



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: 31st July 2010

Subject: **Issue of Certificate of Airworthiness and Issue/ Extension of Airworthiness Review Certificate.**

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 or from other Indian operator/ owner and provides requirements for the issue of C of A and Issue/ Extension of Airworthiness Review Certificate (ARC).

2. Issuance of Certificate of Airworthiness:

2.1 Acceptable 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 in accordance with Rule 49 or accepted for operation in India, in accordance with design standards given in CAR 21.

2.1.2 For issue/ validation of Certificate of Airworthiness of aircraft, which do not fulfill the design standards in CAR 21, the owners may consult Aircraft Engineering Directorate (AED)

at DGCA Headquarters before importing such aircraft, so that acceptance or otherwise, of the design standards is ensured before the import of the aircraft.

- 2.1.3 Aircraft with MTOW greater than 5700 kg and categorized as passenger/mail/goods aircraft shall have at least two engines.
- 2.1.4 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.
- 2.1.5 Special requirements for import of aeronautical products to India 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.

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. An application for issue of Aircraft Noise Certificate shall also be made (Appendix 'E') along with the application for issue of Certificate of Airworthiness.
- 2.2.2 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 Hqrs and RAO for retention:

Note:- For the purpose of this CAR RAO (Regional Airworthiness Office) includes sub-regional Airworthiness office also)

- (i) Certificate of Type Acceptance issued by AED DGCA.
- (ii) Type Certificate and Type Certificate Data Sheets.
- (iii) Standard Certificate of Airworthiness issued by the country of Export.
- (iv) Export Certificate of Airworthiness. Where the country of export does not issue export C of A, the same may be waived by DGCA after confirming this fact from country of export.
- (v) Maintenance Planning Document/Manufacturers recommended inspection document
- (vi) MMEL
- (vii) Airplane Flight Manual / Pilots' Operating Handbook
- (viii) Crew Operations Manuals. (Where applicable).
- (ix) Aircraft Maintenance Manual
- (x) Engine Maintenance Manual
- (xi) Overhaul Manual
- (xii) Structural Repair Manual
- (xiii) SSID, CPCP document (where applicable).

Note: Documents issued by the manufacturers in electronic format in lieu of

hard copies are acceptable.

- 2.2.3 The operator shall ensure that any amendments to the above documents are forwarded to DGCA Hdqrs and/ or to the respective 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 technical literature in para 2.2.2 may be asked for, by the concerned Regional Airworthiness Office.

- 2.2.4 In addition to the documents in 2.2.2, the following documents shall be submitted to RAO:

- (i) Duly filled original log books along with record of modification with a certificate from Quality 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 along with the flight test report by the pilot licensed/authorised for the purpose.
- (iii) Flight Test Report for the aircraft and the avionics systems.
- (iii) 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 components, rotables giving details of history for each major component listed in COSL.
- (vii) ARC, if applicable.

Note: Application for issue of C of A shall not be treated as complete if the above documents are not submitted in full.

2.3 **Issue of Certificate of Airworthiness**

- 2.3.1 On satisfactory scrutiny of application and documents, Certificate of Airworthiness will be issued by DGCA Hdqrs to the applicant (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 CAR.

Note: Issue of C of A may take five working days after receipt of application.

- 2.3.2 In case of import of used aircraft, the RAO shall determine that the aircraft had been maintained in a continued airworthiness condition in accordance with an approved maintenance programme by checking records of maintenance, modifications, overhaul, repair and history of any accident.

- 2.3.3 RAO shall inspect the aircraft to the extent possible, to establish that all the

instruments and equipment as per applicable standards 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.

- 2.3.4 On being satisfied that the aircraft conforms to the stipulated design and airworthiness standard and has been maintained in a state of continued airworthiness in accordance with approved maintenance programme, the RAO may revalidate the Certificate of Airworthiness.

3. Validity of Certificate of Airworthiness:

- 3.1 The C of A shall remain valid, subject to the condition that Airworthiness Review Certificate (ARC) issued in accordance with CAR M subpart I remains current.

4. Short term Certificate of Airworthiness

- 4.1 An aircraft may be imported under Indian registration with Short Term Certificate of Airworthiness, which will have limited validity. For this, the owner/ operator should submit a duly completed application (Form CA 25 – Appendix 'A' and 'B') along with the necessary fees as prescribed in Rule 62.
- 4.2 On a request made by DGCA, the regulatory authority of the country of export may issue the Indian Short Term Certificate of Airworthiness. While issuing Indian Short Term C of A the foreign regulatory authority will ensure that the aircraft complies with;
- (i) The requirements of type certification.
 - (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.
- 4.3 Upon application 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.

5. Issue/ Extension of Airworthiness Review Certificate (ARC)

- 5.1 After revalidation of C of A the RAO shall issue ARC in accordance with CAR-M. For this purpose the operator/organisatin shall carry out Airworthiness review of aircraft in accordance with CAR M and shall submit the same along with necessary application, fee and documents to the concerned RAO.

- 5.2 On receipt of the complete application along with necessary enclosures as per para 5.1, the RAO shall carry out scrutiny of the documents and physical survey of the aircraft to determine that the aircraft meets all stipulated airworthiness requirements prior to issuance of ARC.
- 5.3 The ARC shall be valid for a maximum period of one year.
- 5.4 Subsequent to issue of ARC, an organization approved in accordance with Sub Part G of CAR M, and holding the privileges for extension of ARC can extend twice the ARC after carrying out airworthiness review in accordance with CAR M.
- 5.5 After extension of ARC in accordance with para 5.4, the third issuance of ARC shall be done by DGCA.
- 5.6 The fee for issue of ARC shall be in accordance with Rule 62 of Aircraft Rules 1937.
- 5.7 In case the Airworthiness Officer/Continuing Airworthiness management organization(CAMO) completes its final inspection of the aircraft and its documents, after the expiry of the ARC, or 30 days before the expiry of the ARC then the currency of ARC would start from the date of inspection.

6. Procedure for Issue/ Extension of Airworthiness Review Certificate (ARC) of Indian registered aircraft abroad:

Where the issue of Airworthiness Review Certificate becomes due while in a foreign country, the applicant may apply to DGCA for issue of ARC abroad with full justification. The ARC will be issued after following the procedure as prescribed in CAR-M and para 5 of this CAR. The inspection of the aircraft will be carried out at the airport where the aircraft can be inspected. If necessary, a ferry flight authorization may be sought to enable inspection of the aircraft at another suitable location where adequate inspection facilities are available.

For extension of ARC abroad, the Continuing Airworthiness Management Organization (CAMO) will follow the procedures as described in CAR-M and para 5 of this CAR.

7. Suspension or cancellation of C of A/ARC:

- 7.1 The Certificate of Airworthiness shall be deemed to be suspended if the ARC ceases to be valid due to any of the following conditions:
- (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) Valid and current mandatory documents are not carried on board.

7.2 Revalidation of a suspended C of A / ARC

In case the C of A or ARC of aircraft is suspended on account of a major damage or defect 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 ARC.

- 8. The Director General of Civil Aviation reserves the right to refuse issue of C of A or ARC to an aircraft or cancel such certificate where reasonable doubt exists regarding its airworthiness or where required documents have not been made available or false information has been furnished. The DGCA may also 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.
- 9. Notwithstanding the above, the DGCA may require the owner/ operator to comply with additional requirements prior to issue/ revalidation of the C of A and issue/extension of ARC of the aircraft to ensure its continued airworthiness and safe operations.

(R.P.Sahi)
Jt. Director General of Civil Aviation
For Director General of Civil Aviation.

GOVERNMENT OF INDIA		CA 25	
CIVIL AVIATION DEPARTMENT			
Application for issue/validation 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:			

<p>14. Is the aircraft: (<i>Applicable for aircraft manufactured in India</i>)</p> <p>a) a prototype, b) Series aircraft,</p>	
<p>15. (<i>Applicable for foreign manufactured aircraft</i>)</p> <p>(a) State of Origin of Certificate of Airworthiness presented</p> <p>(b) Serial Number of the Certificate of Airworthiness presented</p> <p>(c) Export C of A or equivalent document</p> <p>(d) C of A category:</p> <p>i) Passenger ii) Mail/goods iii) Aerial work iv) Private</p> <p>e) Special category (specify)</p>	
<p>16. Name and address of Approved Organisation/ Licensed Aircraft Maintenance Personnel with whom aircraft is available for inspection</p>	
<p>17. Details of fees paid (Demand Draft No./ amount/ Name of the Bank)</p> <p>DD shall be in favor of "PAO, DGCA, MCA, New Delhi"</p>	<p style="font-size: 48px; opacity: 0.5; transform: rotate(-15deg);">Draft</p>
<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	

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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".
- (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 & - 1.5g and for structures classified in "Aerobatic Category" are between + 4.5g & + 6g and -1.76g & - 3 g

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

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

- a. Standard Certificate of Airworthiness issued by the country of Export,

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

Section 2 - Special Requirements

1. Indian registered Aircraft are required to be Type Certificated. 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) 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.

Sl.No.	Nature of operations	Reference for Instrument / Equipment Details
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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

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Form CA 2006-1

Application for Issue of
Noise Certificate

GOVERNMENT OF INDIA

**DIRECTORATE GENERAL OF CIVIL
AVIATION**

1. PARTICULARS REGARDING THE APPLICANT

1.1 Name		1.2 Address for communication	
Phone	Fax	e-mail	

2. PARTICULARS REGARDING THE AIRCRAFT

2.1 Aircraft Registration:		2.2 Aircraft manufacturer:		
2.3 Aircraft model:		2.4 Aircraft Serial number:		
2.5 Date of manufacture:		2.6 Flight Manual reference:		
2.7 Maximum take-off mass:		2.8 Maximum landing mass:		
2.9 Engine manufacturer:		2.10 Engine model and serial number:		
2.11 Propeller type, model and serial number:		2.12 Noise certification Standards:		
2.13 Additional modification incorporated for the purpose of compliance with the applicable noise certification Standards:				
2.15 Lateral/ full-power noise level:	2.16 Approach noise level:	2.17 Flyover noise level:	2.18 Overflight noise level:	2.19 Take-off noise level:

2.20 ATTACHED DOCUMENTS (as required) (See CAR 21.204)

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)	

Format of C of A

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