



GOVERNMENT OF INDIA

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

CIVIL AVIATION REQUIREMENTS
SECTION 2 - AIRWORTHINESS
SERIES 'F', PART XXI
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EFFECTIVE: FORTHWITH

Subject: Import/ Export of Aircraft, Spares, Item of Equipment etc. for use on aircraft.

1. INTRODUCTION

Section 5 of the Aircraft Act 1934, inter alia, empowers the Central Government to make rules regulating the export/import of an aircraft for securing the safety of operation. The requirements for Import of new/used./second hand aircraft are laid down by Director General of Foreign Trade, Ministry of Commerce (DGFT), vide Notification No. 2(RE-2006)/2004-2009, New Delhi Dated 7th of April, 2006.

This part of the CAR specifies the requirements for import of aircraft, aircraft spares and items of equipment. This CAR also lays down procedure for export & re-import into India aircraft and spares/items of equipment after maintenance, repair or overhaul etc.

2. DEFINITIONS

- 2.1 **Component** means one of the parts of a sub-assembly or assembly of which a manufactured product is made up and into which it may be resolved. Component includes an accessory or attachment.
- 2.2 **Consumable** means any item which participates in or is required for a manufactured product is made up and into which it may be resolved. Component includes an accessory or attachment.
- 2.3 **Importer** Means a person who imports or intends to import and holds an Importer-exporter code number.
- 2.4 **Policy** means the Export and Import Policy as amended from time to time.
- 2.5 **Public Notice** means a notice published under the policy for the information of the public.

- 2.6 **Spares** means a part or a sub-assembly or assembly for substitution, that is, ready to replace an identical or similar part or sub-assembly or assembly. Spares include a component or an accessory.

3. **REQUIREMENTS FOR IMPORT OF AIRCRAFT**

- 3.1 Public Sector Enterprises, their wholly owned subsidiaries under the Ministry of Civil Aviation may import aircraft on the recommendation their respective board of Directors.

- 3.2 Airlines, Operators and flying training institutes other than Public Sector Enterprises and their wholly owned subsidiaries and Aero Club of India, shall import aircraft after clearance from aircraft Acquisition Committee of the Ministry of Civil aviation.

- 3.3 Private Aircraft may be imported after obtaining an N.O.C. from Ministry of Civil Aviation, New Delhi and there after an import licence from Director General of Foreign Trade (DGFT) on the recommendation of DGCA. Such aircraft shall be imported by individuals and companies and shall not be utilised for hire and reward unless specifically permitted by the Ministry of Civil Aviation.

- 3.4 For import of aircraft which are to be used for specific national projects approved by Government of India, the permission for import may be granted by the Ministry of Civil Aviation on the recommendation of the Administrative Ministry regulating such projects.

The form for application is given in Appendix 1. After such scrutiny of the application by the aircraft acquisition committee as may be necessary, the Ministry may grant permission for import of the aircraft. The procedure for processing such request is described in CAR Section3, Series 'C'.

- 3.5 Aircraft Maintenance Training Organization may import Non-Operational aircraft for the purpose of maintenance Training after obtaining an import licence from Director General of Foreign Trade (DGPT) on the recommendation of DGCA.

- 3.6 The age of the aircraft to be imported shall be in accordance with CAR Section 2 Series F Part XX or other related CARs i.e., CAR Section 3, Series 'C', Parts II, III, IV and V.

4. **REQUIREMENTS FOR IMPORT OF SPARES**

- 4.1 All new spare parts for aeroplanes and helicopters are permitted to be imported freely without the recommendation of DGCA.

- 4.2 Organizations approved by DGCA under CAR 145, Category 'C' and 'F' may import repaired/overhauled/re-conditioned second hand components on the recommendation of DGCA, accompanied by valid documents.
- 4.3 Regional and Sub Regional Airworthiness Offices are authorised to recommend import of spares on behalf of DGCA, and to issue certificate permitting export of components for repair and overhaul and their re-import thereafter.
- 4.4 It shall be ensured that all aircraft spares are manufactured/overhauled by organisations approved by regulatory authorities of the country of manufacture/ overhaul. The spares so imported shall be accompanied by DGCA authentic Documents/Release note giving the status of the airworthiness of the component, issued by authorised persons.
- 4.5 Where airlines/ AMOs utilize the maintenance support arrangements of approved foreign organizations extensively, a comprehensive permission may be issued by DGCA to cover all imports of reconditioned spares from approved maintenance/leasing organization on regular basis. User agencies will ensure that the reconditioned/overhauled spares and items of equipment should be accompanied with relevant Airworthiness Tags such as FAA 8130/3, EASA Form-1 etc.
- 4.6 The policy for import of spares is laid down in the Export and import Policy and the hand book of Procedures issued by DGFT, Ministry of Commerce. Relevant extracts from the Hand Book of procedures are reproduced below.

*Import of Reconditioned Second
Hand Aircraft Spares*

*Import Authorisation for
reconditioned/ second hand aircraft
spares is not needed on
recommendation of Director
General of Civil Aviation,
Government of India (DGCA)*

5. **IMPORT OF TOOLS/ EQUIPMENT**

For the import of Training Aids such as simulators and tools/equipment required for maintenance of aircraft/accessory as per maintenance manual/manufacture of the aircraft/accessory, the importer shall obtain a No Objection Certificate from DGCA.

(R.P. Sahi)
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