



सत्यमेव जयते

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
20TH MARCH 1992

EFFECTIVE: 1ST FEBRUARY 2007

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

1. Introduction:

Rule 50 of the Aircraft Rules, 1937 empowers the Director General of Civil Aviation (DGCA) to issue/ renew or validate the Certificate of Airworthiness. Further, Rule 15 requires that all aircraft registered in India possess a current and valid Certificate of Airworthiness (C of A) before it is flown unless it is flown for the purpose of flight test in the close vicinity of an aerodrome or the place of its departure.

This CAR is issued under the provisions of Rule 133A of the Aircraft Rules, 1937, for information, guidance and compliance by operators who are importing the aircraft or acquiring aircraft manufactured in India and provides requirements for the issue/ validation and renewal of C of A.

2. Issuance of Certificate of Airworthiness:

2.1 Accepted Airworthiness Standards

2.1.1 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 by DGCA in accordance with Rule 49. The design standards specified in CS/ JAR 23 and CS / JAR 25 of Europe and FAR 23 and FAR 25 of Federal Aviation Administration (FAA) of USA are generally acceptable for light and transport category aircraft. For helicopters, design standards followed by FAA as specified in FAR 27 & 29 are acceptable for light and transport category helicopters, respectively.

2.1.2 For issue/ validation of Certificate of Airworthiness of aircraft, which do not fulfill the design standards mentioned above, the owners may consult the Directorate General of Civil Aviation (Director of Research and Development) before importing such aircraft, so that acceptance or otherwise, of the design standards is ensured before the import of the aircraft.

2.1.3 Notwithstanding the above, DGCA may require certain special conditions such as installation of equipment/ instruments, modification to be complied with, before accepting/ validating the type certificate for ensuring safety of aircraft operation.

2.2 Application for issue of C of A and Aircraft Noise Certificate

2.2.1 After the aircraft has been registered, the owner or his authorized representative may apply to DGCA on the completed form CA 25 (Appendix 'A' & 'B') together with the requisite fees prescribed in Rule 62 (Appendix 'E') for issuance of Certificate of Airworthiness at least five working days before the expected date of issue of Certificate of Airworthiness. An application for issue of Aircraft Noise Certificate shall also be made (Appendix 'G') along with the application for issue of Certificate of Airworthiness.

2.2.2 Before the Certificate of Airworthiness in respect of an imported aircraft is issued, the Director General will satisfy himself regarding the airworthiness and design standards of the aircraft. For this purpose the importer shall submit along with the application, an Export Certificate of Airworthiness from the Regulatory Authority of the country of Export. For aircraft type imported into the country for the first time, a copy of the Type Certificate and/ or its Data Sheets should accompany the Export C of A. These documents will certify that the Aircraft conforms to approved design standards of Airworthiness Authority of country of design. In addition, special requirements of DGCA are spelt out in Appendix 'D'. The operator shall ensure that these special requirements are made available to the regulatory authority of the exporting country for compliance prior to issue of Export C of A.

Note: Aircraft with MTOW greater than 5700 kg and categorized as passenger/mail/goods shall have at least two engines.

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, 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) Type Certificate & Type Certificate Data Sheets
- (ii) Standard form of Certificate of Airworthiness issued by the country of Export
- (iii) Export Certificate of Airworthiness
- (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 aircraft is based with up-to-date amendments:

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

2.3.3 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.

Note: 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.

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 Quality Control 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 and the avionics systems.
- (iv) An electrical load analysis covering all services, if the aircraft has undergone modification needing such analysis.
- (v) Customised Manufacturer's weight and balance manual, and weight schedule giving the empty weight CG location.
- (vi) List of component/ rotables giving details of components' history for each major component listed in COSL.

2.4 Issue of C of A

2.4.1 On receipt of the application along with the necessary fees in accordance with Rule 62 and requisite documents, partially filled Indian Certificate of Airworthiness will be forwarded by DGCA Hdqrs to the concerned Regional/ Sub-Regional Airworthiness Office. (Format of the Certificate of Airworthiness issued by DGCA is enclosed as Appendix 'F'). Certificate of Airworthiness of

an aircraft may be issued/validated in any of the categories mentioned in Appendix 'C' of this part of CAR.

- 2.4.2 The Regional/ Sub-Regional Airworthiness Office on being satisfied that the aircraft conforms to the stipulated design and airworthiness standard, may issue/ validate the Certificate of Airworthiness on the basis of Export Certificate of Airworthiness, physical inspection of the aircraft and scrutiny of other related documents.
- 2.4.3 In case of import of used aircraft, the Regional /Sub Regional office shall satisfy itself that the aircraft had been maintained in a continued airworthiness condition in accordance with an approved maintenance programme given by the aircraft manufacturer and/or by the approved maintenance agency that had last maintained the aircraft. For example, records of maintenance, modifications, overhaul, repair and history of any accident may have to be reviewed before issuing Indian Certificate of Airworthiness.
- 2.4.4 Officers of regional/ sub-regional office shall inspect the aircraft to the extent possible, to establish that all the instruments and equipment as per applicable CARs have been installed and are in serviceable condition, the aircraft is airworthy, and does not have any unsafe features which may jeopardize the airworthiness or safety of aircraft. 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 the issuance of Certificate of Airworthiness.

3. Validity of Certificate of Airworthiness:

- 3.1 The validity of C of A shall be specified on the C of A and shall be limited to a maximum period as indicated below:
- (i) The validity of C of A of aircraft shall be 5 years till the aircraft attains the age of 10 years.
- Note: If the age of the aircraft inducted is between 5-10 years the validity of C of A will be restricted to the date the aircraft attains the 10 years age.
- (ii) The validity of C of A of aircraft shall be 2 years till the aircraft attains the age of 20 years.
- Note: If the Certificate of Airworthiness of aircraft inducted is between 18-20 years the validity of C of A will be restricted to the date the aircraft attains the 20 years age.
- (iii) The Certificate of Airworthiness of aircraft older than 20 years shall be valid for one year.

3.2 In case of imported aircraft the validity shall begin from the date of issue of Export Certificate of Airworthiness and shall be restricted to the validity specified in the para 3.1.

3.3 Conditions for continued validity of C of A

3.3.1 The continued validity of the C of A shall be subject to the aircraft maintenance organization performing an annual review of airworthiness for the aircraft wherein the following shall be ensured:

- (i) all due maintenance specified in the applicable maintenance programme have been completed; and
- (ii) all Airworthiness Directives/ mandatory modifications have been complied with; and
- (iii) any modifications and repairs carried out conform to the applicable regulations; and
- (iv) each discrepancy recorded in the technical log has been actioned and certified; and
- (v) all applicable releases to service have been completed and certified; and
- (vi) all components' lives are within the limits laid down in the applicable maintenance programme; and
- (vii) weight and balance data in the aircraft logbook is accurate and within the limitations of the aircraft type certificate; and
- (viii) the flight manual is current version for the aircraft;
- (ix) all documents and safety equipment on board are updated and in proper condition; and
- (x) a general condition inspection of the aircraft is performed with satisfactory results.

3.3.2 The annual review of airworthiness shall be carried out by persons meeting qualifications and experience as given in Appendix 'H' and shall be authorized by the Quality Manager to carry out the review. A report (Annual Review of Airworthiness) as per the proforma at Appendix 'I' shall be submitted to the concerned regional office after being vetted by the Quality Department of the maintenance organization.

3.3.3 Each person who performs and certifies an annual review of airworthiness for an aircraft shall enter—

- a) the following statement in the aircraft logbook or other approved technical record:

I hereby certify that an annual review of airworthiness has been carried out on this aircraft and that the current requirements of Civil Aviation Requirements have been complied with; and

- b) besides the statement required by subpara (a), his/her signature, licence number, and the date of the entry; and

- c) in the appropriate section of the aircraft technical log, the date that the review is next due.

3.3.4 Each person who performs an annual review of airworthiness and finds that an aircraft does not comply with the requirements listed in 3.2.1 shall

- (1) record the discrepancies in the aircraft logbook or other approved technical record; and
- (2) forward a copy of the discrepancies to the concerned regional office.

4. 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. Short term Certificate of Airworthiness

5.1 Aircraft may also be imported under Indian Registration Markings with Short Term Certificate of Airworthiness, which will have limited validity. For this, the owner/ operator should submit a duly completed application (Form CA25 – Appendix 'A' and 'B') along with the necessary fees as prescribed in Rule 62 (Appendix 'E').

5.2 On a request made by DGCA, the regulatory authority of the country of export may issue the Indian Short Term Certificate of Airworthiness. The foreign regulatory authority while issuing Indian Short Term C of A will ensure that the aircraft complies with

- (i) the requirements of Para (2.1) of this CAR.
- (ii) all applicable Ads.
- (iii) the special requirements as given in Appendix 'D'.
- (iv) the requirement that it has a current weight schedule which gives its empty weight CG location.

5.3 The full term Certificate of Airworthiness will be issued on arrival of the aircraft in India after the owner/ operator complies with applicable airworthiness requirements.

6. Renewal of Certificate of Airworthiness

6.1 Procedure:

6.1.1 An application for renewal of C of A shall be completed and submitted to concerned airworthiness office by the owner/ operator/ AMO of the aircraft as per the enclosed proforma at Appendix 'J' at least 30 days prior to the expiry of the certificate along with the necessary fees as per Rule 62. The application shall be accompanied with a certificate confirming compliance and adherence in respect of the items listed in Appendix 'K' duly signed by the Manager Quality/ Quality Control Manager of the AMO/ Operator.

- 6.1.2 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. To avoid grounding of aircraft the aircraft shall be made available to DGCA officers within 15 days prior to expiry of C of A.
- 6.1.3 The applicant shall establish that the aircraft is airworthy in all respects.
- 6.1.4 The applicant shall provide the necessary personnel and equipment so that required checks and inspections may be satisfactorily carried out.
- 6.1.5 All relevant records of aircraft maintenance, flight tests and calibration shall be made available to the officers of DGCA at the time of inspection for renewal of C of A.
- 6.1.6 The mass (empty weight) of the aircraft shall be determined as per the rules.
- 6.1.7 The operator shall carry out flight tests as specified by the manufacturer and provide satisfactory functioning of the avionics, performance and handling qualities of the aircraft during flight should be established.
- 6.2 Documents to be provided to DGCA for renewal of C of A:
- 6.2.1 A copy of an inspection report giving brief details of the work done since last renewal of C of A to establish that the aircraft had been maintained to assure its continued airworthiness. This report should be in the form of a schedule and should include the following documents:
- 1) A record of work accomplished since the last renewal of the certificate;
 - 2) A record showing details of major checks carried out since the last renewal of the certificate;
 - 3) 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;
 - 4) A record showing compliance with:
 - Airworthiness Directive / mandatory modification compliance status
 - Compliance status of approved aircraft maintenance programme including SSID and CPCP (if applicable)
 - Modifications and service bulletins complied since the last renewal of C of A.
 - Major defects encountered, rectification action and analysis report

- Accident / Incident that the aircraft suffered and action taken

5) a record of major component changes;

6.2.2 A mass and balance report which should include a copy of the empty aircraft mass determination record, the mass and center of gravity schedule and a list of basic equipment and mass growth charts.

6.2.3 A flight test report for the avionics systems.

6.2.4 A flight test / Performance evaluation report of the aircraft.

6.3 General requirements for renewal of C of A:

6.3.1 The applicant shall ensure that no structural inspection including Supplemental Structural Inspection is due, no mandatory modification/inspection/SBs is outstanding and the "lives" of all the (major) components are still within valid operational limits.

6.3.2 The applicant shall ensure that all installed equipment on board the aircraft, are in serviceable condition. If it is not so, the applicant of the aircraft shall notify the DGCA regional office in writing.

6.3.3 The applicant shall ensure that all the documents required by CAR Section 2 Series 'X' Part VII are on board the aircraft and current.

6.3.4 In case major maintenance schedules are not due at the time of renewal of Certificate of Airworthiness then the applicant shall intimate the concerned regional Office about the carrying out of such major schedules as and when these are due, but at least 15 days before these are due, to enable the airworthiness officers to carry out such physical inspection of the aircraft as considered necessary.

6.3.5 In case the Airworthiness Officer completes his final inspection of the aircraft and its documents, after the expiry of the Certificate of Airworthiness, or 30 days before the expiry of C of A then the currency of C of A would start from the date of inspection.

7. Procedure for renewal of C of A of Indian registered aircraft abroad:

7.1 There may be a situation where Certificate of Airworthiness of an Indian registered aircraft may get lapsed while operating in a foreign country. In such a case, the applicant may provide DGCA with full justification of such exigencies. The C of A will be renewed after following the same procedure as prescribed above and inspection of the location will have to be carried out at the airport where the aircraft's C of A has lapsed. Alternatively, a ferry flight authorization may be sought to enable inspection of the aircraft at another suitable location where adequate inspection facilities are available.

8. Suspension or cancellation of Certificate of Airworthiness:

8.1 The Certificate of Airworthiness shall cease to be valid if:

- (i) Approved aircraft maintenance programme is not complied;
- (ii) "Lifed" components are not replaced/ CMR items not complied;
- (iii) Mandatory modifications/ inspections/ SBs are not carried out, as and when due;
- (iv) Unapproved repairs/ Modifications are carried out;
- (v) Unapproved materials/ procedures/ practices are used;
- (vi) 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;
- (vii) Annual review of airworthiness (ARA) report is not provided to the concerned regional airworthiness office 15 days prior to the expiration period of the previous annual report or an erroneous annual report is provided; or
- (viii) Valid and current mandatory documents are not carried on board.

8.2 Revalidation of a suspended C of A

In case the 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 the previous currency of the C of A.

- 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/ renewal of the C of A of the aircraft to ensure its continued airworthiness and safe operations.

(P. K. Chattopadhyay)
Joint Director General of Civil Aviation

APPENDIX 'A'

**GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT**

CA 25

Application for Renewal of 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) Certified passenger seating capacity			
(d) Manufacturer's serial number				(i) Avionics installed.			
(e) Type of engine				(j) Minimum crew required (As per AFM or 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. Hours flown since last C of A renewal (if applicable)							
12. Last major inspection carried out:							

13. Date of last major inspection:	
14. Is the aircraft: (<i>Applicable for aircraft manufactured in India</i>) a) a prototype, b) Series aircraft,	
15. (<i>Applicable for foreign manufactured aircraft</i>) (a) State of Origin of Certificate of Airworthiness presented (b) Serial Number of the Certificate of Airworthiness presented (c) Export C of A or equivalent document (d) C of A category: i) Passenger ii) Mail/goods iii) Aerial work iv) Private e) Special category (specify)	
16. Name and address of Approved Organisation/ Licensed Aircraft Maintenance Personnel with whom aircraft is available for inspection	
17. Details of fees paid (Demand Draft No/ Indian Postal Order No./ amount/ Name of the Bank)	
<p>18. DECLARATION</p> <p>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.</p> <p>Date: _____ Signature _____ Designation _____</p>	
<p>Note: Duly filled application form, should be accompanied by the following:</p> <ol style="list-style-type: none"> 1. Details of aircraft as per Appendix B should be forwarded to the Director General of Civil Aviation. 2. Certificate of Erection signed by an Aircraft Maintenance Engineer/ authorized personnel. 3. Certificate of Flight Test signed by licenced / authorised pilot. 4. Documents as required in CAR Section 2, Series 'F' Part III. 	

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- state duration of recording (Rotor RPM recording facility on CVR for helicopters only)	
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 DFDR installed	

13. Emergency lighting system including Emergency Escape path lighting	
14. Anti-collision lighting a) Rotating beacons b) Strobe lights	
15. Compasses: a) Remote reading b) Direct reading	
16. Automatic navigation system	
17. Rotor low rpm warning indication system (helicopters only)	
18. Additional Systems installed for Aerial work operations	
OTHER INFORMATION	
19. Are there provisions for the installation of safety harnesses at - a) Flight crew seat positions? b) Cabin crew seat positions? c) Passenger seat positions?	
20. Are there provisions for carrying external loads?	
21. Are there provisions for glider towing?	
22. State total fuel capacity kg	
23. Give details of equipment (other than that listed in 1 to 18) which has been introduced by modification action (state manufacturer and type)	
24. Give details of changes, if any, introduced in the Flight Manual, as 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'

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-division (a) Passengers Aircraft
- Sub-Division (b) Mail Aircraft
- Sub-Division (c) Goods Aircraft
- Sub-Division (d) Aerial Work Aircraft
- Sub-Division (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 QC 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-Division (a) Racing aircraft
- Sub-Division (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 & 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 21. 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), Technical Centre, 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 country 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 telex/ telegram/ 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., 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 Short term 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 telex/ fax as referred in para 1.
2. 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. For this DGCA will accept FAA/ EASA Type Certificate.
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 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 manufacturers 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 atleast equal to the applicable Standards specified in ICAO Annex 16 Vol.I.
- c. In case of twin turbine aircraft which has been certified for ETOPS operation, the certification basis must be provided.
- d. Weight schedule and weighing report
- e. Manuals

One set (free of cost) each of the following updated technical literature, to DGCA Hdqrs and Regional/Sub-Regional Office of DGCA for retention:

- (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;

- (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. Micro films/Microfiche/ Floppy/ CD issued by the manufacturers in lieu of hard copy is acceptable.
 - 2. The operator shall further 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 schedules 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 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 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 powerplant mechanic, as provided for under FAR/ EASA. The return to service maintenance records required by FAR/ 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 & equipments: 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.

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

APPENDIX 'E'

**FEES FOR
ISSUE, RENEWAL OR VALIDATION OF CERTIFICATE OF AIRWORTHINESS
(in accordance with para C of Rule 62)**

“(C) Issue, renewal or validation of Certificate of Airworthiness under rule 50:

(i) issue of Certificate of Airworthiness for an aircraft having maximum permissible takeoff weight —

(a) of 1,000 kilograms or less	:	Rs.20,000/-
(b) exceeding 1,000 kilograms, for every 1,000 kilograms or part thereof	:	Rs.1,000/-
(ii) validation or renewal of Certificate of Airworthiness under sub-item (i).	:	Fifty percent of the fees payable
(iii) issue of duplicate Certificate Airworthiness payable under sub-item (i)”	:	Ten percent of of the fees



सत्यमेव जयते

सं /No:

भारत / INDIA

नागर विमानन महानिदेशालय/ DIRECTORATE GENERAL OF CIVIL AVIATION

उड़न-योग्यता प्रमाण-पत्र/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 सं० / Aircraft Serial No
वर्ग/Category:		
उप-प्रभाग /Sub Division		
आवश्यक न्यूनतम कर्मीदल / Minimum crew necessary:		
प्राधिकृत अधिकतम कुल भार/ Maximum all-up-weight authorised:		

इस विमान का परिचालन इस विमान के 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 सांघारित और प्रचालित किये जाने पर उड़न-योग्य समझा जाता है, उसके लिए 7 दिसम्बर, 1944 के अन्तरराष्ट्रीय नागर विमानन विषयक अधिसूचना, तथा सन 1937 पर यथा संशोधित विमान नियमावली, 1937, 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.

यदि उपरोक्त अनिवार्य शर्तें पूरी कर दी गयी हैं तो, यह प्रमाण-पत्र, इस पर दी गई तारीख तक वैध रहेगा बशर्तें कि इसे 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	

Form CA 2006-1



GOVERNMENT OF INDIA

**DIRECTORATE GENERAL OF CIVIL
AVIATION**

**Application for Issue of
Noise Certificate**

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:	
2.11 Engine 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)			

I hereby certify that the particulars provided in this application are true in every respect. It is further certified that the aircraft has been maintained as per manufacturer's recommendations and no modification has been carried out which may degrade the noise level while flying.

Date:

Signature:
Title:

Record of Action

For DGCA Use Only

For DGCA Use Only

3. REMARKS: (Examination of the application and the supporting documents for evaluation of eligibility)

Attach additional sheets, if required.

4. INSPECTION OF AIRCRAFT: (if carried out)

Date of Inspection:	Inspecting Officer:
Noise Certificate No.: (issued)	

- END -

APPENDIX 'G'

Form CA 2006-1

Application for Issue of
Noise Certificate



सत्यमेव जयते

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)

I hereby certify that the particulars provided in this application are true in every respect. It is further certified that the aircraft has been maintained as per manufacturer's recommendations and no modification has been carried out which may degrade the noise level while flying.

Date:	Signature: Title:
-------	----------------------

Record of Action

For DGCA Use Only	For DGCA Use Only
-------------------	-------------------

3. REMARKS: (Examination of the application and the supporting documents for evaluation of eligibility)

Attach additional sheets, if required.

4. INSPECTION OF AIRCRAFT: (if carried out)

Date of Inspection:	Inspecting Officer:
Noise Certificate No.: (issued)	

APPENDIX 'H'

**Persons - Qualifications and experience requirements
for carrying out the annual review of airworthiness**

Persons carrying out the annual review of airworthiness shall hold a rated aircraft maintenance engineer licence, in both airframe and engine categories, and have —

- (i) held the licence for a period of at least 60 months; and
- (ii) have recent experience of six months in the preceding 24 months as having exercised the privileges of an aircraft maintenance engineer licence or supervised, in an executive capacity, the maintenance of aircraft.

Or

For new type of aircraft inducted in the country or by an organization the person carrying out the annual review of airworthiness shall hold full scope authorization on the type of aircraft including its engine and shall be authorized by the Quality Manager to carry out the review.

APPENDIX 'I'

Aircraft file No.

For DGCA use only.

Annual Review of Airworthiness

Operator:					
Registration No: VT—.....					
Date of last C of A renewal by DGCA:.....					
Age of Aircraft at the time of this ARA. (Tick as applicable)					
<input type="checkbox"/> Less than 10 years		<input type="checkbox"/> Between 10 and 20 years		<input type="checkbox"/> More than 20 years	
ARA Review No. <input type="checkbox"/> 1 st <input type="checkbox"/> 2 nd <input type="checkbox"/> 3 rd <input type="checkbox"/> 4 th <input type="checkbox"/> 5 th					
(Tick as applicable)					

Notes for use:

Sections 1 to 10 of this form are mandatory.

Sections 11 to 12 are optional. Relevant section(s) should be completed if any of the affected instruments or equipment have been replaced, or the aircraft role has changed within the last 12 months.

Where an item is not applicable, state N/A.

All discrepancies listed in section 9 will require maintenance action prior to further flight in accordance with the requirements of DGCA

Refer to the notes on page 6 for further instructions on completing this form.

1. Aircraft Particulars				
	Airframe	Engine(s)		Propeller(s)
Manufacturer:				
Model:				
Type Certificate No:				
Serial No:				
Total time in service:				
Time since overhaul:				
Maintenance programme approval reference:				

2. Documents Carried in Aircraft	
Certificate of Airworthiness	Category: <input type="text"/> Expiry date: <input type="text"/>
Manufacturer's flight manual	Doc: <input type="text"/> Rev: <input type="text"/> Current? <input type="checkbox"/>
	Applicable supplements incorporated into flight manual? <input type="checkbox"/>
Technical log	Issue No: <input type="text"/> Date: <input type="text"/>
	Maintenance arising listed on current technical log appropriately rectified or deferred? <input type="checkbox"/>
	Technical log contains all required information? <input type="checkbox"/>
Radio station licence	Issue date: <input type="text"/> Current? <input type="checkbox"/>
Weight and balance	Issue date: <input type="text"/> Current? <input type="checkbox"/>
	Within limits and accurate? <input type="checkbox"/>
Certificate of registration	Must be carried on Indian registered aircraft. <input type="checkbox"/> Carried? <input type="checkbox"/>

3. Maintenance Logbooks	
Aircraft Logbook	Leading particulars correct? <input type="checkbox"/>
	Scheduled maintenance performed at intervals specified in the maintenance programme? <input type="checkbox"/>
	Annual and 100 hour inspections carried out? <input type="checkbox"/>
	Radio station tests and inspections carried out? <input type="checkbox"/>
	Due date: <input type="text"/>
	Altimeter system and altitude reporting equipment tests and inspections carried out? <input type="checkbox"/>
	Due date: <input type="text"/>
	SSR transponder tests and inspections carried out? <input type="checkbox"/>
	Due date: <input type="text"/>
	Emergency locator transmitter tests and inspections carried out, including battery replacement requirements? <input type="checkbox"/>
	Battery expiry date: <input type="text"/>
	Due date: <input type="text"/>
	Required operational flight checks recorded? <input type="checkbox"/>
	Maintenance programme identified? <input type="checkbox"/>
	Maintenance records completed? <input type="checkbox"/>
	Releases to service made? <input type="checkbox"/>
	Inoperative equipment placarded and recorded? <input type="checkbox"/>
	Duplicate inspections carried out and recorded? <input type="checkbox"/>
	Out of phase maintenance recorded including manufacturer's and CAR requirements? <input type="checkbox"/>
	Applicable lifed components recorded and within life limits? <input type="checkbox"/>
Aircraft W & B summary entered and information reviewed as appropriate? <input type="checkbox"/>	
Emergency equipment inspected at appropriate times? <input type="checkbox"/>	
Compass swing carried out at the appropriate times? <input type="checkbox"/>	
Due date: <input type="text"/>	

		Engine		Prop	
		L	R	L	R
Engine Logbook and Propeller Logbook	Leading particulars correct?				
	Scheduled maintenance performed at intervals specified in the maintenance programme?				
	Maintenance programme identified?				
	Maintenance records completed?				
	Releases to service made?				
	Duplicate inspections carried out and recorded when required?				
	Ground running checks performed and recorded?				
	Applicable engine components recorded and within life limits?				
	Current mandatory modifications/ airworthiness directives applicable to the type of engine and engine components recorded and certified?				
	Current mandatory modifications/ airworthiness directives applicable to the propeller type recorded and certified?				
	Applicable repetitive mandatory modifications/ airworthiness directives transferred?				
	Propeller overhauls/calendar inspections carried out?				

Aircraft Airworthiness Directives, Aircraft Modification, Engine and Propeller Installations	Current mandatory modifications/ airworthiness directives applicable to the aircraft type recorded and certified?	
	Maintenance carried out in response to manufacturer's service information recorded?	
	Local modifications, role equipment, and supplementary type certificates fitted to the aircraft or its components appropriately approved and recorded?	
	Engines/propellers installed recorded in section 4?	
	Applicable repetitive mandatory modifications/ airworthiness directives transferred to section 5?	

4. Mandatory Modification Status		
Airframe	DGCA/_____/1 thru DGCA/_____/____	
Engine(s)	DGCA/_____/1 thru DGCA/_____/____	
Propeller(s)	DGCA/_____/1 thru DGCA/_____/____	
Miscellaneous	DGCA/Misc/1 thru DGCA/Misc/____	

5. Modifications/repairs recorded since the last ARA (state nil if none)			
Mod No	Description	Date incorporated	Conformity Auth/Lic No

6. Aircraft Identification and Placards	
Aircraft markings	
Stainless steel identification plate fitment	
Placards required by regulations and flight manual (including supplements) fitment	

Additional Operator Requirements

11. Instruments and Equipment Status	
Location of instrument and equipment	
Seating and restraints	
Passenger information signs	
Minimum instruments and equipment	
Night VFR instruments and equipment	
VFR communication equipment	
Communication and navigation equipment – VFR over water	
IFR instruments and equipment	
IFR communication and navigation equipment	
Category II and III precision approach equipment	
Emergency equipment	
Flights over water	
Aircraft operations on water	
Emergency locator transmitter	
Oxygen indicators	
Oxygen for non-pressurised aircraft	
Oxygen for pressurised aircraft	
SSR transponder and altitude reporting equipment	
Altitude alerting system or device – turbojet or turbofan	
Assigned altitude indicator	

12. Instrument and Equipment Specifications	
Markings and placards	Emergency equipment
Fuel and oil markings	Emergency locator transmitters
Seating	Oxygen
Restraints	Passenger oxygen masks
Child restraint systems	Crew members on-demand oxygen masks
Aircraft lights	Oxygen equipment
Aircraft flying time recorders	Protective breathing equipment (PBE)
Pressure altimeters	Crew member portable PBE
Communication and navigation equipment	Transponder equipment
Category II and III equipment	Altitude encoder equipment
First aid kits	Altitude alerting system or device
Fire extinguishers	

Explanatory notes for completing this form

General

For sections 2 to 6, either enter a tick (✓) in the appropriate column to indicate that the aircraft meets the applicable CAR requirements, or enter N/A if the requirement is not applicable to the aircraft or operation, or enter a discrepancy number and detail the applicable discrepancy in section 9 beside a corresponding discrepancy number.

Section 1

Maintenance programme – the aircraft must be maintained to either an approved maintenance programme or manufacturer's programme, as applicable.

The type certificate data sheet that the aircraft was type accepted into India should be referred to. List the airframe, engine and propeller TCDS numbers and ensure that the aircraft conforms with its type certificate.

Section 2

Flight manual supplements – a copy of all supplements applicable to the fitted aircraft equipment must be kept in the flight manual.

Section 3

L and R columns have been provided for twin engine aircraft. For single engine aircraft, use either column.

It is recommended that the serial numbers of a sample of lifed components be compared with the actual components fitted to the aircraft.

Section 4

Identify the mandatory modification range for each type of component that has been recorded and certified. Section 3 of this form also requires confirmation that the latest revision of each airworthiness directive has been recorded and appropriately certified.

Section 5

List all modifications/repairs embodied since the last ARA and check that any applicable conformity inspections have been carried out by an appropriately authorised person.

Section 6

Aircraft markings

Section 7

Beside each item either enter a tick (✓) to indicate that the condition of the item is satisfactory, or enter N/A if the requirement is not applicable to the aircraft or operation, or enter a discrepancy number and detail the applicable discrepancy in section 9 beside a corresponding discrepancy number.

Section 8

List any appropriate remarks in this section, other than discrepancies observed.

Section 9

All discrepancies listed in this section will require maintenance action prior to further flight in accordance with the requirements of relevant CARs.

Section 11 to 12

These sections are optional. Relevant section(s) should be completed if any of the affected instruments or equipment have been replaced, or the aircraft role has changed within the last 12 months.

Form CA 2006-1



सत्यमेव जयते

GOVERNMENT OF INDIA

**DIRECTORATE GENERAL OF CIVIL
AVIATION**

**Application for Issue of
Noise Certificate**

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:	
2.11 Engine 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)			

I hereby certify that the particulars provided in this application are true in every respect. It is further certified that the aircraft has been maintained as per manufacturer's recommendations and no modification has been carried out which may degrade the noise level while flying.

Date:

Signature:
Title:

Record of Action

For DGCA Use Only

For DGCA Use Only

3. REMARKS: (Examination of the application and the supporting documents for evaluation of eligibility)

Attach additional sheets, if required.

4. INSPECTION OF AIRCRAFT: (if carried out)

Date of Inspection:	Inspecting Officer:
Noise Certificate No.: (issued)	

- END -

APPENDIX 'J'

**GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT**

Application for Renewal of Certificate of Airworthiness

Renewal of Certificate of Airworthiness in respect of VT-		
--	--	--

Certificate of Airworthiness No.

Certificate of Airworthiness expiry date

Section 1: Particulars of Applicant

Name of applicant (in full)

Address

Name of approved organization/licensed aircraft maintenance personnel with whom aircraft is available for inspection

Address

Section 2: Aircraft Specifications

	Type	Serial No.	Total Hours	
			Flight Hours	Landings
Aircraft	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>

Components	Type	Serial No.	Flight Hours since O/H	Date of last O/H
------------	------	------------	------------------------	------------------

Engines	1.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	2.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	3.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	4.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>

Propeller	1.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	2.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	3.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
	4.	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>

APU	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>	<input style="width: 100px;" type="text"/>
------------	--	--	--	--

Section 3: Availability of Aircraft for Inspection

We wish inspection of aircraft on one of the following dates: 1. 2. 3.

Section 4: Fees

Particulars of the fee paid

Section 5: Supporting Documentation

(Indicate by a ✓ whether the documents will be available at the time of the inspection of the aircraft or are attached)

	At inspection	Attached
a. Airworthiness Directive/ mandatory modification records	<input type="checkbox"/>	<input type="checkbox"/>
b. Flight Manual	<input type="checkbox"/>	<input type="checkbox"/>
c. All maintenance records and logbooks	<input type="checkbox"/>	<input type="checkbox"/>
d. Weight and balance report	<input type="checkbox"/>	<input type="checkbox"/>
e. Flight test report for avionics systems	<input type="checkbox"/>	<input type="checkbox"/>
f. Flight test/ performance evaluation report of the aircraft	<input type="checkbox"/>	<input type="checkbox"/>
g. C of A renewal schedule compliance report	<input type="checkbox"/>	<input type="checkbox"/>

Section 6: Certificates attached

(Indicate by a ✓ whether the documents have been attached)

	Yes	No
a. Certificate signed by Manager Quality/ Quality Control Manager	<input type="checkbox"/>	<input type="checkbox"/>
b. Certificate that all applicable CARs have been complied with.	<input type="checkbox"/>	<input type="checkbox"/>
c. Certificate that Flight manual is current.	<input type="checkbox"/>	<input type="checkbox"/>
d. Certificate that the Radio, Communication, Navigation and Radar equipment on board have been checked for performance by a representative of the Director General of Civil Aviation and that a valid Aeromobile Station licence is available.	<input type="checkbox"/>	<input type="checkbox"/>

Section 7: Declaration

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 'K'

**Certificate to be signed by the Manager Quality/ Quality Control Manager of the AMO/
Operator confirming compliance and adherence in respect of the following items.**

1. Certification by Manager Quality / Quality Control Manager of the AMO/ Operator.
2. All Airworthiness Directives and Alert bulletins have been complied.
3. All mandatory modifications/inspections due have been complied with.
4. All Mandatory Service Bulletins have been complied with when due.
5. All maintenance requirements specified by the manufacturers of Aircraft, Engine, propeller and its system components/ equipment have been complied.
6. All major repairs and overhauls (of aircraft components) if any, have been properly carried out and certified by appropriately licenced/ approved persons.
7. All inspection/modifications/repairs enumerated in Supplemental Structural Inspection Document (SSID) have been complied with, when due. (if applicable).
8. All inspection/modifications/repairs enumerated in the Corrosion Prevention and Control Programme (CPCP) has been complied with, when due. (if applicable)
9. Defects experienced during the preceding year have been recorded and appropriate rectification action has been taken.
10. Work sheets and Log book entries relating to inspections carried out, list of components with remaining life, Mandatory modification/Inspection list etc have been completed and signed by appropriately licenced or approved persons.
11. All materials/ parts/ components used are from approved sources.
12. All components installed on aircraft are within the stipulated life.
13. It is confirmed that the aircraft flight manual is up to date.
14. The Operation's Department have reported after a test flight / assessment of flight performance monitoring records that the aircraft's actual performance, evaluated in relation to the required performance is satisfactory and the radio navigation, communication equipment and weather radar are satisfactorily functioning throughout their operational range satisfactorily
15. The aircraft is airworthy in all respect and is in a condition for safe operation.
16. All other requirements of applicable CARs have been complied with.

* * *