



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 XXIII
ISSUE I, Rev. 01 12TH SEPTEMBER 2025**

EFFECTIVE: FORTHWITH

F. No. 11-690/F-XXIII/2017-AI(2)

Subject: **Issue/Renewal and Suspension of Special Certificate of Airworthiness.**

1. Introduction:

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.

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 (4) of the said rule allows for the issuance of the special certificate of airworthiness in one or more of the categories as specified by the Director-General. Further, sub rule 6 of the said rule states that a special certificate of airworthiness shall be valid for such periods as may be specified in the certificate and maybe renewed from time to time by the Director-General.

Sub-rule 2 of Rule 55 empowers the Director-General to suspend or cancel the Certificate of Airworthiness or Special Certificate of Airworthiness whenever reasonable doubt exists as to the safety of an aircraft or as to the safety of the type to which that aircraft belongs.

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/ renewal of Special Certificate of Airworthiness. This CAR also specifies the categories for the issuance of Special Certificate of Airworthiness and the conditions for revalidation of a suspended Special Certificate of Airworthiness.

2. **Accepted Airworthiness Standards for issue of special Certificate of Airworthiness**

Each aircraft either manufactured in India or imported into India for which a Special Certificate of Airworthiness is to be issued, shall conform to the accepted design standards and be in a condition for safe operation. To be eligible for issuance of Special Certificate of Airworthiness, an aircraft shall hold a:-

- (i) Restricted Type Certificate issued by DGCA under Rule 49 or 49A; or
- (ii) Restricted type certificate validated by DGCA under Rule 49B; or
- (iii) Restricted type certificate recognized by DGCA under Rule 49E; or
- (iv) A document stating that the design standard has been accepted by DGCA under Rule 49I.

3. **Categories of Special C of A**

3.1 The Special Certificate of Airworthiness may be issued in one or more of the following categories. The operation of the aircraft shall be restricted to the categories specified in the Special C of A:

- 1. Primary Category
- 2. Restricted Category
- 3. Light-Sport Category
- 4. Amateur built Category

3.2 **Primary Category**

- 1) Purpose: The aircraft flown for recreation and personal use.
- 2) Condition(s) for issue of special airworthiness certificates for primary category aircraft:

(a) New primary category aircraft manufactured under a production certificate/ production organisation approval.

An applicant for special airworthiness certificate-primary category for a new aircraft that meets the criteria laid down at (c) below and manufactured under a production approval, including aircraft assembled by another person from a kit provided by the holder of the production approval and under the supervision and quality control of that holder, is entitled to a special certificate of airworthiness without further showing, except that the DGCA may inspect the aircraft to determine conformity to the type design and condition for safe operation.

(b) *Imported aircraft.*

An applicant for a special airworthiness certificate-primary category for an imported aircraft type accepted by DGCA is entitled to a special certificate of airworthiness if the civil airworthiness authority of the country in which the aircraft was manufactured certifies, and the DGCA finds after inspection, that the aircraft conforms to an approved type design and meets the criteria laid down in (c) below and is in a condition for safe operation.

(c) Criteria for the issue of Special C of A in 'Primary' Category:

The aircraft—

- (i) Is unpowered; is an airplane powered by a single, naturally aspirated engine with a 61-knot or less V_{so} stall speed; or is a rotorcraft with a 6-pound per square foot main rotor disc loading limitation, under sea level standard day conditions;
- (ii) Weighs not more than 1200 Kgs; or, for seaplanes, not more than 1500 Kgs;
- (iii) Has a maximum seating capacity of not more than four persons, including the pilot; and
- iv) Has an unpressurized cabin.

3.3 Restricted Category

- 1) Purpose: Aircraft issued with a "restricted" category type certificate, including the aircraft used for the following purpose :
 - Agricultural (spraying, dusting, and seeding, and livestock and predatory animal control)
 - Forest and wildlife conservation
 - Aerial surveying (photography, mapping, and oil and mineral exploration)
 - Patrolling (pipelines, power lines)
 - Weather control (cloud seeding)
 - Aerial advertising (skywriting, banner towing, airborne signs and public address systems)
 - Other operations specified by DGCA

- 2) Condition(s) for issue of special airworthiness certificates for Restricted category aircraft:

(a) Aircraft manufactured under a production certificate or type certificate.

An applicant for the issue of a restricted category special certificate of airworthiness for an aircraft type certificated in the restricted category, that was not type certificated in any other category, must comply with the appropriate provisions relating to the issue of certificate of airworthiness.

(b) Import aircraft.

An applicant for the issue of a special certificate of airworthiness for a restricted category import aircraft is entitled to that certificate if—

- (1) The aircraft is type-certificated as per criteria laid down in (c) and produced under the authority of another State of Manufacture;
- (2) The State of Manufacture certifies that the aircraft conforms to the type design and is in condition for safe operation; and
- (3) The DGCA finds that the aircraft conforms to the type design and is in condition for safe operation.

(c) Criteria for issue of Special C of A in 'Restricted' Category:

- (1) Aircraft is type certified in restricted category for special operations
- (2) Aircraft meets airworthiness requirements except those not required/ inappropriate for special purpose for which the aircraft is to be used.

3.4 Light-Sport

- 1) Purpose: To operate a light-sport aircraft, Microlight, Power hang gliders, Motor glider, ultralight, Gyro plane aircraft.
- 2) Conditions for issue of special airworthiness certificates for 'Light-Sport' category:
 - (a) The aircraft conforms to the DGCA accepted design standard under rule 49I and is in condition for safe operation.
 - (b) An applicant must provide DGCA with—
 - (i) The aircraft's operating instructions;
 - (ii) The aircraft's maintenance and inspection procedures;

- (iii) The manufacturer's statement of compliance as described in paragraph (e) of this section; and
 - (iv) The aircraft's flight training supplement.
- (c) The aircraft must not have been previously issued a standard, primary, restricted, limited, or provisional certificate of airworthiness, or an equivalent certificate of airworthiness issued by a foreign civil aviation authority.
- (d) The aircraft must be inspected by the DGCA and found to be in a condition for safe operation.
- (e) Manufacturer's statement of compliance for light-sport category aircraft. The manufacturer's statement of compliance required in paragraph (b) (iii) above must—
 - (1) Identify the aircraft by make and model, serial number, class, date of manufacture, and consensus standard used;
 - (2) State that the aircraft meets the provisions of the identified consensus standard;
 - (3) State that the aircraft conforms to the manufacturer's design data, using the manufacturer's quality assurance system that meets the identified consensus standard;
 - (4) State that the manufacturer will make available to any interested person the following documents that meet the identified consensus standard:
 - (i) The aircraft's operating instructions.
 - (ii) The aircraft's maintenance and inspection procedures.
 - (iii) The aircraft's flight training supplement.
 - (5) State that the manufacturer will monitor and correct safety-of-flight issues through the issuance of safety directives and a continued airworthiness system that meets the identified consensus standard;
 - (6) State that at the request of the DGCA, the manufacturer will provide unrestricted access to its facilities; and
 - (7) State that the manufacturer, in accordance with a production acceptance test procedure that meets an applicable consensus standard has—
 - (i) Ground and flight tested the aircraft;

- (ii) Found the aircraft performance acceptable; and
 - (iii) Determined that the aircraft is in a condition for safe operation.
- (f) *Light-sport aircraft manufactured outside India.* For aircraft manufactured outside India to be eligible for a special certificate of airworthiness in the light-sport category, an applicant must meet the requirements of paragraph (2) (b) of this section and provide to DGCA evidence that the aircraft is eligible for a special certificate of airworthiness, flight authorization, or other similar certification in its country of manufacture.

3.5 **Amateur built Aircraft**

- 1) Purpose: Aircraft for following purpose
 - (i) Research and Development
 - (ii) Showing compliance with regulations
 - (iii) Crew Training
 - (iv) Exhibition
 - (v) Air Racing
 - (vi) Market surveys
 - (vii) Operating amateur-built aircraft
 - (viii) Operating Primary kit-built aircraft
- 2) A special certificate of airworthiness in the Amateur built category is issued to operate an aircraft that does not have a type certificate or does not conform to its type certificate and is in a condition for safe operation. Additionally, this certificate is issued to operate a primary category kit-built aircraft that was assembled without the supervision and quality control of the production certificate holder.
- 3) Special certificates of airworthiness may be issued in the Amateur built category for the following purposes:
 - a) *Research and development:* Testing new aircraft design concepts, new aircraft equipment, new aircraft installations, new aircraft operating techniques, or new uses for aircraft.
 - b) *Showing compliance with regulations:* Conducting test flights and other operations to show compliance to the airworthiness regulations including flight to show compliance for issuance of type and supplemental type certificates, flights to substantiate major design changes, and flights to show compliance with the function and reliability requirements of the regulations
 - c) *Crew training:* for training the applicant's flight crews in Amateur built aircraft for subsequent operation of aircraft being flight tested in type certificate programs or for production flight testing.
 - d) *Exhibition:* to exhibit an aircraft's flight capabilities, performance, or unusual characteristics for air shows, motion pictures, television, and

- similar productions, and for the maintenance of exhibition flight proficiency.
- e) *Air racing*: Participating in air races, including (for such participants) practicing for such air races and flying to and from racing events.
 - f) *Market surveys*: Use of aircraft for purposes of conducting market survey and crew training only as provided in (c).
 - g) *Operating amateur-built aircraft*: Operating an aircraft the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation and meets the requirements contained in CAR Section 6 Series A Part III.
 - h) *Operating Primary kit-built aircraft*. Operating a primary category aircraft that meets the criteria as laid down therein and that was assembled by a person from a kit manufactured by the holder of a production certificate for that kit, without the supervision and quality control of the production certificate holder.
- 4) Special Certificate of Airworthiness in 'Amateur built I' Category: Aircraft to be used for market surveys and crew training.
- a) A manufacturer of aircraft manufactured within India may apply for a Special Certificate of Airworthiness in 'Amateur built' Category for an aircraft that is to be used for market surveys, sales demonstrations, or customer crew training.
 - b) A manufacturer of aircraft engines who has altered a type certificated aircraft by installing different engines, manufactured by him within India, may apply for Special Certificate of Airworthiness in 'Amateur built' Category for that aircraft to be used for market surveys, sales demonstrations, or customer crew training, if the basic aircraft, before alteration, was type certificated in the normal, acrobatic, commuter, or transport category.
 - c) A person who has altered the design of a type certificated aircraft may apply for Special Certificate of Airworthiness in 'Amateur built' Category for the altered aircraft to be used for market surveys, sales demonstrations, or customer crew training if the basic aircraft, before alteration, was type certificated in the normal, utility, acrobatic, or transport category.
 - d) An applicant for Special Certificate of Airworthiness in 'Amateur built' Category under this section is entitled to that certificate if, in addition to meeting the requirements of 5) —
 - (i) He has established an inspection and maintenance program for the continued airworthiness of the aircraft; and
 - (ii) The applicant shows that the aircraft has been flown for at least 50 hours, or for at least 5 hours if it is a type certificated aircraft which

has been modified. The DGCA may reduce these operational requirements if the applicant provides adequate justification.

5) Special Certificate of Airworthiness in 'Amateur built' Category: general.

An applicant for Special Certificate of Airworthiness in 'Amateur built' Category must submit the following information:

- (a) A statement, setting forth the purpose for which the aircraft is to be used.
- (b) Enough data (such as photographs) to identify the aircraft.
- (c) Upon inspection of the aircraft, any pertinent information found necessary by the DGCA to safeguard the general public.
- (d) In the case of an aircraft to be used for experiment purposes—
 - (1) The purpose of the experiment;
 - (2) The estimated time or number of flights required for the experiment;
 - (3) The areas over which the experiment will be conducted; and
 - (4) Except for aircraft converted from a previously certificated type without appreciable change in the external configuration, three-view drawings or three-view dimensioned photographs of the aircraft.

4. **Application for issue of Special C of A**

4.1 After the aircraft has been registered, the owner or his authorized representative may apply to Concerned Regional Airworthiness Office, where the aircraft will be based together with necessary fees for issue of Special Certificate of Airworthiness (CA Form 25A- Appendix 'A' & B) through eGCA.

4.2 A copy of the application along with supporting documentation shall also be submitted to the regional/ sub-regional office.

4.3 Documents/ technical literature

4.3.1 If the type of aircraft is being introduced/ imported into the country for the first time (new or used), the owner/ operator shall supply, free of cost, one set each of the following updated technical literature, to DGCA Hdqrs and Regional/ Sub-Regional Office of DGCA for retention:

- (i) Restricted Type Certificate along with Type Certificate Data Sheets issued/ validated/ recognized by DGCA or a document stating that the design standard has been accepted by DGCA (AED) under Rule 49I.
- (ii) Special Certificate of Airworthiness or equivalent document issued by the country of Export.
- (iii) Manufacturers recommended inspection document.
- (iv) Pilots' Operating Handbook
- (v) A copy of security clearance issued by DGCA based on the security clearance issued by MHA.

Note: Documents issued by the manufacturers in electronic format in lieu of hard copies are acceptable.

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

4.3.3 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 a certificate from owner/ operator or certifying staff that all applicable modification/ inspection have been complied with at the time of issue of Special C of A or equivalent document by exporting country.
- (ii) In case the aircraft was imported in a dismantled condition, an erection certificate signed by an appropriately licensed/ authorised personal for the purpose.
- (iii) Flight Test Report for the aircraft as per para 11.6 of CAR Section 6, Series A, Part III.
- (iv) Weight schedule giving the empty weight CG location.
- (v) List of component giving details of components "life" for each major component listed in manufacturers recommended inspection document.

4.4 Documents/ technical literature for amateur built aircraft constructed in India

4.4.1 If the type of aircraft is being constructed in India the owner/ operator shall supply, one set each of the following updated technical literature, to DGCA

Hdqrs and Regional/ Sub-Regional Office of DGCA for retention:

- (i) A document stating that the design standard has been accepted by DGCA under Rule 49I.
- (ii) Recommended inspection document.
- (iii) Pilots' Operating Handbook
- (iv) A copy of security clearance issued by DGCA based on the security clearance issued by MHA.
- (v) Duly filled original log books along with a certificate from owner/ operator or certifying staff that all applicable inspections have been complied with at the time of issue of Special C of A or equivalent document.
- (vi) Flight Test Report for the aircraft as per para 11.6 of CAR Section 6, Series A, Part III.
- (vii) Weight schedule giving the empty weight CG location.
- (viii) List of component giving details of components "life" for each major component listed in manufacturers recommended inspection document.

5. **Issue of Special C of A**

5.1 On receipt of the application along with the necessary fees in accordance with Rule 62 and requisite documents, for issue of Special Certificate of Airworthiness concerned Regional/ Sub-Regional Airworthiness Office will forward the application to the DGCA Hdqrs. (Format of the Special Certificate of Airworthiness issued by DGCA is enclosed as Appendix 'E').

5.2 The Regional/ Sub-Regional Airworthiness Office on being satisfied that the aircraft is in a condition of safe operation, shall forward the file to DGCA-HQ for issue the Special Certificate of Airworthiness on the basis of Special Certificate of Airworthiness or equivalent document issued by the country of export, after physical inspection of the aircraft and scrutiny of other related documents.

5.3 Officers of regional/ sub-regional office shall inspect the aircraft to the extent possible, to establish that all the instruments and equipment as applicable have been installed and are in serviceable condition. In case any deficiency is noticed during inspection by the Airworthiness officer, the owner / operator will be advised to make up the deficiencies pointed out before forward the file to DGCA-HQ for the issuance of Special Certificate of Airworthiness.

6. Validity of Special Certificate of Airworthiness:

6.1 The Special C of A shall be valid for a period not exceeding one year and may be renewed further for a period not exceeding one year at a time. The validity of special C of A is subject to the following conditions:

- (i) all due maintenance specified in the manufacturer's recommended inspection document have been completed; and
- (ii) all mandatory modifications issued by manufacturer, have been complied with; and
- (iii) each discrepancy recorded in the technical log has been actioned and certified; and
- (iv) all components' lives are within the limits laid down in the manufacturers recommended inspection document; and
- (v) the operating manual or equivalent is current version for the aircraft.

7. Maintenance requirement of aircraft issued with Special C of A

7.1 Microlight, light sport aircraft, glider, balloon or an airship shall be certified by an aircraft maintenance engineer holding a licence in Category A or Category B1 or Category B3 or an authorised person.

7.2 The maintenance of an Amateur built /amateur built aircraft, by a licensed Aircraft Maintenance Engineer is not mandatory. An appropriately qualified person trained by primary manufacturer the primary builder will be granted authorization by DGCA to inspect and certify such aircraft. DGCA will review the background of the person and his ability to maintain the aircraft in an airworthy condition. This is particularly applicable in situations where the builder wants to carry out maintenance himself.

8. Renewal of Special Certificate of Airworthiness.

8.1 An application for renewal of Special C of A shall be completed and submitted to concerned airworthiness office by the owner/ operator of the aircraft as per the enclosed proforma at Appendix 'C' at least 15 days prior to the expiry of the special certificate of airworthiness along with the necessary fees as per Rule 62 through eGCA. The application shall be accompanied with a certificate confirming compliance and adherence in respect of the items listed in Appendix 'D' duly signed by the owner/ operator.

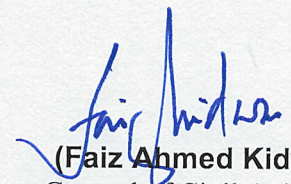
8.2 On receipt of the application along with the necessary fees in accordance with Rule 62 and requisite documents, Regional/Sub-Regional Airworthiness Office should commence work for issue/renewal/ extension of Special C of A. The regional/sub-regional airworthiness office for the issue/renewal/ extension of Special C of A shall carry out:

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

- 8.3 The applicant shall make the aircraft available for reasonable period at a time and place acceptable to DGCA for such checks and inspections as may be required.
- 8.4 The applicant shall establish that the aircraft is in condition of safe operation in all respects.
- 8.5 The applicant shall provide the necessary personnel and equipment so that required checks and inspections may be satisfactorily carried out.
- 8.6 All relevant records of aircraft maintenance, flight tests should be made available to the officers of DGCA at the time of inspection for renewal of Special C of A.
- 8.7 Documents to be provided to DGCA for renewal of Special C of A:
- 8.7.1 A copy of an inspection report giving brief details of the work done since last issue/ renewal of C of A to establish that the aircraft had been maintained. This report should include the following documents:
- i. A record of work accomplished since the last issue/ renewal of the certificate;
 - ii. A record showing details of major checks carried out since the last issue/ renewal of the certificate;
 - iii. A record of airframe, engine(s) and propeller(s) flying hours as follows:
 - a) the total flying hours for the airframe since new and the flying hours since the last renewal;
 - b) the total flying hours for the engine(s) since new and the flying hours since the last overhaul;
 - c) the total flying hours for the propeller(s) since new and the flying hours since the last overhaul.
- 8.7.2 A record showing compliance with:
- Airworthiness Directives (if applicable);
 - mandatory modification issued by the manufacturer (as applicable);
 - Compliance status of manufacturer's inspection document;
 - Accident / Incident that the aircraft suffered and action taken;
- 8.7.3 A flight test report.
- 8.8 In case the Airworthiness Officer completes his final inspection of the aircraft and its documents, after the expiry of the Special C of A, or within 30 days before the expiry of special C of A then the currency of special C of A would start from the date of inspection.
9. **Suspension or cancellation of Special Certificate of Airworthiness:**
- 9.1 The special C of A of an aircraft shall be deemed to be suspended when the aircraft,

- (a) ceases or fails to conform with the requirement of relevant aircraft rules, in respect of operation, maintenance, modification, repair, replacement, or inspection, applicable to that aircraft; or
 - (b) is modified or repaired otherwise than in accordance with the provisions of the aircraft rules; or
 - (c) suffers major damage; or
 - (d) develops a major defect which would affect the safety of the aircraft or its occupants in subsequent flights.
- 9.2 If, at any time, the Director-General is satisfied that reasonable doubt exists as to the safety of an aircraft or as to the safety of the type to which that aircraft belongs, he may —
 - (a) suspend or cancel the special certificate of airworthiness in respect of the aircraft; or
 - (b) require the aircraft or an aircraft component or an item of equipment of that aircraft to undergo such modification, repair, replacement, overhaul, inspection including flight tests and examination under the supervision of an approved person as the Director-General may specify, as a condition of the special certificate of airworthiness remaining in force;
- 9.3 An aircraft shall not be flown during any period for which its special certificate of airworthiness is suspended or deemed to be suspended without a special flight permit issued by DGCA under Rule 55A.
- 9.4 Whenever an aircraft suffers major damage or defect or any of the condition, enumerated above is encountered, it shall be the responsibility of the owner/ operator to inform the concerned Airworthiness Office, promptly, with the extent of damage or nature of defect and circumstances, which caused the same.
- 9.5 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.
- 9.6 When the special 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 owner/ operator 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 where the maintenance required to remove the suspension of C of A can be performed under the provision of Rule 55A.
- 10. **Revalidation of a suspended special C of A**
 - 10.1 In case the Special C of A of aircraft is suspended on account of a major accident or due to any other reason, the same will be revalidated, subject to the completion of the required repair/ modification/ maintenance action, from the date of inspection by Airworthiness Officer and will be valid only up to the date of the previous currency of the Special C of A.

11. The issue of special C of A may be refused 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 special C of A, if the aircraft is known or suspected to have features, which may jeopardize safety or airworthiness of the aircraft.
12. The Special Certificate of Airworthiness of an aircraft may be cancelled, if it is observed that the Special Certificate of Airworthiness has been obtained by false/fraudulent means.
13. Notwithstanding the above, the DGCA may require the owner/ operator to comply with additional requirements prior to issue/ renewal of the special C of A of the aircraft to ensure its continued airworthiness and safe operations.



(Faiz Ahmed Kidwai)
Director General of Civil Aviation

APPENDIX 'A'

GOVERNMENT OF INDIA		<u>CA 25A</u>	
CIVIL AVIATION DEPARTMENT			
Application for Issue of Special Certificate of Airworthiness			
1. Name and Address of owner			
2. Nationality			
3. Name and address of applicant (if other than the owner of aircraft)			
4. Name and address of manufacturer			
5. Date of manufacture			
6. State of design			
7. Registration Mark			
8. Description of aircraft			
(a) New or used		(f) Number of engines fitted	
(b) Type		(g) Type of propeller (where applicable)	
(c) Series		(h) Passenger seating capacity	
(d) Manufacturer's serial number		(i) Avionics installed.	
(e) Type of engine		(j) Minimum crew required (As per manufacturers document)	
9. Maximum take-off mass of aircraft (as given in manufacturers document)			
10. Total number of hours flown since manufacture:			
(a) Aircraft.....hours.....cycles (if applicable)		(b) Engine in hours/cycle Port... (inboard) (outboard) Starboard.....(inboard) (outboard)	
11. Date of last inspection:			

12. Is the aircraft: (<i>Applicable for aircraft manufactured in India</i>) a) a prototype, b) Series aircraft	
13. (<i>Applicable for foreign manufactured aircraft</i>) (a) State of Origin of Special Certificate of Airworthiness presented (b) Serial Number of the Special Certificate of Airworthiness presented (d) Special C of A category: (<i>Refer Para 3 of the CAR for Categories of Special C of A</i>)	
14. Name and address of Organisation/ Licensed Aircraft Maintenance Personnel with whom aircraft is available for inspection	
15. Details of fees paid	
16. Certificate of Insurance	
17. DECLARATION 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. Date: _____ Signature Name: _____	
Note: Duly filled application form, should be accompanied by the following: 1. <i>Details of aircraft as per Appendix B.</i> 2. <i>Certificate of Erection signed by an Aircraft Maintenance Engineer/ authorized personnel.</i> 3. <i>Certificate of Flight Test signed by licenced / authorized pilot.</i> 4. <i>Documents as required in CAR Section 2, Series 'F' Part XXIII.</i>	

Appendix B
APPENDIX TO THE CA 25A

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

1. Main batteries: a) Nickel/ Cadmium b) Lead/ Acid c) Number fitted	
2. Portable fire extinguishers	
3. Fuel quantity indicating system	
4. Anti-collision lighting a) Rotating beacons b) Strobe lights	
5. Type of Compass:	
6. OTHER INFORMATION	
7. State total fuel capacity kg	
8. Give details of equipment (other than that listed above) which has been introduced by modification action (state manufacturer and type)	
9. Give details of changes, if any, introduced in the Flight Operating Handbook a result of modification action	
Note: All items should be completed as appropriate; in cases where items are not relevant, the words "Not applicable" should be entered.	
Date: Signature Designation	

APPENDIX 'C'

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT

Application for Renewal of Special Certificate of Airworthiness

Renewal of Special Certificate of Airworthiness in respect of VT-		
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Special Certificate of Airworthiness No.		Special Certificate of Airworthiness expiry date	
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Section 1: Particulars of Applicant

Name of applicant (in full)	
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Address	
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Name of approved organization/licensed aircraft maintenance personnel with whom aircraft is available for inspection	
--	--

Address	
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Section 2: Aircraft Specifications

	Type	Serial No.	Total Hours Flight Hours	Landings
Aircraft				

Components	Type	Serial No.	Flight Hours since O/H	Date of last O/H
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Engines	1			
	2			

Propeller	1			
	2			

Section 3: Availability of Aircraft for Inspection

We wish inspection of aircraft on one of the following dates:

1

2

3

Section 4: Fees

Section 5: Certificate of Insurance

Validity:

I hereby declare that the particulars entered on this application is accurate in every respect and that all the requirements of the approved maintenance schedule, appropriate mandatory modifications/ Airworthiness Directives (or equivalent notices) and special inspections have been complied with.

Date of application

Signature of applicant(s)

APPENDIX 'D'

Certificate to be signed by the Owner/ Operator confirming compliance and adherence in respect of the following items.

1. All required modifications/inspections due have been complied with.
2. All maintenance requirements specified by the manufacturers of Aircraft, Engine, propeller and its system components/ equipment have been complied.
3. Defects experienced during the preceding year have been recorded and appropriate rectification action has been taken.
4. Work sheets and Log book entries relating to inspections carried out, list of components with remaining life, Inspection list etc have been completed and signed by appropriately licenced or authorised persons.
5. All components installed on aircraft are within the stipulated life.
6. It is confirmed that the aircraft flight operating handbook is up to date.
7. The performance of the aircraft is satisfactory during test flight carried out on _____ and the radio navigation/ communication equipment are functioning satisfactorily
8. The aircraft is in a condition for safe operation.
9. All other requirements of applicable CARs have been complied with.

Date :

Signature of applicant(s)
Name:

सं /No:



ना.वि. 24/C.A.24

भारत /INDIA

नागरविमानन महानिदेशालय /DIRECTORATE GENERAL OF CIVIL AVIATION
स्पेशल उड़न-योग्यता प्रमाण-पत्र/ SPECIAL CERTIFICATE OF AIRWORTHINESS

राष्ट्रीयता तथा पंजीकरण चिन्ह /Nationality and Registration Marks	विमान का निर्माता तथा विमान निर्माता द्वारा विमान को दिया गया नाम/Manufacturer and Manufacturer's Designation of Aircraft	विमान क्रम सं / Aircraft Serial No
VT-		
वर्ग/Category:		
आवश्यक न्यूनतम कर्मी दल / Minimum crew necessary:		
प्राधिकृत अधिकतम कुल भार/ Maximum all-up-weight authorised:		

इस विमानका परिचालन इस विमानके संबंध में जारी की गयी अनुमोदित उड़ान नियमावली तथा उसमें किये गये उत्तरवर्ती संशोधनों के अनुसार किया जायेगा। यह उड़ान नियमावली प्रमाण-पत्र का एक भाग समझा जायेगा तथा विमान में जायेगा

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 प्रमाणपत्र उपर्युक्त विमान जिसे पूर्वोक्त शर्तों एवं सम्बद्ध परिचालन परिसीमाओं के अनुरूप साधारित और प्रचालित किये जाने पर उड़न-योग्य समझा जाता है, उसके लिए ७ दिसम्बर, १९४४ के अन्तराष्ट्रीय नागरविमानन विषयक अभिसमय, तथा समय-समय 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 Operation Limitations.

ऊपर के अतिरिक्त, निम्न प्रतिबंध लागू होते हैं:

In addition to above the following restrictions apply:

- 1.
- 2.
- 3.

यदि उपरोक्त अनिवार्य शर्तें पूरी कर दी गयी हैं तो, यह प्रमाण-पत्र, इस पर दी गई तारीख तक वैध रहेगा बशर्ते किइ से उससे पूर्व वापिस नहीं ले लिया जाता अथवा निलम्बित नहीं कर दिया जाता।

This certificate shall remain valid, subject to the above compulsory conditions being fulfilled until the date shown, unless withdrawn, or suspended earlier.

हस्ताक्षर/Signature _____

नाम/ Name

पदनाम/मोहर/Designation/Seal

जारी करने की तारीख / Date of issue:

नई दिल्ली / NEW DELHI

यह प्रमाण-पत्र नीचे दी गयी अवधि के लिये वैध है/ This Certificate is valid for the period shown below.		हस्ताक्षर, सरकारी मोहर तथा तारीख/ Signature, Official stamp and date
से/From	तक/To	

A. CONDITIONS OF THE SPECIAL CERTIFICATE OF AIRWORTHINESS

1. This aircraft shall be flown in accordance with the operating requirements laid down in the aircraft Rules, 1937 and instructions issued by the DGCA from time to time.
2. The aircraft shall be operated only by the owner named overleaf. However, in case of approved flying training organizations, the aircraft may be operated as authorized by the chief flight instructor.
3. The aircraft shall not be used for public transport or aerial work or any commercial activity.
4. The aircraft shall be flown by appropriately licensed pilots only.
5. A placard shall be affixed to the aircraft in full view of the occupants and shall be Worded as “This aircraft has not been certified to international airworthiness requirements”.
6. A Special Certificate of Airworthiness valid for one year and may be renewed for a further period of one year on the recommendation of an appropriately licensed AME/authorized person.

B. LIMITATIONS

1. The aircraft must be operated in compliance with the following operating limitation which shall be displayed in the pilot’s cockpit by means of placards or instrument markings:
 - a) Aerobatics and intentional spinning is prohibited
 - b) Aerobatics Limitation
 - c) Loading Limitation
 - d) Maximum total weight authorized in kgs.
 - e) C.G. range limit inches to inches after the datum point
 - f) Maximum Engine RPM: Maximum Engine RPM for continuous engine operation
 - g) Airspeed Limitation
 - h) Maximum indicated airspeed MPH (knots)

C. OTHER LIMITATION

1. This aircraft shall be flown during day time under Visual Flight Rules only.
2. Smoking in the aircraft is prohibited.

D. SECURITY

1. Security measures approved by BCAS shall be adopted at the place of parking as well as at the place of operation before each flight by the owner / operator and ensure safe custody, security and access control of the aircraft.
2. The operator shall maintain Log Book relating to the operations and submit the same to the office of District Magistrate on quarterly basis.
3. The owner / operator shall not lease/ renting / lend the aircraft to anyone.

4. No aircraft shall carry any remote sensing appurtenances / weapon / photography/ video recording equipment without the express permission of MHA except those equipment required for the safe operation of the aircraft or specified in this CAR.
5. The aircraft shall not be sold or disposed of in any way to any person or firm without production of a security clearance certificate issued by the DGCA on the basis of MHA clearance.

E. EQUIPMENT

1. The tracking and communication equipment fitted on the aircraft shall be serviceable during the operation.

F. OPERATIONAL RESTRICTIONS

1. The aircraft shall be operated within the area specified in Annexure of respective CAR and registered by the owner / operator with the local authorities.
2. The Area of operation of aircraft other than those mentioned in the respective CAR (as mentioned in point no. 1 of this para ,it can be operated from the co-ordinate cleared by MHA for operation of Glider/ Microlight /Hot Air Balloon, subjected to clearance from Local Administration and Police.
3. The aircraft shall be parked at the designated airports/ approved places only.