



GOVERNMENT OF INDIA

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

**CIVIL AVIATION REQUIREMENT**  
**SECTION 3 AIR TRANSPORT**  
**SERIES 'C' PART XI**  
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**EFFECTIVE: FORTHWITH**

File No.: AV.14027/AAC/2012-AT.1

Subject: **REQUIREMENTS FOR PERMISSION TO IMPORT/ACQUISITION OF AIRCRAFT.**

**1. INTRODUCTION**

1.1 As per the powers delegated by Ministry of Civil Aviation vide their letter No. AV.13030/66/03-DT dated 25.03.2013, DGCA shall issue permissions for import/acquisition of aircraft by Non-Scheduled Operator/Flying Training Institute and for private use. Further, in case of Scheduled/Regional Scheduled Operator, DGCA shall issue import/acquisition permissions only on the basis of 'In Principle' approval granted by Ministry of Civil Aviation to such Operators. Such 'In Principle' approvals, in case of Scheduled/Regional Scheduled Operators granted by the Ministry of Civil Aviation shall be valid for a period of 05 years or as specified by Ministry of Civil Aviation.

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

**2. APPLICABILITY AND SCOPE**

2.1 This CAR shall be applicable to existing/intended:

- a) Scheduled Operators
- b) Regional Scheduled Operators
- c) Non-Scheduled Operators
- d) Flying Training Institutes;
- e) State Governments;
- f) PSUs of Central/State Government;
- g) Private Entities

2.2 The import/acquisition permission of aircraft will be granted to the applicant desirous of providing Scheduled/Regional Scheduled Air Transport Services, only after grant of 'in Principle' approval by Ministry of Civil Aviation. Such applicant shall obtain the said 'In Principle' approval from Ministry of Civil

Aviation after submitting their financial background, project feasibility reports, routes to be flown/augmentation of routes etc.;

- 2.3 The import/acquisition permission of aircraft shall be granted to the **new applicant** desirous of providing Non-Scheduled Air Transport Services, only after grant of initial NOC by Ministry of Civil Aviation. Such applicant shall obtain the said initially NOC from Ministry of Civil Aviation after submitting their financial background, project feasibility reports etc.;
- 2.4. The **existing** Non-Scheduled Operator's permit holder shall submit their proposal for import/acquisition permission of aircraft as per Annexure 'A'. However, any change in the financial pattern of the Company shall require an approval from the Ministry of Civil Aviation as per the provision contained in the said CAR;
- 2.5 The aircraft to be imported shall meet the criteria as laid down in the relevant CARs on the subject.

### **3. PROCEDURAL REQUIREMENTS**

- 3.1 All proposals for import/acquisition of aircraft for Scheduled/Regional Scheduled/Non-Scheduled Air Transport Services shall be submitted to Aircraft Acquisition Cell, Air Transport Directorate, O/o DGCA in the prescribed format as per Annexure 'A' along with necessary parking permission from the Aerodrome Operator (in 08 sets);
- 3.2 All proposals for import/acquisition of aircraft for Flying Training purposes shall be :
  - (i) Submitted to Aircraft Acquisition Cell, Air Transport Directorate, O/o DGCA in the prescribed format as per the Annexure 'A' along with parking permission from the Aerodrome Operator (in 08 sets);
  - (ii) Aircraft Acquisition Cell, Air Transport Directorate, O/o DGCA shall forward the same to Directorate of Flying Training, O/o DGCA for examination of proposal;
  - (iii) Directorate of Flying Training, O/o DGCA after scrutinizing the proposals and if found satisfactory, shall forward the same to Aircraft Acquisition Cell, Air Transport Directorate with specific recommendations;
- 3.3 All proposals for import/acquisition of aircraft by State Governments, PSUs of Central/State Governments/Private Entity shall be :
  - (i) Submitted to Aircraft Acquisition Cell, Air Transport Directorate, O/o DGCA in the prescribed format as per the Annexure 'A' along with parking permission from the Aerodrome Operator (in 08 sets);

- (ii) Aircraft Acquisition Cell, Air Transport Directorate, O/o DGCA shall forward the same to Directorate of Airworthiness, O/o DGCA for examination of proposal;
  - (iii) Directorate of Airworthiness, O/o DGCA after scrutinizing and if found satisfactory, shall forward the same to Aircraft Acquisition Cell, Air Transport Directorate with specific recommendations.
- 3.4 All proposals received in the Aircraft Acquisition Cell, Air Transport Directorate shall be examined/ processed by a Committee headed by Joint Director General comprising of the followings:
- (i) Director of Airworthiness;
  - (ii) Director of Aircraft Engineering Directorate;
  - (iii) Director of Flying Training;
  - (iv) Chief Flight Operations Inspector;
  - (v) Executive Director (Operations) or authorized representative, AAI;
  - (vi) Any other Member as considered necessary.
- 3.5 The recommendation of the above Committee for import/acquisition of aircraft shall be submitted to the Director General for approval;
- 3.6 The proposals for import/acquisition of aircraft approved by the Director General shall be communicated to all concerned by the Aircraft Acquisition Cell, Air Transport Directorate;
- 3.7 The validity of the import/acquisition permission shall be as follows:
- (i) In case of new applicant, the NOC for import of aircraft given by DGCA shall be valid for a period of one year or till the date of expiry of the initial NOC given by the Ministry, whichever is earlier. It may be extended on one time basis by 3 months on genuine grounds provided the initial NOC is valid. However, where the aircraft proposed to be imported is a new one with a definite delivery schedule, the validity of import permission shall be given by DGCA in accordance with the delivery schedule provided the initial NOC remains valid. If the delivery schedule goes beyond the expiry of the initial NOC, the applicant will have to apply to the Ministry of Civil Aviation for extension.
  - (ii) For existing Operator, the NOC for import of aircraft given by DGCA shall be valid for a period of one year. However, where the aircraft proposed to be imported is a new one, with a definite delivery schedule, the validity of import permission shall be given by DGCA in accordance with the delivery schedule. It may be extended on one time basis by 03 months on genuine grounds.
- 3.8 For change of MSN of aircraft or change of Model of aircraft, the concerned Directorate may approve the change with the approval of DG, provided seat capacity of the aircraft does not increase more than 10% of the approved one.

#### **4. FEES**

- 4.1 A fee of Rs.1,00,000/- (One Lakh Only) per aircraft for import/acquisition having all-up weight less than 10,000 kg. shall be payable along with the application;
- 4.2 A fee of Rs.2,00,000/- (Two Lakh Only) per aircraft for import/acquisition having all-up weight more than 10,000 kg. shall be payable along with the application;
- 4.3 Aircraft being imported for Flying Training purposes shall pay 10% of the fee i.e. Rs. 10,000/- (Ten Thousand only) per aircraft;
- 4.4 All fees will be paid by Demand Draft drawn in favour of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi.

( Arun Mishra )  
Director General of Civil Aviation

**APPLICATION FOR IMPORT/ACQUISITION OF AIRCRAFT**

**Part I General Information**

1. Name and Address of the operator
2. Existing fleet strength, type-wise and their seating capacity
3. (a) Aircraft type, number, configuration and other technical details in respect of the aircraft proposed to be imported/acquired. (Details of aircraft to be furnished as per format given below in Part II)
- (b) Whether type certificate being imported has been accepted by DGCA (Yes/No). If no, whether applied to Aircraft Engineering Directorate (AED), O/o DGCA (Yes/No).
- (c) Maintenance and operational base of the proposed aircraft.
- (d) The number of "In Principle" approval to import/acquisition of aircraft given by Ministry of Civil Aviation in case of Scheduled/Regional Scheduled Operator.
- (e) The number of aircraft, which has not been imported out of "In Principle" approval taken by the applicant.
- (f) Initial NOC to start Scheduled/Regional-Scheduled Operations/Non-Scheduled Operations by MoCA with date (in case of new applicant).
4. Existing Paid Up Capital (as per relevant CAR).
5. Mode of import/acquisition (Dry lease/Outright purchase):
6. Name and Address of the Owner of Aircraft:
7. Name and Address of the Lessor of Aircraft:
8. Name and Address of the Lessee of Aircraft:
9. Whether the aircraft is being financed by another entity?  
If Yes, name and Address of the Financing Entity of Aircraft:
10. Whether the aircraft will be hypothecated to the Financing entity?
11. Usual Station/Night Parking allotted:

12. Source of crew and their names.
  - (a) For existing fleet.
  - (b) For proposed fleet.
13. Arrangements for training of crew.
14. Source of engineers/technical staff and their names.
  - (a) For existing fleet
  - (b) For proposed fleet
15. Arrangements for night parking
16. Arrangements/level of readiness for maintenance of aircraft.

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## Part II Details of the Aircraft

- a) Type and Make of the aircraft:
- b) Nationality and Registration of the aircraft:
- c) Year of manufacture of the aircraft:
- d) Name of manufacturer of the aircraft:
- e) Serial number of the aircraft:
- f) No. of passenger seats / Weight of cargo permissible as per type certificate of the aircraft /helicopter:
- g) Maximum certified take-off mass:
- h) Engine type mounted on aircraft
- i) Number of hours flown since new:
- j) Number of landing since new:
- k) Number of pressurisation cycles since new:
- l) Last major check done and number of hours since flown:
- m) Next major check due
- n) Name of the company from which the aircraft/helicopter is being taken on lease:
- o) Previous history of aircraft with details of any incident/accident involving structural damage:
- p) Name of the Authority and country which issued the last Certificate of Airworthiness:

### *UNDERTAKING*

It is confirmed that the aircraft after registration in India shall be maintained, operated and de-registered (if required) in accordance with the Indian rules, regulations, procedures and any condition specified by DGCA India and there is no binding or limitation of any kind in this regard in the lease agreement for the acquisition of the aircraft.

(Signature of the Applicant/Authorised Signatory)