



GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENT
SECTION 3 - AIR TRANSPORT
SERIES 'C' PART XII
DATED 9th DECEMBER 2016

EFFECTIVE: FORTHWITH

F. No. 14015/14/2016- AT1

Subject: REQUIREMENTS FOR GRANT OF AIR OPERATOR CERTIFICATE FOR SCHEDULED COMMUTER AIR TRANSPORT SERVICES.

1. INTRODUCTION

- 1.1 Sub-rule 1 of Rule 134 of the Aircraft Rules, 1937 specifies that no person shall operate any scheduled air transport service from, to, in, or across India except with the permission of the Central Government. Accordingly, DGCA grants an Air Operator Certificate to operate Scheduled Air Transport Services in pursuance to sub rule (1) of Rule 134 of Aircraft Rules, 1937.
- 1.2 In order to promote/enhance Regional Connectivity, the concept of Scheduled Commuter Air Transport Services has been introduced. This Civil Aviation Requirement contains the minimum requirements for grant of Air Operator Certificate to operate Scheduled Commuter Air Transport Services.
- 1.3 The Air Operator Certificate for Scheduled Commuter Operations shall be granted in two categories i.e. Scheduled Commuter (Small) for aircraft AEW upto 5700kg and Scheduled Commuter Operator (Large) for aircraft AEW more than 5700 kg and upto 40,000 kg. In case of mixed fleet of aircraft the requirements of Scheduled Commuter Operator (Large) shall have to be complied with.
- 1.4 The existing Regional Scheduled Operator shall have an option either to upgrade to the Scheduled Operator Category within a period of two years from the date of issue of this CAR or may opt for Scheduled Commuter Category within a period of one year from the date of issue of this CAR subject to fulfilling the requirements of the appropriate category and obtaining an NOC from the Ministry of Civil Aviation for the same. The conversion of AOC category shall be effected by following laid down procedure applicable at the time of conversion.

Note: For conversion from RSOP to SCO category, NOC from Ministry of Civil Aviation shall not be required provided there is no change in the shareholding pattern, Board of

Directors of the Company.

- 1.5 This CAR is issued under provisions of Rule 133A of the Aircraft Rules, 1937.

2. DEFINITIONS

Scheduled Commuter Air Transport Service means an air transport service undertaken between two or more places/routes except on Category I routes, operated according to a published time table or with flights so regular or frequent that they constitute a recognizably systematic series, each flight being open to use by members of public.

Note: *Category I routes are those routes which are defined in Route Dispersal Guidelines as amended from time to time.*

3. ELIGIBILITY CRITERIA

- 3.1 A Scheduled Commuter Air Operator Certificate, for operating Scheduled Commuter Air Transport Services shall be granted only to a person or a company or Body Corporate meeting the criteria specified in Paragraph – 1 of Scheduled – XI to the Aircraft Rules, 1937, as amended from time to time.

- 3.2 The applicant shall meet the following Paid up Capital requirements, as confirmed with a certificate from the banker or chartered accountant:

(i) For Operating with aircraft having All- Up-Weight up to 5700 kg:

a) Up to 3 aircraft. – Rs. 05 crores

b) For each addition of aircraft paid up capital of Rs. 2 crores will be required subject to a maximum of Rs 15 crores after which no further equity enhancement is required.

(ii) For Operating with aircraft having All- Up-Weight- more than 5700kg and upto 40,000 kg:

a) Up to 3 aircraft. – Rs. 10 crores

b) For each addition of aircraft paid up capital of Rs. 3 crores will be required subject to a maximum of Rs 25 crores after which no further equity enhancement is required.

Note:

1. Full equity as required shall be available with the Company at the time of initial NOC to demonstrate their commitment, seriousness and genuineness.

- 3.3 In case of FDI, the guidelines as contained in Aeronautical Information Circular on FDI shall be followed.

Note: *In case of Sea plane services, wherein 100% FDI is permitted, if operated for Scheduled Commuter Air Transport Services, such investment by foreign airlines shall be restricted to 49%.*

3.4 Security Clearance

3.4.1 Ministry of Home Affairs (MHA) is the competent authority for grant of Security Clearance. In accordance with Policy Guidelines of MHA on National Security Clearance the applicant/company and its Board of Directors shall obtain security clearance from Ministry of Home Affairs (MHA).

3.4.2 The Positions of the Chief Executive Officer (CEO) and/or Chief Financial Officer (CFO) and/or Chief Operating Officer (COO), and /or any other similar Designation(s) exercising management control, if held by foreign nationals, would also require security clearance from MHA.

Note: Denial/Withdrawal of Security Clearance by MHA at any stage will lead to rejection of the application for AOC, and AOC if already issued shall be liable to be withdrawn.

3.5 The applicant shall obtain an initial No Objection Certificate from Ministry of Civil Aviation (MoCA).

4. GRANT OF INITIAL NOC FROM MINISTRY OF CIVIL AVIATION AND EXTENSION THEREOF

4.1. An applicant desirous of obtaining an AOC for Scheduled Commuter Air Transport Services shall apply for an initial No-Objection Certificate (NOC) to the Ministry of Civil Aviation, New Delhi, in the proforma prescribed in Annexure I, along with a fee of Rs. 2,00,00/- (Rupees two lakh only) to be paid in a manner as prescribed by Director General in favor of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi.

4.2. The initial NOC shall initially be valid for a period of two years from the date of issue and shall stand automatically cancelled if the applicant does not take effective steps to obtain the AOC for Scheduled Commuter Air Transport Services within this period.

4.3. The Ministry of Civil Aviation may, however, extend the validity of the NOC on genuine grounds for a period of six months at a time against payment of a fee of Rs. 50,000 (Rupees fifty thousand only) to be paid in a manner as prescribed by Director General in favor of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi. Such extensions shall be governed by the policy of Ministry of Civil Aviation in this regard.

5. APPLICATION FOR GRANT OF AOC

5.1. Based on the initial NOC granted by the Ministry of Civil Aviation, the applicant shall take necessary steps in accordance with Air Operator Certification Manual for obtaining Air Operator Certificate for Scheduled Commuter Air Transport Services.

5.2. The applicant shall submit a formal application to DGCA along with a fee of Rs 10,00,000/- (Rupees Ten lakhs only) to be paid in a manner as prescribed by Director General in favor of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi along with duly filled

Appendices A/B/C of Air Operator Certification Manual and requisite manuals as specified therein. However, no fee shall be charged for conversion of existing Regional Scheduled Operator Permit holders to Scheduled Commuter Category.

- 5.3. The applicant shall obtain approval of their security programme from BCAS and submit the same during the certification process.

6. AIRCRAFT REQUIREMENTS

- 6.1. The Scheduled Commuter Operations shall be permitted only with a multi-engine aircraft having an AUW upto 5700 Kg for Scheduled Commuter Operator (Small) and AUW more than 5700 kg and upto 40,000 kg for Scheduled Commuter Operator (Large).
- 6.2. The applicant shall import/acquire a fleet of minimum 03 aircraft in three years either by outright purchase or through commercial dry lease. However, to facilitate the start of operations, operator shall be permitted to operate with one aircraft and will be given three years' time from the date of commencement of operations, to have the fleet size of three aircraft.
- 6.3. The applicant shall obtain permission from DGCA for import/ acquisition of aircraft as per Air Transport Circular 01/2016.
- 6.4. The operator shall ensure that aircraft : -
- i. has a type certificate issued or validated or accepted by DGCA;
 - ii. is maintained in an approved maintenance organization and certified by licensed personnel;
 - iii. continuous airworthiness is managed by an approved Continued Airworthiness Management Organization(CAMO);
 - iv. remains airworthy during its operation and complies with applicable Aircraft Rules 1937 and Civil Aviation Requirements;
 - v. is fitted with appropriate instruments and equipment suitable for the type of operations in which it is engaged.

7. PERSONNEL REQUIREMENTS

- 7.1. The applicant shall have sufficient number of flight crew, cabin crew as applicable commensurate to their operations/flight schedule, taking into account the FDTL requirements etc. under their own employment. The flight crew should hold current licenses and the cabin crew, as applicable, should have appropriate authorization as per the requirements of the DGCA and having appropriate endorsements on the type of aircraft operated.

Note: DGCA may, permit a few appropriately qualified foreign licensed pilots to fly Indian registered aircraft after containment of authorization on their foreign licenses for a limited period to enable the operator to recruit and train

Indian pilots for them to acquire aircraft type endorsement on their licenses. However, foreign cabin crew shall not be permitted.

- 7.2. The operator shall have technical personnel to oversee the Continued Airworthiness and Maintenance including contractual maintenance, as required under CAR M.

Note: - DGCA may allow, with the approval of the competent authority, a few appropriately qualified and licensed foreign engineers to carry out and certify maintenance work of Indian registered aircraft for a limited period to enable engineers of the operator to acquire necessary maintenance experience for acquiring the type endorsement.

8. FACILITIES

- 8.1. The operator shall have adequate operational management organisation to the satisfaction of DGCA which shall be adequately staffed with qualified and trained personnel to conduct operations safely and regularly as per applicable regulatory requirements.
- 8.2. The operator shall have adequate arrangement for ground handling, preparation of load and trim sheet, flight dispatch and passenger/cargo handling. The staff should have undergone the training and checks as specified by DGCA.
- 8.3. The operator shall have facilities for conducting pre-flight medical examination of flight crew and cabin crew as per the requirements.
- 8.4. The operator shall have approved arrangements/ facilities and manpower for imparting training to their flight crew, cabin crew, flight dispatchers and other operational staff. And should conduct refresher courses as per the requirements laid down by DGCA.
- 8.5. The operator shall either have their own computerized system or an arrangement for analysis of Digital Flight Data Recorder (DFDR) / Solid State Flight data Recorder (SSFDR) data of all flights to determine exceedances in flight operations and to ensure compliance of operating procedures.
- 8.6. The operator shall regularly carry out monitoring of Cockpit Voice Recorder (CVR) readout as part of his accident and incident prevention programme and to ensure compliance of operating procedures.
- 8.7. The operator shall have an approved main operational base which may be supported by sub-bases commensurate with scale of operations. The main base shall have appropriate mechanism to supervise and monitor the entire operations.
- 8.8. The operator shall ensure that all the personnel engaged in carriage and handling of dangerous goods undergo initial and recurrent dangerous goods training programmes in accordance with CAR Section 3 – Air Transport, Series 'L' Part III.

9. DOCUMENTATION

- 9.1. The operator shall ensure that the maintenance control manual (MCM), Maintenance programme requirements, maintenance record-keeping, modification and repair data approval requirements, AMO and maintenance release requirements specified in the Aircraft Rule 1937 and Civil Aviation requirements are compiled, and the aircraft remains in a safe condition throughout the operational life of the aircraft and continues to conform to the approved design data.
- 9.2. The operator shall have all necessary operational documents and publications like operations manual, CARs, AICs, NOTAMs, aeronautical maps and charts, operational circulars etc. for reference by flight crew personnel at the main base and also at the night stopping stations. The operator shall have a system to maintain these documents up to date and disseminate the information to all concerned operational personnel.
- 9.3. The operator shall have a Flight Safety Manual laying down his policies and procedures for ensuring safety of operations, investigation of occurrences, implementation of safety recommendations, accident/incident prevention programmes and safety enhancement measures. Proactive safety measures should be adopted to the maximum extent.
- 9.4. The operator shall establish Safety Management System as per CAR Section 1 Series C Part I

10. GRANT OF AIR OPERATOR CERTIFICATE AND CONDITIONS FOR OPERATION

- 10.1. The Air Operator Certificate for Scheduled Commuter Air Transport Services shall be granted upon successful completion of the process as contained in Air Operators Certification Manual wherein the applicant would be required to demonstrate, to the satisfaction of DGCA, an adequate organization, method of control and supervision of flight operations, training programmes as well as ground handling and maintenance arrangements consistent with the nature and extent of the intended operation.
- 10.2. Upon successful completion of document evaluation and demonstration phase of the certification process, the applicant shall submit the following documents for issuance of Air Operator Certificate:-
 - i. A current comprehensive insurance policy covering Aircraft, Passengers & Cargo, Third Party liabilities, Crewmembers, Applicant's staff & general properties, Victim Protection Plan in case of an accident.
 - ii. List of Board of Directors.
 - iii. Copy of valid C of R, C of A and ARC of the aircraft.
 - iv. Any other documents that may be required by DGCA.
- 10.3 The Air Operator Certificate shall be initially issued for a period of three years and may be extended for a period of another two years upon augmentation of

