentation review; and
d) Aircraft inspection.

2.4.2. Regional/sub-regional airworthiness office after ensuring the relevant requirements for the issuance of C of A and ARC have been met will forward the application along with duly filled C of A /ARC checklist to DGCA Hqrs for recommendations to issue the C of A, ARC and Noise certificate. On receipt of satisfactory recommendation, C of A , ARC and Noise certificate shall be issue by the DGCA Hqrs. Format of the Certificate of Airworthiness issued by DGCA is enclosed as Appendix 'F' and format for ARC (CA form 15 a/CA Form 15c as applicable) is attached as Appendix-III to CAR M/Appendix IV to CAR ML.

***Note**: Issue of ARC in respect of an aircraft shall be carried out at Hqrs for the first time only. with Subsequent issue and extension of ARC shall be carried out by the respective regional/sub-regional office through eGCA application or by approved organization in accordance the privileges conferred under intimation to concerned Regional/ Sub-regional airworthiness offices.*

3. Validation of C of A

3.1. DGCA may render valid a certificate of airworthiness in respect of an aircraft provided:

(a) The airworthiness authority of the country of manufacture has issued a C of A or such equivalent document;

(b) The applicable airworthiness requirements issued by the DGCA are complied with; and

(c) The applicant furnishes necessary documents and technical data relating to the aircraft as specified in Para 2 of this CAR.

3.2. While rendering a C of A valid, a statement of authorization shall be issued by DGCA and shall be carried along with the original C of A. The validity of the authorization shall be for a short period and shall not exceed the period of validity of the original C of A.

4. Validity of Certificate of Airworthiness:

4.1. The C of A shall remain valid subject to the following conditions:

(i) the airworthiness review certificate of the aircraft issued as per CAR

M/CAR ML is valid; and

(ii) all due maintenance specified in the applicable maintenance programme have been completed; and

(iii) all Airworthiness Directives/ mandatory modifications have been complied with; and

(iv) any modifications and repairs carried out conform to the applicable regulations; and

(v) each discrepancy recorded in the technical log has been actioned and certified; and

(vi) all applicable releases to service have been completed and certified; and

(vii) all components' lives are within the limits laid down in the applicable maintenance programme; and

(viii) weight and balance data in the aircraft logbook is accurate and within the limitations of the aircraft type certificate; and

(ix) the flight manual is current version for the aircraft; and

(x) all documents and safety equipment on board are updated and in proper condition; and

(xi) A general condition inspection of the aircraft is performed with satisfactory results.

5. Import of Aircraft

5.1. Import of Aircraft under foreign registration

An aircraft may be imported under foreign Certificate of Registration and Certificate of Airworthiness. The Indian Certificate of Registration and Certificate of Airworthiness shall be issued after the aircraft arrives in India and the owner/ operator complies with the applicable airworthiness requirements.

5.2. Import of aircraft under Indian registration

5.2.1. In case the aircraft is imported under Indian Registration, arrangements for physical inspection of the aircraft by DGCA officers at foreign location shall be made by the owner/operator for issuance of C of A and ARC prior to the import of the aircraft. The DGCA officer issuing the C of A at foreign location shall also, along with the C of A, issue the Airworthiness Review certificate. The ARC validity in such a case may be limited to the arrival of the aircraft to its base where detailed documentation review and inspection of aircraft shall be carried out for issue of ARC.

5.2.2. For cases where the aircraft is imported under Indian registration and it is not feasible for an inspection of the aircraft to be carried out by a DGCA officer, in lieu of the C of A, a special flight permit for the purpose of delivery of a new aircraft at first destination in India may be issued. In such a case, DGCA would require a detailed inspection by an authorized person for the issue of special flight permit. The special flight permit so issued shall require Operational limitations to be put in and would require permission from the State authorities of the State over which the aircraft would fly.

6. Export of aircraft

6.1. DGCA may issue an Export Certificate of Airworthiness during export of an aircraft, such

export certificate of airworthiness shall be issued only, if the importing state regulations require the need for export C of A.

6.2. Applicant shall submit the request through eGCA for the issue of export C of A along with requisite fees as applicable and show the compliance with applicable airworthiness requirements for issue of C of A / ARC as stipulated by DGCA including the special requirements of the importing State.

6.3. Further, guidance for issue of export C of A is detailed in AAC 4/2006 and Airworthiness Procedure Manual Part II Chapter 2. The export C of A shall be issued by the regional offices by an officers at the level of Deputy Director of Airworthiness or above.

7. Suspension or cancellation of Certificate of Airworthiness:

7.1. The Certificate of Airworthiness of an aircraft shall be deemed to be suspended when,

(i) An aircraft ceases or fails to conform with the requirements / rules in respect of operation, maintenance, modification, repair, replacement, overhaul, process or inspection applicable to that aircraft.
(ii) Airworthiness review certificate is not valid;
(iii) "Life Limited Parts" and Time Control components when due are not replaced. ;
(iv) Certification maintenance requirements (CMR), airworthiness limitations (ALI), fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL) are not complied.
(v) Mandatory modifications/ inspections are not carried out, as and when due;
(vi) Unapproved repairs/ Modifications are carried out;
(vii) Unapproved materials/ procedures/ practices are used;
(viii) Aircraft has suffered major damage or defect or develops a major defect, which would affect the safety of the aircraft or its occupants in subsequent flights;
(ix) Valid and current mandatory documents are not carried on board.

7.2. Whenever an Indian registered aircraft suffers major damage or defect or any of the condition, enumerated at Para 7.1 above is encountered, it shall be the responsibility of the operator to inform the concerned Airworthiness Office, promptly the extent of damage or nature of defect and circumstances, which caused the same.

7.3. On receipt of report regarding major defect/ damage to an aircraft, Officer-in- charge of Regional/Sub-regional Airworthiness Office may formally suspend the Certificate of Airworthiness, if he feels that reasonable doubt exists as to the safety of the aircraft or as to the safety of this type of aircraft to which that aircraft belongs. He may make necessary endorsement in the Certificate of Airworthiness through eGCA and information will be send to the Director of Airworthiness at Headquarters.

7.4. The Regional/Sub-regional Airworthiness Office may require the owner or operator to render a survey report on the damage or nature of defect encountered which resulted in suspension.

7.5. The Airworthiness Office shall further require the aircraft or aircraft component or an item of equipment of that aircraft to undergo such modification, repair, replacement, overhaul, inspection including Flight Tests and examination under supervision of

appropriately licensed AME/ authorized person as a condition for revalidation of C of A. For this purpose the operator shall submit a complete proposal concerning the method proposed to be adopted for effecting repair or rectification of defect or modification of aircraft as the case may be.

7.6. When the C of A of an aircraft is suspended or deemed to be suspended, the Officer-in-charge of the Airworthiness Office may, upon an application made by the operator/owner and subject to such requirements as specified by him, having regard to the safety of the aircraft and persons thereon permit the aircraft to be ferry flown to a place without passengers on board by issuing Special Flight Permit (SFP) as per CAR Section 2 Series F Part-VII where the maintenance required to remove the suspension of C of A can be performed.

7.7. The owner/operator shall submit such an aircraft during repair, modification, overhaul or rectification of defect to Airworthiness officers for carrying out inspection at such stages as considered necessary.

8. Revalidation/ Revocation of a suspended C of A

8.1. In case, the C of A is under suspension/ deemed suspension due to extensive damage to an aircraft or due any other reason , the C of A shall be revalidated/revoked, subject to the completion of the required repair/ modification/ maintenance action and a satisfactory test flight (if required). The test flight (where required) shall be conducted based on the special flight permit issued by DGCA and subject to the conditions stated in the special flight permit.

Note: While revalidating/ revoking the C of A, the ARC shall also be issued by the regional/ sub-regional office.

9. The Director General of Civil Aviation reserves the right to refuse Certificate of Airworthiness to an aircraft where reasonable doubt exists regarding its airworthiness or where required document(s) have not been made available or false information has been furnished. The DGCA may withhold the issue of C of A, if the aircraft is known or suspected to have features, which may jeopardize safety or airworthiness of the aircraft.

10. DGCA reserves the right to cancel Certificate of Airworthiness if it is observed that the Certificate of Airworthiness has been obtained by false/fraudulent means.

11. Notwithstanding the above, the DGCA may require the owner/ operator to comply with additional requirements prior to issue/ revalidation of the C of A of the aircraft to ensure its continued airworthiness and safe operations.

(Vir Vikram Yadav)
Director General of Civil Aviation

APPENDIX 'A'

CA 25 **GOVERNMENT OF INDIA** **CIVIL AVIATION DEPARTMENT**	
1. Name and Address of owner	
Name	
Apartment or Building number	
Area	
Landmark	
Country	
Nationality	
2. Name and address of applicant / Operator	
Name	
Apartment or Building number	
Area	
Landmark	
District	
State	
Country	
Pin code	
3. Name and Country of Manufacturer	
Name	
Country of Manufacturer	
Date of manufacture	
4. Description of aircraft	
(a) Aircraft Details	New O Used O
Type/ Model	
(b) Engine Type/ Model	
Number of Engines Fitted	
Sl No. Port	
Sl No. Stbd	
(c) Propeller Type /Model	
Number of Propeller Fitted	
Sl No. Port	
Sl No. Stbd	
Manufacturer's Serial Number	
Applicable Continuing Airworthiness Standards	CAR M O CAR ML O
5. Total number of hours flown since manufacture	
Aircraft Hours	As on date
Aircraft Cycles	As on date

Engine hours/ Cycle	Port	Stbd
Propeller Hours /Cycle	Port	Stbd
6. Certified Seating Capacity		
Minimum crew required		
Maximum number of Passenger		
Avionics installed	List of Avionics Installed	
7. Maximum take-off mass of aircraft		
Location for physical inspection		
Country :	Location :	
8. Hours flown since last C of A renewal		
9. Last major inspection carried out:		
10. Date of last major inspection		
State of Origin last C of A	Serial Number of last C of A	
Export C of A or Equivalent document		
11. Aircraft Manufactured in	India O	Foreign O
Applicable for foreign manufactured aircraft		
C of A category sought		
Category	Sub Category	
Normal	Passanger O Mail O Goods O Aerial Work O Private O	
Special Category	Racing aircraft O Research or Experimental aircraft O	
Aerobatic Category:	-------	
12. Name and Address of Approved organisation/ Licensed Aircraft Maintenance Personnel with whom aircraft is available for inspection		
Name		
Country		
Apartment or Building number		
Area		
Landmark		
Region (under whose jurisdiction aircraft would remain)		
Office		
Fee Details		

DECLARATION

O I hereby certify that all requirements of the approved maintenance programme and appropriate airworthiness directives have been complied with. I further declare that all information herein and documents submitted with this application are true in every respect.

O I hereby declare that the particulars entered on this application and the appendix is true and correct to the best of my knowledge and belief, if any information / data is found incorrect/ false at any stage, undersigned will be held responsible.

Date	Name Designation

Note: Application form CA-25 to be duly filled in eGCA along with Appendix-B and should be enclosed by the following documents:

1. *Certificate of Erection signed by an Aircraft Maintenance Engineer/ authorized personnel. (As applicable)*

2. *Certificate of Flight Test signed by licenced / authorised pilot. (As applicable)*

Appendix B

APPENDIX TO THE CA 25

DETAILS OF AIRCRAFT SYSTEMS, INSTRUMENTS AND EQUIPMENT INSTALLED IN THE AIRCRAFT

1. Pressurization system	
2. Automatic flight control and guidance systems	
3. Cockpit voice recorder as per requirements of CAR (Sec-2) Series "I" Part-VI - state duration of recording	
4. Electric power generators:	
4.1 Engine driven - a) AC only- (including alternators with built- in rectification) furnish frequency range b) DC and AC	
4.2 Helicopter transmission driven - a) DC only (including alternators with built- in rectification) b) DC and AC c) AC only, frequency range	
5. Main batteries: a) Nickel/ Cadmium b) Lead/ Acid c) Number fitted	
6. Oxygen System: a) Installed b) Portable	
7. Engine fire detection system	
8. Portable fire extinguishers	
9. Stall detection and warning system	
10. Fuel quantity indicating system	
11. Ice and rain protection systems	

12. Type of FDR/ DFDR installed as per requirements of CAR (Sec-2) Series I Part V	
13. Emergency lighting system including Emergency Escape path lighting	
14. Status of installation of GPWS/EGPWS as per requirements of CAR (Sec-2) Series I Part VII	
15. Status of installation of ACAS as per requirements of CAR (Sec-2) Series I Part VIII	
16. Status of installation of ELT as per requirements of CAR (Sec-8)	
17. Status of installation of ATC Transponder as per requirements of CAR (Sec-2) Series R Part IV	
18. Details of equipment required for VFR flights as per CAR (Sec-8) applicable to type of operation to be undertaken.	
19. Details of equipment required for over water operations, if applicable as per CAR (Sec-8)	
20. Details of equipment required for flight over designated land area as per CAR (Sec-8)	
21. Details of equipment required for high altitude operations, if applicable as per CAR (Sec-8)	
22. Details of equipment required for operations in icing condition, if applicable as per CAR (Sec-8)	
23. Anti-collision lighting a) Rotating beacons b) Strobe lights	
24. Compasses: a) Remote reading b) Direct reading	
25. Automatic navigation system	

26. Rotor low rpm warning indication system (helicopters only)	
27. Additional Systems installed for Aerial work operations	
OTHER INFORMATION	
28. Are there provisions for the installation of safety harnesses at - a) Flight crew seat positions? b) Cabin crew seat positions? c) Passenger seat positions?	
29. Are there provisions for carrying external loads?	
30. Are there provisions for glider towing?	
31. State total fuel capacity kg	
32. Give details of equipment (other than that listed in 1 to 18) which has been introduced by modification action (state manufacturer and type)	
33. Give details of changes, if any, introduced in the Flight Manual, as a result of modification	
Note: ***All items should be completed as appropriate; in cases where items are not relevant, the words "Not applicable" should be entered.***	
Declaration:- Date: Signature Designation	

APPENDIX 'C'

CLASSIFICATION OF AIRCRAFT

A. Every aircraft for which a Certificate of Airworthiness is granted shall be classified on such certificate as belonging to one of the following categories and one or more of the following subdivisions:

1. Normal Category:

Sub-category
(a) Passengers Aircraft
(b) Mail Aircraft
(c) Goods Aircraft
(d) Aerial Work Aircraft
(e) Private Aircraft

Note:-

(1) Aircraft certificated in one or more specific sub-division in Normal Category shall only be used in that/those sub-divisions. If the aircraft is certified in more than one sub division, the aircraft will be subjected to such maintenance program which is more stringent.

(2) Aerial Work aircraft means an aircraft engaged in industrial or commercial operations or any other remunerative purposes such as Aerial spraying, construction, aerial photography, aerial surveying, including mineral survey, calibration of Airfield navigation aids, observation & patrol, search & rescue, aerial advertisement, cloud seeding, remote sensing including banner towing etc. and shall have specific endorsement in this regard under sub-division "Aerial work aircraft". The Operations Manual will detail the nature of operations for which the aircraft is designed or equipped.

(3) Aircraft endorsed in Normal Category shall undertake only those maneuvers specified in the AFM/POH.

(4) "Private aircraft" means all aircraft other than aerial work aircraft or public transport aircraft, and the private aircraft shall not be used for hire or reward or for any kind of remuneration whatsoever.

(5) The aircraft owned by State Government shall be certified in Normal category sub-division passenger aircraft.

2. Special Category:

Sub-category: (a) Racing aircraft
(b) Research or Experimental aircraft

3. Aerobatic Category:

B. Aircraft certificated in Normal Category shall not be used either for the purpose mentioned in Special Category or in Aerobatic Category. However, aircraft certificated in Special Category may be used for the purpose mentioned in the category, subject to such conditions as may be imposed by Director General of Civil Aviation, but not for Aerobatic Category. Aircraft certificated in Aerobatic Category shall not be used for the purposes mentioned against Special Category but may be used in Normal Category for Private use or for carrying passengers/ Mails/Goods or for imparting training, and shall be subject to operating limitations prescribed by the manufacturers.

Broadly speaking the "limit load factors" for structures of aircraft classified in "Normal Category" are between +2.5g & +3.8g and - 1g & - 1g.5g and for structures classified in "Aerobatic Category" are between + 4.5g & + 6g and -1.76g & - 3 g

APPENDIX 'D'

SPECIAL REQUIREMENTS

Section 1

INTRODUCTION:

Airworthiness Requirements on installation of instruments and equipments, age of aircraft for export to India, documents to be furnished to DGCA, Design Standards, and Type Certificate & Data Sheet can be accessed on DGCA web site http://dgca.gov.in/, the details of which are in various series of Civil Aviation Requirements Section 2 - Airworthiness.

Aircraft and other aeronautical products, to be eligible for export to India must meet the requirements of FAR/EASA Part 2. In addition the following special requirements will have to be met before the aircraft/ engine/ aircraft component will be eligible for export to India. DGCA, India will accept for certification only those aircraft which been manufactured under type certificate issued with FAR/ EASA 21. The Airworthiness Authority in India is Director General of Civil Aviation (DGCA).

ELIGIBILITY

1. Class-I aeronautical products for export to India should be accompanied by Export Certificate of Airworthiness issued under FAR/ EASA Part 21. The export C of A should not be issued more than 60 days prior to the application for validation.

2. Class-II and Class-III aeronautical products should be accompanied by Airworthiness Approval Tag issued under FAR/ EASA Part 21.

3. Export Certificate of Airworthiness and the supporting data as required in this special requirements is required to be submitted to the "Directorate General of Civil Aviation, (Attn. Director of Airworthiness), Opp. Safdarjung Airport, New Delhi - 110 003, INDIA.

PROCEDURE

1. The Export Certificate of Airworthiness shall be accompanied by the following documents, furnished by the applicant:

    1. Aircraft logbook
    2. Engine logbook
    3. Propeller logbook

which shall contain entries identifying those applicable Airworthiness Directives (ADs) of the State of design which have been complied with. These documents shall also contain those ADs containing repetitive compliance requirements, and when compliance is next due to be satisfied. All applicable ADs must be complied with

prior to issuance of Export Certificate of Airworthiness.

If a product which does not meet the special requirements of India is intended to be exported, Indian statement waiving a certain requirement applied and validating the Export Certificate of Airworthiness is required. All exceptions covered by the statement will be listed in the Export Certificate of Airworthiness.

DELIVERY OF AIRCRAFT (Class I aeronautical product)

I. Complete Aircraft with Indian Registration Markings. (Aircraft being exported to India via flyaway)

1. The Director General of Civil Aviation, (Attn. Director of Airworthiness), New Delhi should be informed by e-mail/ fax of the issuance of Standard Certificate of Airworthiness issued by the country of Export, Export Certificate of Airworthiness and deregistration of Aircraft from Aircraft Register of the country of export in respect of any Aircraft which is to be exported to India via flyaway.

The advance notification should contain the Export Certificate of Airworthiness No. and Serial Number of the deregistered Aircraft.

2. In addition to the special requirements (Section 2), an aircraft which is being exported to India via flyaway should display Indian Nationality and Registration Marks and carry the following documents on board the Aircraft on delivery flight:

a. Indian Short term Certificate of Registration

b. Indian Certificate of Airworthiness

c. Export Certificate of Airworthiness. This should include those Indian special conditions desired by DGCA. These shall be listed in the exceptions column of the Export Certificate of Airworthiness. Any special conditions not complied with, shall also be listed.

d. Certificate of Deregistration or a written statement that the aircraft is not registered in the country of export issued by the regulatory authority of the country of export.

e. Letter of Authority to cover the use of installed radio apparatus for the duration of delivery flight.

f. Approved Aircraft Flight Manual, Operation Manual, MEL and such other documents as may be essential for the safe operation of the aircraft.

g. Ferry flight authorisation/ Journey logbook.

h. Signed copy of the / fax as referred in para 1.

3. It shall be the responsibility of the Indian importer to ensure that the Nationality and registration markings are properly displayed upon the aircraft prior to departure from exporter‘s base and to ensure that the necessary flight documentation are carried on board the delivery flight.

II. The aircraft which is being exported to India other than via flyaway, the following documents shall accompany the Aircraft and be delivered to

DGCA:

a. Standard Certificate of Airworthiness issued by the country of Export,
b. Export Certificate of Airworthiness
c. Certificate of Deregistration or a written statement that the Aircraft is not registered in the country of export.

Section 2 - Special Requirements

1. Indian registered Aircraft are required to be type certificated/ validated / accepted by DGCA in accordance with CAR Section 6 Series A Pt II.

2. Aircraft model brought to India for the first time will warrant submission of Type Certificate and Type Certificate Data Sheet/ Supplemental Type Certificate Data sheet. Any deviation from the original design will warrant submission of Type Certificate and Type Certificate Data sheet pertaining to the new design.

3. When the complexity of design or special design feature warrant, a representative of the manufacturer may be requested to visit India and acquaint DGCA personnel with the system and design of the airplane. Alternately, representatives of DGCA may visit the manufacturing site to discuss specific design/ manufacturing issues with the representatives of the manufacturer/ regulatory authority.

4. Special conditions may be imposed on Type Certificate and Type Certificate Data Sheet as desired by DGCA in specific cases for safe operation of the aircraft. Any specific conditions so desired will be communicated to the manufacturer/ regulatory authority by DGCA.

5. For any Type Certificated Aircraft the same 'Noise Standards' applicable to the issuance of Certificate of Airworthiness of the country of export will generally be applied in India for issuance of Indian Certificate of Airworthiness provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in ICAO Annex 16 Vol.I.

6. The following documents/ data to be delivered to DGCA, New Delhi, India.

A. New Aircraft

If the Aircraft is the first one of a model/ series exported to India, representative of DGCA may visit the manufacturer‘s site for ensuring compliance of Indian Airworthiness requirements before issuing Indian Certificate of Airworthiness.

a. Statement of Build/ Modification standard: This statement will include the Airworthiness Directives and the Service Bulletins incorporated on the Aircraft until the time of its delivery to India. Where optional means of compliance has been chosen, it should also be reflected.

b. Copy of the report for noise certification: DGCA shall recognize the noise certification granted by another contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in ICAO Annex 16 Vol-I.

c. In case of aircraft which has been certified for Extended Diversion Time Operations or ETOPS operation, the certification basis must be provided.

d. Weight schedule and weighing report

e. Manuals

One set each of the following updated technical literature, to DGCA Hdqrs and Regional/Sub-Regional Office of DGCA in soft copy :

(i) Maintenance Planning Document/Manufacturers recommended inspection document.
(ii) MMEL.
(iii) Airplane Flight Manual / Pilots' Operating Handbook
(iv) Crew Operations Manuals, (where applicable).

In addition, one set of the following documents shall be submitted to Regional/ Sub Regional Office of DGCA where the aircraft is based with up-to-date amendments; Operator can provide the OEM subscription for access of all above aircraft maintenance literature.

(i) Aircraft Maintenance Manual
(ii) Engine Maintenance Manual
(iii) Overhaul Manual
(iv) Structural Repair Manual
(v) Service Bulletins
(vi) SSID, CPCP document (where applicable)

Note: *1. CD issued by the manufacturers in lieu of hard copy is acceptable.*

2. The operator shall ensure that any amendments to the above documents are forwarded to DGCA Hdqrs and/ or to the respective Regional/Sub Regional office promptly.

3. In case an aircraft is based (main base where major maintenance is carried out) at more than one station in India, then additional copies of the above mentioned technical literature may be asked for, by the concerned Regional/Sub-Regional Airworthiness Office.

f. Record of compass system and magnetic compass swings.

B. Used Aircraft

For each used aircraft the DGCA after inspection of the aircraft, its related documents will establish the phase in the DGCA approved maintenance programme from which the aircraft will be required to be maintained. DGCA will have full authority to require any additional inspections to be performed on the aircraft/ engine/ accessories. For this purpose the following documents will be made available to the representatives of DGCA:

1. The maintenance program to which the aircraft has been previously maintained including

i) Previous check cycle

ii) Future Check cycle

iii) Compliance with Indian Mandatory modifications

2. Component Overhaul life summary including details of service life remaining and modification status.

3. Compliance with structural inspection program including the details of any structural sampling program in which the aircraft has been included, together with details of their position in this program.

4. All reports relating to any accidents / incidents in which the aircraft might have been involved with a copy of the report from the regulatory authority on the accident/incident.

5. Record of any major repair/overhaul replacement carried out as a result of any accident/incident.

C. Aircraft Parts (Class II and III aeronautical products)

The following documents are required to accompany Class-II and III aeronautical products:

1. Airworthiness Approval Tag
2. Compliance with FAR/ EASA CS - 21

D. Engine/ Propellers

The following documents are required to accompany the export of engine/ propellers:

1. Export Certificate of Airworthiness
2. Compliance with FAR/ EASA CS 21
3. Statement of Service Bulletins and AD's complied with.

E. Reconditioned/ Used/ Surplus Parts

These must be accompanied by a certification statement signed by an FAA/ EASA certified repair station holding a currently valid approval certificate, or by a certified aircraft and power plant mechanic, as provided for under FAA/ EASA. The return to service maintenance records required by FAA/ EASA shall accompany the parts.

Section 3 - Additional Special Requirements

1. Maximum permissible age of aircraft for import into India - Detailed requirements are laid down in CAR Sec-2 Series F Part XX.

2. Requirements for Operation related Instruments & equipment: In addition to the minimum equipment necessary for the issuance of certificate of airworthiness,

the instruments and equipment shall be installed on the aircraft as per the nature of operations.

Sl. No.	Nature of operations	Reference for Instrument / Equipment Details
1.	Operation of Commercial Air Transport - Aeroplanes	CAR Sec-8 Series O Part II.
2.	Operation of General Aviation - Aeroplanes	CAR Sec-8, Series O Part III
3.	Operation of Commercial Air Transport - Helicopters	CAR Sec-8, Series O Part IV
4.	Operation of General Aviation - Helicopters	CAR Sec-8, Series O Part V
5.	Flying Training/Aerial work operations	CAR Sec-2, Series I Part II

APPENDIX 'E'

FEES FOR ISSUE / VALIDATION OF CERTIFICATE OF AIRWORTHINESS OR ISSUE / EXTENSION OF AIRWORTHINESS REVIEW CERTIFICATE UNDER RULE 50

(In accordance with Para C of Rule 62)

(i)	Issue of Certificate of Airworthiness for an aircraft having maximum permissible take-off weight —	
	(a) of 1,000 kilograms or less	Rs.20,000/-
	(b) Exceeding 1,000 kilograms, for every1,000 kilograms or part thereof	Rs.1,000/-
(ii)	Validation of Certificate of Airworthiness	Fifty percent of the fees payable under sub-item (i)
(iii)	Issue or extension of Air airworthiness review certificate	Fifty percent of the fees payable under sub-item (i)

Note:-- Fee Shall be paid irrespective of who (DGCA or Approved CAMO) issue and extends the ARC.

(iv)	Issue of duplicate Certificate of Airworthiness or Air worthiness review certificate	Ten percent of the fees payable under sub-item (i)
(v)	Issue of export certificate of airworthiness	Fifty percent of the fees payable under sub-item (i)
(vi)	Change in Category /Sub-Category etc. in Certificate of Airworthiness	Twenty five percent of the fees payable under sub-item (i)
(vii)	Issue of Short term Airworthiness Review Certificate	Twenty five percent of the fees payable under sub-item (i)
(viii)	Additional fee for inspection of Aircraft required to be carried out at any place outside India	Rs. 2,50,000 or actual cost of travel whichever is higher.

APPENDIX 'F'

प्रमाण-पत्र सं० / Certificate No. :	CA 23

सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA
नागर विमानन महानिदेशालय / DIRECTORATE GENERAL OF CIVIL AVIATION
उडन योग्यता प्रमाण पत्र / CERTIFICATE OF AIRWORTHINES

राष्ट्रीयता और पंजीकरण चिन्ह / Nationality and Registration Mark:	विमानन निर्माता द्वारा तथा निर्माता दिया गया नाम / Manufacturer and Manufacturer's Designation of Aircraft	विमान क्रम संख्या / Aircraft Serial No.:

वर्ग / Category:	
उपप्रभाग / Sub-Division:	
आवश्यक न्यूनतम कर्मी दल / Minimum Crew Necessary:	

इस विमान का पिरचालन इस विमान के संबंधन में जारी की गयी अनुमोदित उड़ान-नियमावली तथा उसमे किये गए संशोधनों के अनुसार किया जायेगा। यह उड़ान-नियमावली इस उड़न-योग्यता प्रमाण-पत्र का एक भाग समझी जाएगी तथा विमान में जाएगी।
This aircraft is to be operated in accordance with the approved Flight Manual and its subsequent amendments, issued in respect of this aircraft. The Flight Manual shall form a part of this C of A and shall be carried on board.

यह उड़न-योग्यता प्रमाण-पत्र, उपयुर्क्त विमान, जिसे पूर्वोक्त शर्तों एवं संबंध परिचालन परिसीमाओं के अनुरूप सांधारित और प्रचालित किये जाने पर उड़ान-योग्य समझा जाता है; उसके लिये ०७ दिसंबर १९४४ के अंतर्राष्ट्रीय नागर विमानन विषयक अभिसमय तथा समयसमय पर यथा संशोधित विमान- नियमावली, १९३७ के अनुसार जारी किया जाता है।
This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated the 7th December, 1944, and the Aircraft Rules, 1937 as amended from time to time, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent Operating Limitations.

यदि उपरोक्त अनिवार्य शर्तें पूरी कर दी गयी है तो यह प्रमाण-पत्र उड़न-योग्यता पुनरावलोकन प्रमाण-पत्र की वैधता रहने तक वैध रहेगा बशर्ते कि इस प्रमाण-पत्र को वापस नही लिया जाता अथवा निलंबित नहीं कर दिया जाता।
This certificate of Airworthiness shall remain valid, subjected to the above compulsory conditions being fulfilled along with valid Airworthiness Review Certificate, unless withdrawn, or suspended.

जारी करने की तिथि / Date of Issue:
नई दिल्ली / **New Delhi**

हस्ताक्षर/ Signature:
नाम /Name:
पदनाम के साथ मुहर/ Designation with seal

APPENDIX 'G'

Form CA 2006-1

Application for Issue of Noise Certificate

GOVERNMENT OF INDIA

DIRECTORATE GENERAL OF CIVIL AVIATION

1. PARTICULARS REGARDING THE APPLICANT		
1.1 Name		**1.2 Address for communication**
Phone	**Fax**	**e-mail**
2. PARTICULARS REGARDING THE AIRCRAFT		
2.1 Aircraft Registration:		**2.2 Aircraft manufacturer:**
2.3 Aircraft model:		**2.4 Aircraft Serial number:**
2.5 Date of manufacture:		**2.6 Flight Manual reference:**
2.7 Maximum take-off mass:		**2.8 Maximum landing mass:**
2.9 Engine manufacturer:		**2.10 Engine model and serial number:**
2.11 Propeller type, model and serial number:		**2.12 Noise certification Standards:**
2.13 Additional modification incorporated for the purpose of compliance with the applicable noise certification Standards:		

2.15 Lateral/ full-power noise level:	**2.16 Approach noise level:**	**2.17 Flyover noise level:**	**2.18 Overflight noise level:**	**2.19 Take-off noise level:**
2.20 ATTACHED DOCUMENTS (as required) (See CAR 21.204)				