



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

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

Current concerns over the continuing airworthiness of older aircraft date from a dramatic event on 28th April, 1988, the day when the Aloha Airlines Boeing 737-200 landed with a section of its upper fuselage missing and its passenger exposed to the open air. The Aloha accident, of course, did not mark the beginning of the aviation industry work to maintain the long-term integrity of an aged aircraft structure and system. It was a classic example of an aged airplane that suffered structural failure despite having complied with the various programs. Reaction to the Aloha accident has, therefore, been urgent more comprehensive and ongoing. As the DGCA India is un aware of the history of old aircraft being brought into India nor is there an assurance of manufacturers support to maintain such aircraft, it has been decided to be cautious in the matter of import of old pressurized aircraft and therefore consider it necessary to specify the following conditions.

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:-

A. Scheduled, Non-scheduled & General Aviation operations

- a) No pressurised aircraft shall be more than 15 years in age or has completed 75% of the design economic cycles or 45,000 pressurisation cycles, whichever is earlier.
- b) In the case of unpressurised aircraft, the decision will be on a case to case basis and on a complete examination of the records of the aircraft being procured. However, Director General of Civil Aviation would normally not allow such aircraft which are more than 20 years old.

B. Air cargo operations

- a) Pressurised aircraft to be imported for air cargo operations shall not be more than 25 years in age or have completed 75 percent of its design economic cycles or 45,000 pressurisation cycles whichever is less. Aircraft to be imported, if more than 20 years of age, shall be inspected and examined by DGCA officers and will be allowed only if found satisfactory and changes as suggested by DGCA subsequent to inspection are carried out.

- b) For the import of unpressurised aircraft , the decision will be on a case to case basis and on a complete examination of the records of the aircraft being procured. However, Director General of Civil Aviation would normally not allow such aircraft which are more than 20 years old aircraft.

C. Other operations

The requirements/ criteria for import of aircraft for other operations is same as given in 'A' above. However, DGCA may permit import of unpressurized aircraft of more than 20 years of age for the purpose of flying training operations subject to the following conditions.

- (i) the aircraft will be imported with new or overhauled engines;
- (ii) the aircraft will be subjected to the maximum (highest scheduled) inspection schedule before import;
- (iii) the aircraft will have been operated for not more than 10,000 hours prior to import; and
- (iv) the aircraft will have a valid certificate of airworthiness and all components of the aircraft will be within their stipulated overhaul life.

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 in A, B and C above.

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 and Control Programme (CPCP).
 - (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 equipments
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 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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