



सत्यमेव जयते

**GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110 003**

**CIVIL AVIATION REQUIREMENTS
SECTION 2 – AIRWORTHINESS
SERIES 'F' PART IV
10th MARCH, 1992**

EFFECTIVE: FORTHWITH

Subject:- Requirements for Renewal of Certificate of Airworthiness.

1. Scope :

Rule 15 requires that all Indian registered aircraft possess a valid Certificate of Airworthiness before undertaking a flight while Rule 50 empowers DGCA to issue Certificate of Airworthiness. The conditions for initial issue of Certificate of Airworthiness have been laid down in Civil Aviation Requirements Section 2, Series 'F' Part III. This part of the CAR lays down the procedure for renewal of Certificate of Airworthiness and is applicable to all Indian registered aircraft.

2. Period of Validity :

2.1 Validity period of Certificate of Airworthiness is indicated on the Certificate itself and shall be limited to a maximum period of one year. However, for aircraft over 20 years age, including private aircraft the validity of Certificate of Airworthiness shall be restricted to six months.

2.2 No adhoc extension to the validity period of the Certificate shall be granted.

2.3 Regular and timely renewal of Certificate of Airworthiness of an aircraft ensuring its continuity, will involve less effort and will cost less too to the owner/operator.

3. Renewal Procedures:

The operator/owner of an aircraft may apply for the renewal of Certificate of Airworthiness giving the information as per the enclosed form at Appendix to this CAR, alongwith the necessary fees as per Rule 62. The application should be made in advance of the expiry date of the Certificate of Airworthiness (preferably 15 days in advance) to enable the Airworthiness Officer to complete his inspection of the documents and of the aircraft before the C of A expires. This will also enable the operator to undertake the test flight, while the Certificate of Airworthiness is current. In case the C of A is not valid, the operator may undertake the test flight(s) within the vicinity of departing airport subject to the conditions that all inspections pertaining to C of A and flight release have been completed and Flight Release Certificate issued by appropriately licenced AME(s) for the purpose of Flight Test only.

- 3.1 As the aircraft are required to be subjected to a continuous cycle of approved maintenance schedules therefore, for the purpose of renewal of Certificate of Airworthiness, the aircraft would simply be required to be inspected in accordance with 100 hours inspection schedule, unless a higher schedule is due, followed by a satisfactory test flight, if applicable. However, operators of those aircraft which are maintained as per equalised checks will subject the aircraft to an approved C of A renewal programme included in their manual. Thereafter the Certificate of Airworthiness would be renewed provided 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.

It is imperative that at the time of submitting an aircraft for inspection to officers of Airworthiness Directorate, for the purpose of renewal of C of A, all equipment on board the aircraft, as specified in the specification data sheet/manufacturers Maintenance Manual, Flight Manual are in serviceable condition. If it is not so, the owner/operator of aircraft shall notify the Airworthiness Officer in writing who shall consult DGCA (Headquarters) prior to effecting the renewal of Certificate of Airworthiness.

- 3.2 In case the Certificate of Airworthiness of the aircraft has expired then the quantum of work required for the purpose of renewal of Certificate of Airworthiness would be decided by the officer in charge of the Regional/Sub Regional Airworthiness office, so as to ensure that the airworthiness of aircraft and of its components and systems, is completely restored. He may require detail dismantling of aircraft including its components and systems, replacement of metal or fabric skins if affected, replacement of rubber parts of if required, thorough cleaning and inspection, thorough greasing of components, internal inspection and/or bench checking/or overhaul of major components/equipment and instruments, as warranted.
- 3.3 The operator should submit to the concerned Airworthiness Office all log books including Journey Log Book, procedure sheets, major maintenance schedules for the past one year, registers (of defects, fuel and oil consumption, performance), trend monitoring charts/data, C of A, C of R, W/T licence of the aircraft at the time of submitting application for renewal of Certificate of Airworthiness.
- 3.4 The officer effecting the renewal of C of A will carry out physical inspection of the Aircraft and the operator/owner shall provide the necessary facilities to him in this regard.
- 3.5 In case major maintenance schedules are not due at the time of renewal of Certificate of Airworthiness then

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the operator/owner shall intimate the concerned Regional/Sub-Regional Airworthiness 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 officer to carry out such physical inspection of the aircraft as considered necessary by him during the year. This would entail less grounding of the aircraft during C of A renewal as the Airworthiness Office will have complete history of the aircraft pertaining to all inspections including SSIDs, CPCP etc.

3.6 In case all the items in a schedule of inspection do not fall within the purview of single category of AME Licence (for functions and responsibilities of AMEs licenced in various categories please see CAR Series 'L' Part V) then items of inspection should individually indicate the category of AME/approved person who would certify the item.

4. Procedure for renewal of Certificate of Airworthiness of Indian registered aircraft abroad :

There may be a situation where Certificate of Airworthiness of Indian registered aircraft may get lapsed while operating in foreign countries. In such cases the operator has to request this department with full justification the reason of such exigencies. The C of A will be renewed after following the same procedure as prescribed above and inspection of the aircraft will have to be carried out at airport where the aircraft's C of A has lapsed. Such a situation should as far as possible be avoided so that C of A remains valid for all international flights.

5. The Certificate of Airworthiness shall cease to be valid if:

- (i) approved inspection schedules are not completed when due;
- (ii) "Lifed" components are not replaced on expiry of stipulated "Lives";
- (iii) Mandatory modifications/inspections/SBs are not carried out as and when called for;
- (iv) Unapproved repairs/Modifications are carried out;
- (v) Unapproved materials/procedures/practices are used.
- (vi) Aircraft has suffered major damage or defect.

6. Before starting the maintenance/overhaul work on the aircraft or its components and systems the AME/approved firm undertaking the Certificate of Airworthiness renewal work must ensure the availability of the following for the type of aircraft :-

- (i) Up-to-date Technical literature required for maintenance and overhaul;
- (ii) Special tools like rigging tools, spanners, jigs etc. apart from general engineering tools.
- (iii) Approved maintenance/ overhaul schedules including

TBO list/ COSL.

(iv) List of applicable mandatory modifications/inspections.

(v) SSID and CPCP, wherever applicable.

7. Before the Certificate of Airworthiness is renewed the operator/owner has to satisfy the Airworthiness office about the undermentioned aspects of aircraft since the Certificate of Airworthiness of aircraft was last renewed.

(i) That the defects experienced during the preceding year have been recorded and appropriate rectification action has been taken.

(ii) All mandatory modifications/inspections due have been complied with.

(iii) All Mandatory Service Bulletins have been complied with when due.

(iv) All major repairs and overhauls (of aircraft components) if any, have been properly carried out and certified by appropriately licenced/approved persons.

(v) Work sheets have been completed and signed by appropriately licenced or approved persons.

(vi) All materials/parts/components used are from approved sources.

(vii) All components installed on aircraft are within the stipulated life.

(viii) The Flight Manual (wherever applicable) is amended and is up-to-date.

(ix) All inspection/modifications/repairs enumerated in Supplemental Structural Inspection Document (SSID) have been complied with when due. (if applicable)

(x) All inspection/modifications/repairs enumerated in the Corrosion Prevention and Control Programme (CPCP) have been complied with when due. (if applicable)

(xi) All maintenance requirements specified in the approved maintenance schedules have been carried out at the stipulated periods.

7.1 At the time of Certificate of Airworthiness renewal, the operator/owner must submit to Airworthiness Office the following :

(i) Certificate by the Quality Control Manager/Chief of Inspection/Engineer-in-charge (who is in the regular employment of the employer) confirming all aspects listed in para 7 above and any additional item of

inspection called for.

- (ii) Approved test flight report duly completed and certified by appropriately qualified pilot indicating aircraft's actual performance, evaluated in relation to the required performance.
- (iii) A certificate that all other requirements of applicable CARs have been complied with.
- (iv) A 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.
- (v) A certificate from the Operations Department/ Quality Control Department of the operator that the Flight Manual (wherever is applicable) is current and up to date.
- (vi) All documents relating to log book entries, list of components with remaining life, Mandatory modification/Inspection list etc.

8. CERTIFICATIONS :

- 8.1 Aircraft with all up weight of 15,000 Kg. and above, are required to be maintained by approved organisations. Therefore, certificates called for in item 7.1 above in respect of such aircraft, shall be signed by the Quality Control Manager/Chief Inspector.
 - 8.2 Aircraft with all up weight below 15,000 Kg. may be maintained/overhauled by individual AMEs and therefore certificates called for in item 7.1 above, in respect of such aircraft, shall be ordinarily signed by AMEs having their licences endorsed in Category "B" to cover the type of aircraft involved. However, in exceptional cases, DGCA may agree to such certificates being signed by individual AMEs having his licence endorsed in categories 'A' and 'C' to cover the type of aircraft provided the work sheets/inspection schedules clearly reflect that such of the items of inspections, which were beyond the purview of the AME (A & C Categories) were inspected and certified by appropriately licenced AME/approved individual.
9. In case the Airworthiness Officer completes his final inspection of the aircraft and its documents, after the expiry of the Certificate of Airworthiness, then the validity of the next currency of C of A would start from the date of inspection. Otherwise, the validity would remain continuous provided the inspection is not carried out more than one month in advance of the expiry date. In case it is carried out more than one month in advance, then the

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12 month/6 month (as may be applicable) period of currency of C of A would start from the date of inspection.

10. The C of A will be revalidated indicating the expiry date. However, the revalidating officer shall append the date of inspection beneath his signature.
11. 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 upto the date the previous currency of the C of A had remained valid, if it had not been suspended. However if an operator desires to revalidate the C of A for complete one year, he has to fulfill the requirements of this CAR also.

Sd/-
(N. Ramesh)
Deputy Director General of Civil Aviation

APPENDIX TO CAR SERIES 'F' PART IV

APPLICATION FOR RENEWAL OF CERTIFICATE OF AIRWORTHINESS
(To be addressed to Head of Local Airworthiness Office)

1. Name of the owner/operator: _____
2. Address : _____

3. Type of Aircraft: _____
4. (a) Registration Marking : _____
(b) Serial No. of the aircraft: _____
5. C of A No. : _____
6. Total hours flown since manufacture :
(a) Aircraft : _____ hours _____ cycles(if applicable)
(b) Engine : (in hours/cycle)
Port _____ (inboard) _____ (outboard)
Starboard _____ (inboard) _____ (outboard)
7. Hour flown since last C of A Renewal : _____ hours
8. Last major inspection carried out : _____
9. Date of last major inspection : _____
10. ANY MAJOR ACCIDENT/DAMAGE ENCOUNTERED:
11. Name of Organisation including AMEs/Approved Person undertaking the C of A renewal work) : _____

12. Quantum of work including major check to be carried out during O/H : _____
13. Fees for Renewal of C of A : Rs _____
(as per Rule 62)

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14. Approximate Date of grounding
of aircraft for C of A renewal: _____

15. Documents (reflected in para 3.3 and 7.1 of CAR series 'F'
Part IV submitted/ will be submitted on _____

16. Availability of Aircraft for final inspection at
station _____ on _____.

Place _____

Date _____

Signature
(QCM/ Chief Engineer)

- END -