



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, New Delhi

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 3 - AIR TRANSPORT**  
**SERIES 'C' PART IV**  
**26<sup>TH</sup> AUGUST, 1997**

**EFFECTIVE : FORTHWITH**

**Subject: MINIMUM REQUIREMENTS FOR GRANT OF PERMIT AND  
OPERATION OF AIR TRANSPORT CARGO SERVICES**

**1. INTRODUCTION**

Part XIII of the Aircraft Rules, 1937 lays down the rules for operation of Air Transport Services. This Civil Aviation Requirement is issued under the provisions of Rule 133A of the Aircraft Rules 1937 to lay down the detailed minimum requirements for the grant of permit and operation of Air Transport Cargo Services.

**2. AIR CARGO OPERATIONS**

- 2.1 Air Cargo operations shall be the dedicated activities for air transportation of cargo and mail. Passengers shall not be carried in cargo operations.
- 2.2 Operations by the Air Cargo Operators can be scheduled or non-scheduled operations.
- 2.3 Air Cargo Operators shall operate services to destinations within India. For operations outside India, the operators shall have to take specific permission of the Government demonstrating their capability for conducting such operations and in accordance with the guidelines for international cargo operations for private Indian operators from/to India issued vide AIC 4/1997 dated 21.2.1997.

**3. ELIGIBILITY REQUIREMENTS** 3.1 An Air Cargo

Operator's Permit can be granted only to :

- a) a citizen of India; or
- b) a group of individuals of Indian Nationality or a trust/society registered under the Societies Registration Act, 1860; or
- c) a Non-Resident Indian (NRI)/ Overseas Corporate Bodies (OCB); or
- d) a company registered under the Companies Act, 1956, having its principal place of business within India and with or without foreign equity participation (excluding NRI equity) as approved by Government from time to time; or
- e) the Central Government or a State Government or an Undertaking owned or controlled by either of the said Governments.

3.2 Barriers to entry and exit from this sector have been removed. There would only be a pre-entry scrutiny of applications, by the Aircraft Acquisition Committee in the Ministry of Civil Aviation, to verify the financial soundness, maintenance, security and safety aspects of operations and human resource development proposed to be undertaken by the applicant.

3.3 Before the Air Cargo Operator's Permit is issued, an applicant shall :

- (a) be in possession of aircraft either by outright purchase or through lease. The aircraft shall be registered in India and shall hold a Certificate of Airworthiness in Normal Goods Category. For leased aircraft a copy of the lease deed shall be filed with the DGCA;
- (b) either have his own maintenance and repair facilities duly approved by DGCA or have suitable arrangements with any other organisation, approved by DGCA for maintenance of the type of aircraft;
- (c) adequate number of Flight Crew and Aircraft Maintenance Engineers, duly licenced or authorised by the DGCA; and
- (d) adequate staff for handling the cargo, preparation of load and trim sheet and flight dispatch, who have undergone training and checks as specified by DGCA.
- (e) shall have a subscribed equity capital of not less than Rs. 1 crore. However, in the case of an old company, instead of subscribed equity, the network of Rs 1 crore would be reckoned as the minimum requirement to assess the financial soundness of such company or they may raise subscribed equity for the required amount.

#### **4. PROCEDURAL REQUIREMENTS**

Air Transport Advisory Circular No. 1 of 2009 dated 14<sup>th</sup> March, 2009 gives the general procedure and requirements of air carrier certification. The following guidelines are applicable for grant of Permit for Air cargo operators.

##### **4.1 Grant of Initial No-Objection Certificate**

4.1.1 An applicant desirous of becoming an Air Cargo Operator shall first apply for a No objection Certificate (NOC). The application (eight copies) shall be submitted to the Ministry of Civil Aviation, New Delhi, in the proforma prescribed in Annexure I, along with a demand draft of Rs. 25,000/- (Rupees twenty five thousand only) and Rs 50,000/- (Rupees Fifty thousand only) for Air Cargo Operators Non Scheduled Permit payable at any scheduled bank at Delhi in favour of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi.

4.1.2 The application shall be accompanied by information on the following aspects:

- a) Details of the proposed operations
- b) Project feasibility report as per Annexure IV.
- c) Proposed financial structure
- d) Ownership pattern of the applicant
- e) Particulars of the Directors and Chairman of the firm seeking NOC, for security clearance.
- f) Acceptable proof of the ability of the applicant to run air cargo services on a sustained basis
- g) Time frame in which the applicant proposes to operationalise the various stages of the project
- h) Aircraft type to be used and its suitability for cargo operations
- i) Human resources and maintenance support

j) Any other information that may be required by the Ministry of Civil Aviation or DGCA.

4.1.3 Before grant of NOC, approval of Foreign Investment Promotion Board (FIPB), if foreign investment is envisaged, and security clearance of the Directors and Chairman of the firm shall be necessary.

4.1.4 Foreign equity upto 49% and NRI/OCB investment upto 100% would be permitted in the domestic air transport services. However, equity from foreign airlines will not be, allowed, directly or indirectly, in the domestic air transport services.

4.1.5 After such scrutiny as is considered necessary, applicants who fulfill the basic requirements shall be issued No-Objection Certificates (NOC) to become Air Cargo Operator subject to any condition that the competent authority deems fit to impose.

4.1.6 The NOC for starting air cargo operations shall initially be valid for one and a half year. It shall stand automatically canceled if the applicant does not take effective steps to obtain the Air Cargo Operator's Permit within this period. The competent authority may, however, extend the validity of the NOC on genuine grounds against payment of a fee of Rs. 50,000/- (Rupees Fifty thousand only) for Scheduled Cargo Operations and Rs 25,000/- (Rupees twenty five thousand only) for Non Scheduled Cargo Operations by a bank draft payable at any scheduled bank at Delhi in favour of the Pay and Accounts Office, Director General Of Civil Aviation, Ministry of Civil Aviation, New Delhi. Extension of NOC may be granted for a period upto six months depending on the merits of the case. However, where the aircraft proposed to be imported is a new one with a definite delivery schedule, extension of NOC may be allowed for the actual lead time of delivery, even if it exceeds the period of one and a half years. This restriction would apply both in respect of dry lease and outright purchase.

#### 4.2 Permission for import/ acquisition of Aircraft

4.2.1 After the receipt of initial NOC, the applicant shall take necessary steps to the satisfaction of DGCA for establishing the required infrastructure, recruitment and training of manpower, preparation and approval of operations manual, maintenance system manual, MEL, maintenance schedules, security program etc. Thereafter, the applicant shall apply to the Ministry of Civil Aviation, New Delhi for the issue of permission to import/acquire the aircraft in the proforma prescribed in Annexure II (eight copies).

4.2.2 The applicant shall prepare a maintenance program based on manufacturer's requirements and general experience with suitable modifications for cargo operations.

4.2.3 The applicant shall furnish the necessary information to show that the specific aircraft proposed to be imported meets the requirements for import of aircraft and that all mandatory modifications and Airworthiness Directives have been complied with. A list of pending terminal action if any, shall be submitted to the concerned regional airworthiness office of DGCA.

4.2.4 After such scrutiny as may be considered necessary, the Ministry of Civil Aviation may grant the applicant permission for acquisition of the aircraft with such conditions as may be specified.

4.2.5 Acquisition of aircraft by local purchase/lease within the country shall also be with the approval of the competent authority.

4.2.6 While seeking permission for import /acquisition of aircraft/helicopter

i) the applicant shall provide the names, licence details, endorsements and flying details

of the pilots and engineers recruited by them.

- ii) the applicant should get the training program for pilots and engineers approved from DGCA before the grant of import permission.
  - iii) the pilots and engineers must have completed their training at the approved institutes before registration of aircraft/helicopter by DGCA. If necessary, the applicant may get foreign pilots and engineers on short-term basis in case the Indian pilots/engineers are not able to acquire type endorsement.
  - iv) The operator should have necessary manpower, facilities, procedures, spares, equipment for carrying out line maintenance. For higher maintenance the operator may establish his own facilities or have firm commitment from other DGCA approved agencies to undertake the job. A copy of the contract, inter-alia, stipulating the validity of the contract between operator and the maintenance agency should be submitted to DGCA.
- 4.2.7 There would be no restriction on the type and cargo carrying capacity of the aircraft to be imported/acquired by the applicant subject to meeting the airworthiness requirements stipulated by DGCA.
- 4.2.8 The applicant issued with NOC to import/acquire the aircraft should place firm orders for import/acquisition of aircraft within six months from the date of issue of NOC. Further, the delivery of the aircraft shall be within a period of one year, i.e. the validity period of NOC. In the event of their inability to meet this condition, the Government may review the case and extend the period of validity of NOC depending on its merits.

#### 4.3 Grant of Operating Permit

- 4.3.1 After import/acquisition of the aircraft, the applicant shall apply to DGCA for grant of the Air Cargo Operator's Permit. The application shall be accompanied by:
- a) details and particulars of the specific aircraft intended to be used;
  - b) Certificate of Registration and Certificate of Airworthiness of the aircraft to be used;
  - c) Approval of maintenance organisation and details of approved organisations who will undertake major maintenance of the aircraft;
  - d) licences of the operating crew and engineers and approvals of other key personnel by DGCA like load and trim sheet persons, flight dispatchers etc.;
  - e) a current comprehensive insurance policy covering the aircraft, crew, cargo and third party risks in accordance with the requirements.
  - f) the financing pattern on which the aircraft has been bought/ leased;
  - g) details and justification for any changes made in the information supplied at the time

of obtaining the initial NOC;

- h) acceptable proof of compliance of conditions of the NOC;
- i) compliance of requirements for leased aircraft operations, if the aircraft is acquired on lease;
- j) evidence to show the fulfillment of operational, maintenance and security requirements;
- k) any other information that may be specified by DGCA.

4.3.2 The application for grant of an operating permit for scheduled air transport cargo permit shall be accompanied with a demand draft of Rs 10,00,000/- (Rupees ten lakhs only) drawn in favour of the Pay and Accounts Office, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi.

4.3.3 After such scrutiny as necessary, DGCA will issue the operating permit stipulating any conditions, if considered necessary, to those applicants who meet the requirements and have established the necessary infrastructure and systems and have the required qualified manpower.

#### 4.4 Renewal of Permit

4.4.1 Air Cargo Operator's Permit shall be renewable by DGCA every five year against payment of a fee of Rs. 5,00,000/- ( Rupees five lakhs only) for Scheduled Cargo Operations and renewal every year against the payment of Rs 20,000/- (Rupees Twenty thousand only) for Non Scheduled Cargo Operations by a bank draft drawn on a scheduled bank at Delhi in favour of Pay and Accounts Office, Director General Of Civil Aviation, Ministry of Civil Aviation, New Delhi. For renewal, the operator shall demonstrate continued capability to conduct the operations authorised under the operating permit. The operating permit shall be liable to revocation, if the operator subsequently fails or is unable to meet the laid down requirements during the course of its operations under the permit.

4.4.2 A cargo operator whose operating permit remained expired for a period not exceeding one year will be permitted to revive his operations with 100% of the earlier sanctioned capacity. An operator, whose permit remained expired for more than one year, proposing to revive his operations will be treated as a new applicant.

#### 4.5 Permit to be Non- Transferable

4.5.1 An Air Cargo Operator's Permit shall not be transferable.

4.5.2 Prior permission of Ministry of Civil Aviation shall be required for:

- (a) change in name of the Company;
- (b) change in management of the Company arising out of changes in the equity holdings of the Company;
- (c) take over of the Company by another Company.

### 5. AIRCRAFT AND AIRWORTHINESS REQUIREMENTS

5.1 Aircraft certified for cargo/freight operations may be used for cargo operations.

5.2 Pressurised aircraft to be imported for exclusive air cargo operations shall not be more than 25 years in age or have completed 75 percent of its design economic cycles or 45,000

pressurisation cycles whichever is less. Aircraft to be imported, if more than 20 years of age, shall be inspected and examined by DGCA officers and will be allowed only if found satisfactory and changes as suggested by DGCA subsequent to inspection are carried out. This requirement will not be applicable for Indian registered aircraft maintained in accordance with DGCA approved procedures.

5.3 For the import of unpressurised aircraft, the decision will be taken on case to case basis depending on a complete examination of the aircraft records and, if required, inspection of the aircraft being procured. However, DGCA would normally not allow more than 20 years old aircraft. This requirement will not be applicable for Indian registered aircraft maintained in accordance with approved procedures.

5.4 Permission for import of specific aircraft suitable for air cargo operations shall have to be obtained from the competent authority prior to the import.

5.5 The aircraft shall be certified as suitable for cargo operations by the regulatory authority of the country of registry, which should be acceptable to DGCA, India.

5.6 An Air Cargo Operator may, with the approval of the competent authority, obtain suitable aircraft within the country, on purchase/lease for air cargo operations.

5.7 Before, deploying for operations, the aircraft shall be endorsed on the Air Cargo Operator's Permit.

5.8 Before import into India for cargo operations, suitable modifications to the aircraft shall be carried out, if not done already, for conversion into freighter version, as specified by DGCA to ensure:

- timely detection and extinguishing of fire/smoke
- emergency egress
- proper loading and lashing of cargo
- floor loading within the permissible limits

5.9 The aircraft shall be fitted with mandatory equipments as specified in CAR Section 2 - Airworthiness, Series 'I' and 'O', and as specified by DGCA from time to time.

5.10 Before import of the aircraft, the operator shall ensure that no major checks are due within three months or 300 flight hours requiring dispatch of aircraft abroad after import for major check.

5.11 Conversion of aircraft imported for cargo operations for other type of operations, shall be with the permission of the competent authority.

5.12 The aircraft shall be maintained by an approved organisation in accordance with CAR Section 2 - Airworthiness, Series 'E'.

## **6. OPERATIONAL REQUIREMENTS**

6.1 The Air Cargo Operations shall be conducted from the approved operational bases.

- 6.2 Air Cargo Operators can operate to/from all the airports in the country which are open to scheduled operations, subject to prior approval of the authorities of the airports where such approval is required, and from such airports as may be notified from time to time. The operators shall ensure that the operations are conducted only to/from airports suitable for the type of aircraft operated. For operations to defense airfields requirements stipulated in CAR Section 3, Series 'D' shall be complied with.
- 6.3 Air Cargo Operators shall be responsible to ensure that all the security requirements stipulated by Bureau of Civil Aviation Security are strictly followed in respect of their operations at all airports. The Air Cargo Operators shall get their security programmes approved from the Bureau of Civil Aviation Security before they can be granted Air Cargo Operators' Permit.
- 6.4 Airports Authority of India/ Defence Authorities/ State Government authorities and owners of other licensed/ approved aerodromes, as the case may be, shall provide safety services for operation of Air Cargo services from their aerodromes within the normal watch hours. Operations outside the watch hours shall be in accordance with the conditions specified and approved by such authorities.
- 6.5 The operator shall prepare an Operations Manual for each type of aircraft to be operated and carry a copy of the approved manual on board each aircraft. The operator shall operate flights in conformity with the Operations Manual.
- 6.6 Flight and duty time of the crew shall be governed by the aircraft rules and the requirements issued by the DGCA.
- 6.7 The operator shall submit the flight plan of each flight with the air traffic services unit in the normal course and obtain clearance thereto before the expected time of operations. In case of Zones (A.D.I.Z.) the additional requirement of obtaining Air Defence clearance shall be strictly adhered to.
- 6.8 For carriage of dangerous goods by air to/ from/ within/ over India, the provisions of the Aircraft (Carriage of Dangerous Goods) Rules, 2003 shall be strictly complied with.
- 6.9 As required by rule 8 of the Aircraft Rules, 1937, arms, ammunition, munitions of war, explosives etc. shall be carried to, from, within or over India only with the written permission of the Central Government (power delegated to officers of DGCA) and subject to the terms and conditions of such permission.
- 6.10 Rule 12 of the Aircraft (Carriage of Dangerous Goods), 2003, provides that all operators are required to establish and maintain initial and recurrent dangerous goods training programmes which shall be submitted to DGCA for review and approval. Such training programmes shall be prepared in accordance with CAR Section 3 – Air Transport, Series 'L' Part III.
- 6.11 The operators shall train adequate number of personnel in handling dangerous goods and shall ensure that all stipulated requirements with regard to packaging, handling, loading/ unloading and transportation of such goods are complied with.
- 6.12 Load Masters shall be adequately trained and approved by DGCA.
- 6.13 For operations under instrument meteorological conditions, the aircraft shall be fitted with suitable equipment required for instrument flying and pilots shall hold appropriate and valid instrument rating.
- 6.14 All aircraft engaged in air cargo operations shall carry route guide.
- 6.15 A copy of the permit issued for Air Cargo Operations shall be carried on board the aircraft when operating such services.
- 6.16 The applicable requirements enumerated in CAR Section 8 - Flight Operations, Series

'A' Part II shall be complied with by all Air Cargo Operators.

#### 6.17 Demonstrations

The applicant shall provide the following demonstrations to DGCA teams specially constituted for the purpose:

- a) A demonstration of evacuation and ditching (as applicable) of crew.  
Note: Evacuation demonstration may be required when a new type of aircraft is inducted by an operator.
- b) Flight dispatch procedures, including pilot briefing, met information and preparation of operational flight plan. This demonstration may be made at the main base.
- ç Weight and Balance control procedures, including preparation of load and trim sheets, and method of preservation of records of each flight.
- d) Baggage screening and check-in procedures.
- e) Handling dangerous goods.
- ƒ A ground demonstration of response to in-flight emergencies including hijack threat, and bomb threat.
- g) Monitoring of Flight duty time limitations.
- h) Flight Operations Quality Assurance and CVR monitoring system.
- ƒ Proving flight operation to critical airfields. The flight will be demonstrated whenever a new operator plans operations to a critical airfield initially and/or when a new type of aircraft is inducted.

Note: The proving flight may not be required if DGCA determines that

- i) an existing operator has the necessary complement of crew experienced in operating to the critical airfield; and
  - ii) the terrain conditions are such that adequate training can be provided to the crew and demonstration made on a simulator.
  - iii) The applicant for Cargo operator's permit does not intend to operate to any critical airfield without specific permission from DGCA.
- k) A proving flight may be required by DGCA for any operator at any airfield where it is expedient in the interest of safety of operations and for convenience of handling ground operations and passengers.

Note: Depending on the type of operations, aircraft, seating capacity, weight category, airworthiness certification etc., some of the demonstrations which are not relevant to operator may not be required.



**7. GENERAL REQUIREMENTS**

- 7.1 Landing and parking charges shall be payable to the owner of the airfield. For operations from defence airfields where Airports Authority of India have civil enclaves, a separate charge may be payable to Airports Authority. The Route Navigation Facilities Charges (RNFC) shall be payable to the organisation which provides the facilities.
- 7.2 For international operations, the operator shall set up additional infrastructure for engineering, quality control, safety and operational control, depending on the size of the fleet to the satisfaction of the DGCA.
- 7.3 An Air Cargo Operator shall regularly submit to DGCA, in time, such periodic or other information relating to their operational, engineering, commercial and financial activities.
- 7.4 The Airway Bill for air transportation of cargo issued by an Air Cargo Operator shall be in accordance with the provisions of the Carriage By Air Act, 1972 and any other requirement which may be prescribed by the DGCA and shall include conditions of carriage including liability of the operator.
- 7.5 The operator shall maintain a current and adequate insurance coverage for liability in compliance with requirements set forth under the Carriage by Air Act, 1972.
- 7.6 An Air Cargo operator may, with prior permission of the Competent Authority, borrow an aircraft from another Air Cargo Operator for cargo transportation in case of need.
- 7.7 DGCA/ Ministry of Civil Aviation may stipulate any other condition considered necessary to ensure safety of operations or relax any requirements, if considered necessary.
- 7.8 Breach of any of these conditions, or of any provisions of Aircraft Act, 1934, Aircraft Rules, 1937, Civil Aviation Requirements or any other law applicable in India in this respect, or of any rules which may hereafter be enforced in regard to the issue of such Air Cargo Operators' Permit and operations thereunder, shall render the Permit liable to suspension/ cancellation.

**(Dr Nasim Zaidi)  
DIRECTOR GENERAL OF CIVIL AVIATION**

**ANNEXURE I**

**APPLICATION FOR GRANT OF N O C TO OPERATE  
SCHEDULED/NON-SCHEDULED AIR TRANSPORT SERVICES (CARGO)**

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1. Applicant's details

A. In case of an individual

- a) Name
- b) Nationality
- c) Address in India with Telephone, Telex, Fax numbers

B. In case of a company or a corporate body

- a) Name of the company/corporate body with details of registration
- b) Address with telephone, telex, Fax numbers of the registered office
- c) Address of principal office of business, including operations and maintenance bases
- d) Full details of any other business the company are engaged in.
- e) Names and nationality of the Board of Directors. (particulars to be furnished in the form at Annexure IIIA and IIIB).
- f) Details of the share holding of the company
- g) Percentage share of foreign nationals or company, if any, in the capital of the company
- h) A copy each of the certificate of incorporation and Memorandum and Articles of Association
- i) State the objects of your organisation particularly with regard to proposed air transport operations.
- j) Details of experience in civil aviation field/activities

2. Financial resources

- a) Authorised equity capital

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- b) Subscribed equity capital
- c) Other resources  
(attach supporting documents such as  
balance sheet, bank certificates etc.)

3. Details of Organisation

- a) Overall set up including details of  
operational, management, engineering  
quality control set up, flight safety cell etc.
- b) Proposed maintenance facility with details of  
organisation, equipment and approved program.
- c) Staff strength of the proposed maintenance  
personnel and plans of their training
- d) Number and names of flight crew with details  
of their licences and training for each type of  
aircraft in the fleet
- e) Sources of pilots and engineers
- f) Main maintenance base and operational bases

4. Details of aircraft proposed to be operated

- a) Whether the aircraft is acquired on outright  
purchase or lease finance  
(indicate wet lease or dry lease).
- b) Name and address of Owner /Lessor  
for the purpose of registration of aircraft.
- c) Number and type of aircraft.
- d) Cargo capacity of each type of aircraft.
- e) Maximum all up weight
- f) Whether the aircraft is type certified as freighter
- g) Arrangements for ground handling equipment  
for loading and unloading of cargo at each  
airport of proposed operations.
- h) Arrangements for cooling of cargo  
as per BCAS requirements
- i) Arrangements for X-ray of cargo (if carried out)  
as per BCAS requirements.

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- j) Details of personnel to handle dangerous goods
5. Type of Air Transport Services proposed
- a) Scheduled Air Transport Services (Cargo)
  - b) Non-Scheduled Air Transport Services (Cargo)
6. Details of routes proposed to be operated with the type of aircraft.
7. Potential need for the proposed services
8. Projected profitability
- ( a copy of feasibility study as per Annexure IV may be enclosed)
9. State if the applicant has at any time contravened any provision of the aircraft act 1934 and/or the rules made thereunder. If so, give details.
10. Particulars of fees, the name of the Bank (to be drawn on any scheduled bank in Delhi, payable to Pay and Accounts Office, Director General Of Civil Aviation, Ministry of Civil Aviation, New Delhi).
11. Statement showing compliance with the Civil Aviation Requirements(CAR Section 3 Series 'C' Part I Issue 2 dated 30th December, 1993, if the aircraft are leased by the operator.
12. Statement showing compliance with the requirements of CAR Section 3 Series 'E' Part I for operations to new stations, if proposed.
13. By what time the operations are proposed to be started
14. Other information to meet the provisions of the Aircraft Rules 1937.
15. Details of security program approved by BCAS.
- Certified that the statements made/information given in this application are true.

(Signature of the applicant/authorised signatory.)

Note : Eight copies of the application are required to be submitted to the Ministry of Civil Aviation (Department of Civil Aviation). All copies of the application should be supported by documents wherever necessary.

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**ANNEXURE II**

**APPLICATION FOR IMPORT/ACQUISITION OF AIRCRAFT  
FOR AIR TRANSPORT OPERATIONS (CARGO).**

1. Existing fleet strength.
2. Aircraft type, number, configuration and other technical details in respect of the aircraft proposes to be imported/acquired. (Details of aircraft to be furnished as per format at Annexure V.)
3. Proposed financing pattern and aircraft lease (wet lease or dry lease) and purchase terms.
4. Source of crew and their names.
  - (a) For existing fleet.
  - (b) For proposed fleet.
5. Source of engineers/technical staff and their names.
6. Arrangements/level of readiness for maintenance of aircraft.
7. Level of readiness of security arrangements.
8. Proposed route pattern.
9. Estimates of market demand.
10. Profitability analysis.
11. Evidence on compliance with the guidelines on air cargo operations.

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Note: In case of any change in information under any head from the information supplied at the time of grant of NOC. Full justification and details should be given.

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## **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) Wt of cargo permissible as per type certificate of the aircraft /helicopter:
- g) Maximum All up Weight:
- h) Number of hours flown since new:
- i) Number of landing since new:
- j) Number of pressurisation cycles since new:
- k) Engine type mounted on the aircraft:
- l) Last major check done and number of hours since flown:
- m) Next major check done and number of hours since flown:
- n) Previous history of aircraft with details of any incident/accident involving structural damage:
- o) Name of the Authority and country which issued the last Certificate of Airworthiness:
- p) Name of the company from which the aircraft/helicopter is being taken on lease:

## **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 the regard in the lease agreement for the acquisition of the aircraft.

(Signature of the Applicant/Authorised Signatory)

**ANNEXURE III A**

**INFORMATION REQUIRED FOR SECURITY CLEARANCE  
OF CHAIRMAN AND DIRECTORS OF BOARD (INDIAN NATIONALS)**

- 1) Name and full address of the organisation:
- 2) Name in full:
- 3) Father's name in full:
- 4) Date and place of Birth:
- 5) Permanent address in India:
- 6) Present address in India:
- 7) Home Address (abroad):
- 8) Passport No. Date and place of issue.  
and its validity:
- 9) Present occupation:
- 10) Qualification:
- 11) Bankers:
- 12) Any other information:

Authorised signatory of the company.

Countersigned:

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**ANNEXURE IIIB**

**INFORMATION REQUIRED FOR SECURITY CLEARANCE OF CHAIRMAN  
AND DIRECTORS OF BOARD (NRI)**

- 1) Name and full address of the organisation:
- 2) Name in full:
- 3) Father's name in full:
- 4) Date and Place of birth:
- 5) Present address in India:
- 6) Home address (abroad):
- 7) P.P.No. Date and Place of issue and its validity:
- 8) Present Occupation:
- 9) Duration of stay abroad:
- 10) Qualification:
- 11) Bankers:
- 12) Any other relevant information:

Authorised signatory of the company

Countersigned:

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## ANNEXURE IV

### PROJECT FEASIBILITY REPORT

The applicant's project feasibility report should clearly indicate the following:-

- i) The applicant's background and credentials.
- ii) Estimates of market demand.
- iii) Proposed route ;pattern.
- iv) Aircraft type, number and source including aircraft lease/purchase terms.
- v) Source of crew and technical personal.
- vi) Source and deployment of funds.
- vii) Profitability projections.
- viii) Foreign investment/equity participation.
- ix) Arrangements for maintenance and training of aircraft maintenance engineers and crew.

II. Other details should include:-

- i) Ownership pattern and proposed financial structure.
- ii) Acceptable proof of the applicants activity to run air transport services on a sustained basis.
- iii) Time-frame in which the project would be operationalised-schedule of activities and time frame for each activity.

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