

PART VI – AIRWORTHINESS

49. Issue of Type Certificate or Restricted Type Certificate for an aircraft or engine or propeller designed or manufactured in India— (1) The Director-General may direct by general or special order that there shall be a Type Certificate in respect of an aircraft designed or manufactured in India, as a pre-requisite to the issue or continued validity of a certificate of airworthiness.

(2) The Director-General may also direct by general or special order that there shall be a Type Certificate in respect of any engine or propeller designed or manufactured in India.

(3) The Director-General may issue a Type Certificate when, —

(a) an applicant furnishes such documents or other evidence relating to the suitability of the aeronautical product for aviation purposes, as may be specified, inclusive of a flight test, if necessary, as the Director-General may require. The applicant shall provide all necessary facilities for such inspection and tests as may be stipulated; and

(b) the Director-General is satisfied as to its suitability for aviation purposes.

(4) The Director-General may issue a Restricted Type Certificate for an aeronautical product imposing necessary limitations on its operations if he is satisfied that the design of an aircraft or engine or propeller, does not fully comply with the applicable design standard specified by the Director-General but is in a condition for safe operation.

[Amended by - GSR No. 1202 dated 23-7-1976,

GSR No. 218 dated 13-3-1991,

GSR No 97(E) dated 14-02-2014,

GSR No 721(E) dated 23-6-2017, and

GSR No 721(E) dated 23-6-2017]

49A. Issue of Type Certificate or Restricted Type Certificate to an aircraft imported in India.— (1) The Director-General may direct by general or special order that there shall be a type certificate or restricted type certificate in respect of any aircraft imported in India.

(2) The Director-General may issue a type certificate or restricted type certificate in respect of any aircraft imported in India.

[Inserted by GSR No. 1202 dated 23-7-1976, and

Amended by (i) GSR No 97(E) dated 14-02-2014; and

GSR No 721(E) dated 23-6-2017]

49B. Validation of Type Certificate or Restricted Type Certificate for an aeronautical product imported in India.—

(1) The Director-General may validate a type certificate or a restricted type certificate in respect of any aeronautical product that may be imported when, —

(a) the State aviation authority of the country in which it is designed has issued a type certificate or a restricted type certificate or a similar document in respect of that aeronautical product, as the case may be;

(b) it meets the airworthiness requirements as specified by the Director-General; and

(c) the applicant furnishes such documents and technical data regarding the suitability of the product for aviation purposes as may be specified and as the Director-General may require.

(2) The Director-General may, by order in writing and subject to such conditions as may be stated in that order, exempt any aeronautical product from the provisions of this rule.

[Inserted by GSR No. 1202 dated 23-7-1976, and

Amended by (i) GSR No 97(E) dated 14-02-2014; and

(ii) GSR No 721(E) dated 23-6-2017]

49C. Type Certificate or Restricted Type Certificate- aeronautical product categories.— The type certificate or restricted type certificate of an aeronautical product when issued or validated may be grouped as an aeronautical product in one or more categories as may be specified. The operation of the aircraft shall be restricted to those categories.

[Inserted by GSR No. 1202 dated 23-7-1976;

Amended by GSR No 721(E) dated 23-6-2017]

49D. Cancellation, suspension of or endorsement on Type Certificate or Restricted Type Certificate.— If at any time the Director-General is satisfied that there is a reasonable doubt to indicate that the safety of the aeronautical product is imperilled because of a defect, he may cancel, suspend or endorse the type certificate or restricted type certificate issued or validated for the aeronautical product having defect, or may require the incorporation of any modification as a condition for the type certificate or restricted type certificate remaining in force, as the case may be.

[Inserted by GSR No. 1202 dated 23-7-1976, and

Amended by (i) GSR No 97(E) dated 14-02-2014;

(ii) GSR No 721(E) dated 23-6-2017]

49E. Recognition of Type Certificate or Restricted Type Certificate of an aeronautical product issued by a Contracting State.— The Director-General may accept the type certificate or restricted type certificate in respect of an aeronautical product issued by a Contracting State whose airworthiness requirements shall be in accordance with these rules, if—

(a) the State aviation authority of the State in which it is designed has issued a type certificate or restricted type certificate in respect of that aeronautical product;

(b) it meets the airworthiness requirements specified by the Director-General; and

(c) the applicant furnishes documents and technical data as may be required to assess the suitability or safety of the aeronautical product.

[Inserted by GSR No 97(E) dated 14-02-2014;

Amended by GSR No 721(E) dated 23-6-2017]

49F. Issue of Supplemental Type Certificate in respect of an aeronautical product.— The Director-General may issue a supplemental type certificate in respect of any aeronautical product for which a type certificate or a restricted type certificate has been issued or validated or accepted as provided in rules 49A, 49B and 49E, and which has undergone a structural modification or installation of new item of equipment on account of the following reasons, namely:-

(a) the aeronautical product in-service has developed deficiencies that may affect the safety or performance of the product;

(b) there is a genuine need of the operator to change the configuration of the aeronautical product; and

(c) there is a need to change or install new item of equipment for the purpose of enhancing safety or to bring in more user comfort.

[Inserted by GSR No 97(E) dated 14-02-2014;

Amended by GSR No 721(E) dated 23-6-2017]

49G. Recognition of Supplemental Type Certificate issued by a Contracting State.— The Director-General may accept a Supplemental Type Certificate issued by a Contracting State in respect of the aeronautical product, if,—

(a) the airworthiness requirements of that Contracting State are acceptable in accordance with the Indian law; and

(b) sufficient evidence is provided (including flight tests if required) by the applicant in respect of the safety and airworthiness of the product.

[Inserted by GSR No 97(E) dated 14-02-2014;

Amended by GSR No 721(E) dated 23-6-2017]

49H. Regulation and control of aircraft components and items of equipment.— The aircraft components and items of equipment not covered under rule 49A to 49G shall be in accordance with the requirements specified by the Director-General under rule 133A”.

[Inserted by GSR No 97(E) dated 14-02-2014.]

49-I. Acceptance of design for an aircraft— Notwithstanding anything contained in rules 49A to 49G, the Director-General may accept the design of an aircraft after evaluation against minimum standards laid down under these rules and on being satisfied that it is in a condition for safe operation.

[Inserted by GSR No 721(E) dated 23-6-2017]

50. Issue of Certificate of airworthiness or Special Certificate of Airworthiness and Airworthiness Review Certificate.— (1) The owner or operator of an aircraft may apply to the Director-General for the issue of a certificate of airworthiness or a special certificate of airworthiness in respect of the aircraft or for the validation of a certificate of airworthiness issued elsewhere in respect of the aircraft.

(2) The Director-General may issue a certificate of airworthiness or special certificate of airworthiness in respect of an aircraft when—

(a) the applicant furnishes such documents or other evidence relating to the airworthiness of the aircraft as may be specified by the Director-General; and

(b) the Director-General is satisfied that it is airworthy or in a condition for safe operation:

Provided that the Director-General may impose such conditions on the special certificate of airworthiness issued as may be necessary for safe operation of the aircraft.

(3) The Director-General may validate a certificate of airworthiness in respect of any aircraft that may be imported if —

(a) the airworthiness authority of the country in which the aircraft is manufactured, has issued a certificate of airworthiness or such equivalent document;

(b) the airworthiness requirements as specified by the Director-General are complied with; and

(c) the applicant furnishes necessary documents and technical data relating to the aircraft as may be specified and as the Director-General may require.

(4) The certificate of airworthiness or special certificate of airworthiness shall be issued or rendered valid for one or more of the categories as specified by the Director-General. The operation of the aircraft shall be restricted in those categories as specified in the certificate of airworthiness or special certificate of airworthiness subject to the conditions stated therein.

(5) A certificate of airworthiness issued under this rule shall be invalid unless the Director-General or an organisation approved under these rules, carries out a review of compliance with applicable airworthiness standards and issues an airworthiness review certificate valid for such periods as may be specified therein which may be extended by the Director-General or an organisation approved under these rules, in accordance with such procedures as may be specified by the Director-General.

(6) A special certificate of airworthiness shall be valid for such periods as may be specified in the certificate and maybe renewed from time to time by the Director-General.

(7) The aircraft shall be inspected and tested by the Director-General or by a person authorised in his behalf, as specified.

(8) The owner or operator of the aircraft shall provide all necessary facilities for the purpose of carrying out the inspection and tests as required under sub-rule (7) and bear all expenses as specified by the Director-General.

[Substituted by (i) GSR No 97(E) dated 14-02-2014; and

(ii) GSR No 721(E) dated 23-6-2017]

50A. Conditions necessary for the certificate of airworthiness or special certificate of airworthiness and inspection, overhaul of aircraft- (1) The Director-General may specify conditions and standards in respect of certificate of airworthiness or special certificate of airworthiness of a particular type or class of aircraft to ensure safety of the aircraft and of persons on board the aircraft, having regard to the limitation of the aircraft.

(2) If, at any time, the Director-General considers that any modification, repair, replacement, inspection or overhaul of any aircraft or type of aircraft or of any aircraft component or item of equipment of that aircraft or type of aircraft is necessary in the interest of safety, he may require the modification, repair, replacement, inspection or overhaul to be carried out as a condition of the certificate of airworthiness or special certificate of airworthiness remaining in force.

[Inserted by GSR No. 1202 dated 23-7-1976;

Amended by GSR No 721(E) dated 23-6-2017]

51. Flight Manual- Where a flight manual is required to be kept in relation to an aircraft in accordance with provisions of these rules, the Director-General shall endorse the certificate of airworthiness of the aircraft accordingly.

[Substituted by GSR No. 1202 dated 23-7-1976]

52. Modification and repairs- (1) A person shall not carry out any modification or repair affecting safety of any aircraft in respect of which there is a valid certificate of airworthiness unless he has been required to do so in pursuance of these rules or unless he has obtained the prior approval of the Director-General.

(2) (a) Modifications issued by the manufacturer of an aircraft, aircraft component or item of equipment of that aircraft which have been issued a Type Certificate by the Director-General or elsewhere may be deemed as approved modifications, unless otherwise specified by the Director-General.

(b) Repair schemes issued by the manufacturer of an aircraft, aircraft component or item of equipment of that aircraft issued with a Type Certificate by the Director-General or elsewhere and other repairs carried out in accordance with standard aeronautical engineering practice may be deemed as approved unless otherwise specified by the Director-General.

(3) The Director-General may give approval for repair or modification other than those referred to in sub rule (2), of an aircraft, aircraft component, or item of equipment of that aircraft, where the owner or operator furnishes such evidence relating to the intended modification or repair and its effect on the airworthiness of aircraft as specified by the Director-General.

(4) Modifications which have been approved by the Director-General for one aircraft, aircraft component, item of equipment may be incorporated in others of the same type provided it is within the terms of approval.

(5) (a) While an aircraft has been modified or repaired after a major damage or major defect, the aircraft shall not be flown until an appropriately licensed engineer or an authorised person has certified in the manner specified by the Director-General that the aircraft is in a fit condition to be flown for purpose of experiment or test, as the case may be.

(b) While an aircraft component or item of equipment has to be modified or repaired, it shall not be released until it is certified by an appropriately licensed engineer or an authorised person as may be specified by the Director-General.

(6) The form and manner of distribution of the certificate and its copies referred to in the above sub-rules and preservation thereof shall be as may be specified by the Director-General.

(7) A certificate in pursuance of the preceding sub-rules shall not be issued unless the materials, parts, method comply with such designs, drawings, specifications or instructions as may be issued by the manufacturers or as may be specified or approved by the Director-General. The method and the workmanship shall be in accordance with standard aeronautical practice or as may be approved by the Director-General.

[Substituted by GSR No. 1202 dated 23-7-1976]

53. Use of materials, processes, parts and periodical overhaul of aircraft- (1) Every aircraft required under these rules to be provided with a certificate of airworthiness and aircraft components and items of equipment on such aircraft shall periodically be inspected, overhauled and certified on completion of the prescribed flight time or calendar time or on the basis of any other stipulated condition in accordance with the approved maintenance schedules or approved maintenance system. Such inspection and certification shall be effected by appropriately licensed engineers or authorised persons as may be specified by the Director-General.

(2) A certificate to be issued in pursuance of sub-rule (1) shall not be issued unless the materials, processes, parts, method comply with such designs, drawings, specifications or instructions as may be issued by the manufacturers or as may be specified or approved by the Director-General. The method and workmanship shall be in accordance with standard aeronautical practice or as may be approved by the Director-General.

(3) Notwithstanding the foregoing provisions, the Director-General may grant exemption by general or special order in writing to any person or class of persons from the operation of the foregoing sub-rules either wholly or partly, subject to such conditions, if any, as may be specified in such order.

[Substituted by GSR No. 1202 dated 23-7-1976]

53A. Manufacture, storage and distribution of all aircraft- The manufacture, storage and distribution of aircraft, aircraft components and items of equipment or any other material used or intended to be used in an aircraft, whether or not a certificate of airworthiness has been or is required to be issued, renewed or rendered valid for such aircraft, under these rules, shall be undertaken and certified only by approved organisations, by licensed engineers or by authorised persons in this behalf. The form and manner and the distribution of the certificate and its copies and preservation thereof shall be as may be specified by the Director-General.

[Inserted by GSR No. 1202 dated 23-7-1976]

54. Persons authorised to certify- The certification required under Parts VI, XIIB, and XIII A of these rules shall be signed by appropriately licensed engineers or authorised persons qualified under the terms and conditions of the licence, authorisation or approval, as the case may be, to carry out or inspect the manufacture, process, modification, repair, replacement, overhaul or maintenance, to which the certificate relates or by an approved person or by a person or persons holding written authorisation for certification from an approved organization in accordance with the criterion specified by the Director-General and the certificate is signed as per the authorisation, or when these have been carried out at a suitably equipped Indian Air Force Establishment, by its Officer-In-Charge :

Provided that in one or more class of aircraft, such of the work, if performed in accordance with approved procedures, practices and methods as may be specified by the Director-General, need not be supervised or certified by the approved organisation, licensed engineers or authorised persons in this behalf.

[Substituted by GSR No. 1202 dated 23-7-1976; and

Substituted by GSR 911(E) dated 16-09-2016]

55. Suspension or cancellation of certificate of airworthiness or special certificate of airworthiness and its continued validity- (1) The certificate of airworthiness or special certificate of airworthiness of an aircraft shall be deemed to be suspended when an aircraft-

(a) ceases or fails to conform with the requirement of these rules, in respect of operation, maintenance, modification, repair, replacement, overhaul, process or inspection, applicable to that aircraft; or

(b) is modified or repaired other wise than in accordance with the provisions of these rules; or

(c) suffers major damage; or

(d) develops a major defect which would affect the safety of the aircraft or its occupants in subsequent flights.

(2) If, at any time, the Director-General is satisfied that reasonable doubt exists as to the safety of an aircraft or as to the safety of the type to which that aircraft belongs, he may -

(a) suspend or cancel the certificate of airworthiness or special certificate of airworthiness in respect of the aircraft; or

(b) require the aircraft or an aircraft component or an item of equipment of that aircraft to undergo such modification, repair, replacement, overhaul, inspection including flight tests and examination under the supervision of an approved person as the Director-General may specify, as a condition of the certificate of airworthiness remaining in force.

(3) Subject to sub-rule (4), an aircraft shall not be flown during any period for which its certificate of airworthiness or special certificate of airworthiness is suspended or deemed to be suspended.

(4) Where the certificate of airworthiness or the special certificate of airworthiness of an aircraft is suspended or deemed to be suspended, the Director-General may, upon an application by the owner or operator, issue a special flight permit under rule 55A.

[Substituted by GSR No. 1202 dated 23-7-1976; and

Amended by GSR No 721(E) dated 23-6-2017]

55A. Issue of Special Flight Permit— (1) The Director-General may issue a special flight permit when an aircraft is not fully in compliance with the airworthiness requirements but is in a condition for safe operation subject to such conditions as are specified in the special flight permit.

(2) The owner or operator of an aircraft may apply to the Director-General for the issue of a special flight permit in respect of the aircraft for any of the purposes as specified by the Director-General.

(3) The Director-General may issue a special flight permit in respect of an aircraft when, —

(a) an applicant furnishes such documents as may be specified by the Director-General; and

(b) the Director-General is satisfied that the aircraft is in a condition for safe operation.

[Inserted by GSR No 721(E) dated 23-6-2017]

56. Indian aircraft operating outside India- Where an aircraft registered in India is operating in a country outside India, the aircraft, or any of its components or items of equipment shall not be modified, repaired, replaced, inspected or overhauled except by or under the supervision of, and certified by -

(a) in the case of a Contracting State, a person who is approved for the purpose by the appropriate authority of Contracting State in accordance with the minimum requirements adopted in pursuance of the Convention and recognized by the Director-General as sufficient for the purpose;

(b) in the case of a country other than a Contracting State, a person who possesses qualifications which are recognized by the Director-General as sufficient for the purpose.

Note:- For the purpose of this rule, foreign aircraft falling under sub-rule(3) of rule 1 shall be deemed as aircraft registered in India and Indian aircraft falling under sub-rule(4) of rule 1 shall be deemed as aircraft not registered in India.

[Substituted by GSR No. 1202 dated 23-7-1976 and further amended by GSR No. 150(E) dated 04-03-2009]

57. Instruments and equipment- (1) Every aircraft shall be fitted and equipped with the instrument and equipment including radio apparatus and special equipment as may be specified by the Director-General according to the use and circumstances under which the flight is to be conducted.

(2) Such instruments and equipment shall be of an approved type and installed in an approved manner and shall be maintained in a serviceable condition.

[Substituted by GSR No. 1202 dated 23-7-1976; and

Amended by GSR No 721(E) dated 23-6-2017]

58. Weight and balance- (1) Every aircraft shall be weighed and appropriately marked and centre of gravity determined. The weight schedule and the load sheet indicating the calculated centre of gravity position(s) relating to the required configuration(s) shall be displayed or carried on board an aircraft subject to such conditions as may be specified by the Director-General.

(2) (a) An aircraft shall not attempt to take off, fly or land at a weight in excess of the maximum permissible weight as specified in the certificate of airworthiness or as authorised by the Director-General.

(b) The load of an aircraft throughout a flight including take-off and landing shall be so distributed that the centre of gravity position of the aircraft falls within the limitations specified or approved by the Director-General :

Provided that the Director-General may, by special order in writing and subject to such conditions as may be specified in that order, exempt any aircraft from the operation of this rule.

[Substituted by GSR No. 1202 dated 23-7-1976]

59. Defects and defective parts- (1) A major defect in or a major damage to an aircraft registered in India shall be reported in the manner specified by the Director-General.

(2) When any part of an aircraft is revealed or suspected to be defective, the Director-General may require it to be delivered to a person or organization authorised by him, in this behalf for examination.

Note :- For the purpose of this rule, foreign registered aircraft falling under sub-rule (3) of rule 1 shall be deemed as aircraft registered in India and Indian registered aircraft falling under sub-rule (4) of rule 1 shall be deemed as aircraft not registered in India.

[Amended by GSR No. 20(E) dated 12-1-1994]

59A. Defects in a foreign aircraft- (1) When an aircraft registered outside India, whilst in Indian territory sustains major damage or a major defect is found, the Director-General, on ascertaining that fact, may prohibit the aircraft from flying.

(2) Where, in pursuance of sub-rule (1), the Director-General prohibits an aircraft from flying, he shall furnish to the appropriate authority of the country of registration of the aircraft information of the action which he has taken and a report of the damage suffered or defect found.

(3) The prohibition imposed in pursuance of sub-rule (1) shall not be removed until the appropriate authority of the country of registration of the aircraft notifies to the Director-General-

(a) that the damage or defect suffered or ascertained has been removed ;

(b) that the damage suffered or defect found or ascertained is not of such a nature as to prevent minimum requirements of safety adopted in pursuance of the Convention ; or

(c) that in the circumstances of a particular case, the aircraft should be permitted to fly without passengers to a place at which it can be restored to an airworthy condition.

(4) In removing the prohibition imposed in pursuance of sub-rule (1), the Director-General may impose such conditions on the operation of the aircraft as are notified to him by the appropriate authority of the country of registration of the aircraft.

Note :- For the purpose of this rule, foreign registered aircraft falling under sub-rule (3) of rule 1 shall be deemed as aircraft registered in India and Indian registered aircraft falling under sub-rule (4) of rule 1 shall be deemed as aircraft not registered in India.

[Inserted by GSR No. 1202 dated 23-7-1976] and amended by GSR No. 20(E) dated 12-1-1994]

60. Maintenance standards and certification- (1) In this rule, 'maintenance' refers to performance of all work necessary for the purpose of ensuring that the aircraft is airworthy and safe including servicing of the aircraft and all modifications, repairs, replacements, overhauls, processes, treatment, tests, operations and inspection of the aircraft, aircraft components and items of equipment required for that purpose.

(2) (a) The Director-General may, in respect of any aircraft, aircraft component and item of equipment, specify standards and conditions for continuing airworthiness of the aircraft and its maintenance.

(b) The Director-General shall notify the maintenance requirements and approve the maintenance system keeping in view-

(i) the continued airworthiness of the aircraft and the maintenance facilities required;

(ii) the period in terms of flight time, calendar time or any other basis, which may elapse with safety between inspections, tests, or overhauls or any other maintenance work;

(iii) the content and period of preservation of the records kept in respect of maintenance.

(iv) type of operation in which the aircraft is engaged;

(v) any conditions like dust, salt-air climatic conditions or other factors and the routes flown or basis used which may have an effect upon airworthiness; and

(vi) any other relevant considerations.

(3) Any aircraft engaged in public transport including aerial work and flying training shall not be flown unless-

(a) it has been maintained in accordance with such requirements as may be specified by the Director-General;

(b) maintenance of aircraft has been carried out by or under the supervision of a person licensed or authorised under rule 61, or authorised in writing by an approved maintenance organisation in accordance with the criterion specified by the Director-General; and

(c) all maintenance carried out has been certified by appropriately licensed engineers or authorised persons within the period specified by means of such a 'certificate' as may be prescribed by the Director-General.

(4) The contents, form, period or validity, preservation of the certificate shall be in such form and manner as may be specified by the Director-General.

(5) No aircraft shall commence any flight if subsequent to the issue of a certificate in pursuance of this rule, it has suffered any damage or revealed any defect, other than items covered in the approved list of deficiencies, which would render the aircraft unsafe for flight and which would not, in accordance with the ordinary aeronautical practice, be remedied by the pilot or crew.

(6) Microlight, light sport aircraft, gyroplane, glider, balloon or an airship shall be certified by an aircraft maintenance engineer holding a licence in Category A or Category B1 or Category B3 or an authorised person subject to the requirements as specified by the Director-General.

Provided that the Director-General may, by general or special order and subject to such conditions as may be specified in that order, exempt any aircraft from the operation of this rule.

[Substituted by GSR No. 1202 dated 23-7-1976;

Amended by GSR 911(E) dated 16-09-2016; and

GSR No. 1358 dated 01-11-2017]

61. Licensing of Aircraft Maintenance Engineers – (1) The Central Government may grant licences or authorisations as provided in this rule, to persons who meet the requirements specified in this rule.

(2) The application for the grant of an Aircraft Maintenance Engineer's Licence or an authorisation, or for extension thereof, shall be made in the form and manner specified by the Director-General.

(3) The Aircraft Maintenance Engineer's licences may be granted in the following categories, namely:-

(a) Category A

(b) Category B1

(c) Category B2

(ca) Category B3

(d) Category C

(4) The licences in categories A and B1, in relation to aeroplanes, helicopters, turbine and piston engines, may be granted in the following sub-categories, namely:-

- (a) A1 Aeroplanes Turbine
- (b) A2 Aeroplanes Piston
- (c) A3 Helicopter Turbine
- (d) A4 Helicopter Piston
- (e) B1.1 Aeroplanes Turbine
- (f) B1.2 Aeroplanes Piston
- (g) B1.3 Helicopter Turbine
- (h) B1.4 Helicopter Piston

(4A) Licences other than Category A shall be endorsed with the type of aircraft, the holder is entitled to exercise the privileges upon.

(5) An applicant for the grant of Aircraft Maintenance Engineer's Licence shall satisfy the following requirements, namely:-

- (a) he shall not be less than 18 years of age;
- (b) he shall have passed 10+2 examination with Physics, Chemistry and Mathematics from a recognised Board or University or its equivalent;
- (c) he shall have passed a written examination as specified by the Director-General:

Provided that the Director-General may, subject to such conditions as he may deem fit to impose, exempt any applicant from the written examination if the applicant holds a licence granted by a Contracting State to act in the capacity of an Aircraft Maintenance Engineer; and

(d) he shall have the following minimum practical experience, namely:-

(i) for Category A, Sub-categories B1.2, B1.4 and Category B3— three years of practical aircraft maintenance experience on operating aircraft; and

(ii) for Sub-categories B1.1 and B1.3 and Category B2 – five years of practical aircraft maintenance experience on operating aircraft:

Provided that the experience requirement specified at (i) and (ii) above shall be reduced by one year in case of an applicant who has satisfactorily completed training in any training organisation approved under rule 133B or who has acquired a Degree in Aircraft Maintenance or Degree in Engineering from a recognised University:

Provided further that the experience requirement specified at (i) and (ii) above shall be reduced by two years and three years, respectively in case of an applicant who has successfully completed training in an approved maintenance organisation as a part of the syllabi of the course he has passed from a training organisation approved under rule 133B for imparting basic aircraft maintenance training:

Explanation.— For the purpose of this proviso, the “Approved Maintenance Organisation” means an aircraft maintenance organisation approved under rule 133B.”;

Provided also that twelve years of practical aircraft maintenance experience acquired outside a civil aircraft maintenance environment in the relevant category supplemented by at least one year of recent experience in civil aircraft maintenance environment, shall be treated as equivalent to the requirements laid down in (i) and (ii) above;

(iii) for Category C with respect to large aircraft –

(A) three years of maintenance experience exercising privileges of Categories B1.1, B1.3 or B2 on large aircraft or as support staff in a base maintenance in an organisation approved under rule 133B or a combination thereof; or

(B) five years of maintenance experience exercising the privileges of Categories B1.2 or B1.4 on large aircraft or as support staff in base maintenance in an organisation approved under rule 133B, or a combination thereof;

(iv) for Category C with respect to aircraft other than large aircraft – three years of maintenance experience of exercising privileges of category B1 or B2 or support staff in an organisation approved under rule 133B, or a combination thereof;

(e) he shall demonstrate his skill to exercise the privileges of the licence for which an application has been made, in the manner specified by the Director-General.

(6) The applicant for grant of extension of Aircraft Maintenance Engineer's licence shall be required --

(a) to pass a written examination so as to demonstrate a level of knowledge in the appropriate subject modules as specified by the Director-General; and

(b) to undergo relevant training, acquire maintenance experience as specified by the Director-General, and demonstrate skill to exercise the privileges of the licence for which an application has been made, in a manner specified by the Director-General.

(7) An applicant who fails in any examination shall be permitted to appear again for such examination only after lapse of such other period as specified by the Director-General.

(8) The Central Government may grant authorisation to the holders of an Aircraft Maintenance Engineer's Licence to carry out maintenance of any new aircraft, engine or system which has been brought into the organisation and which is not within the scope of his licence, and to issue a certificate of release thereof, provided that the Director-General is satisfied that the applicant has sufficient knowledge, experience and training, and has passed such examinations as specified by the Director-General.

(9) Omitted

(10) Omitted

(11) Unless suspended, revoked or cancelled, –

(a) a licence shall remain valid for the period specified therein, subject to a maximum period of five years in each case, and may be renewed for another five years at a time on receipt of the application for renewal:

Provided that an expired licence shall be renewed only after the applicant has passed such examinations as may be specified by the Director-General;

(b) an authorisation shall remain valid for a period specified therein, subject to a maximum period of one year in each case, and may be renewed for another one year at a time on receipt of application for

renewal, provided the applicant has engaged himself in the performance of the tasks for a period of three months in the preceding one year.

(12) The holders of various categories of Aircraft Maintenance Engineer's Licenses shall have the following privileges, namely:-

(i) Category A licence holder to issue certificates for release to service after minor scheduled line maintenance and simple defect rectification within the limits of maintenance tasks specifically endorsed on the authorisation issued by a maintenance organisation approved under rule 133B for the broad category of aircraft endorsed on the licence and the certification privileges shall be restricted to the work carried out by the licence holder himself in the maintenance organization that issues the authorisation.

(ii) Category B1 licence holder to issue certificates for release to service and act as support staff following the maintenance performed on aircraft structure, power-plant, mechanical and electrical systems, work on avionics system requiring simple tests to prove their serviceability and not requiring trouble shooting, in respect of an aircraft type endorsed on the licence.

Explanation.—

(a) Category B1 shall include the appropriate sub-category of Category A;

(b) Microlight, light sport aircraft, gyroplane, glider, balloon or an airship shall be certified by an aircraft maintenance engineer holding a licence in Category A or Category B1 or Category B3 or an authorised person subject to meeting the requirements as specified by the Director-General.

(iii) Category B2 licence holder to issue —

(a) certificates of release to service after maintenance on avionic and electrical systems, avionics and electrical system within engine and mechanical systems requiring only simple tests to prove their serviceability of aircraft type endorsed on the licence;

(b) certificates of release to service after minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation issued by an approved maintenance organisation of aircraft type endorsed on the licence and this certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the rating already endorsed on the licence.

(iv) Category B3 licence holders to issue certificates of release to service after maintenance on aeroplane structure, engine and mechanical and electrical systems, work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting of 'piston-engine non-pressurised aeroplanes of 2000 kg Maximum Take-off Mass and below'

(v) Category C licence holders to issue certificates of release to service after base maintenance in respect of an aircraft of the type endorsed on the licence. The privileges apply to the aircraft in its entirety including all systems.

Explanation.—Simple test means a test described in approved maintenance data and such in nature that aircraft system serviceability is verified through aircraft controls, switches, Built-in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not requiring special training.

(13) The certification privileges shall be exercised only if the holder of licence fulfills the conditions as specified by the Director-General.”

(14) (i) The holder of a valid Aircraft Maintenance Engineer's Licence on the date of coming into force of this rule may continue to exercise the privileges of his licence and shall be issued, with or without limitation and without further examination, an Aircraft Maintenance Engineer's Licence in the

appropriate category under this rule subject to such conditions as may be specified by the Director-General:

Provided that exercise of such privileges shall not be continued beyond the date specified by DGCA.

(ii) Any person who has started a qualification process for obtaining an Aircraft Maintenance Engineer's Licence under the rules and procedures existing prior to the date of notification of this rule, may continue the process till 31 December, 2016 and may be issued an Aircraft Maintenance Engineer's Licence in the appropriate category.

(iii) Notwithstanding the amendment of this rule, the Director-General may issue the licenses as per the old format up to 31st December, 2016.

(15) Without prejudice to the provisions of sub-rule (3) of rule 19 of these rules, the Central Government may, after such inquiry as it may deem fit and after giving a reasonable opportunity of being heard, revoke, cancel, suspend or endorse any licence or authorisation granted under this rule or issue a warning or an admonition or debar a person from acquiring a licence temporarily or permanently, where it is satisfied that —

- (a) the applicant had used unfair or fraudulent means during the qualification process; or
- (b) the holder has obtained the certification privileges by adopting fraudulent means; or
- (c) the holder has failed to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out; or
- (d) the holder has performed work or granted a certificate in respect of work which has not been performed in a careful and competent manner or was responsible in any manner that compromised airworthiness of the aircraft; or
- (e) the holder has signed a certificate in respect of any matter in contravention of this rule; or
- (f) the holder has issued a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out; or
- (g) the holder has falsified the maintenance records; or
- (h) the holder has carried out maintenance or has issued a certificate of release to service while under the influence of alcohol or any other intoxicating or any psychoactive substance; or
- (i) it is undesirable for any other reason that the holder should continue to exercise his privileges granted under this rule.

(16) The Central Government may withhold the grant or renewal of a licence or authorisation if, for reasons to be recorded in writing, it considers it expedient to do so in public interest.

*[Amended by - (i) GSR No. 1202 dated 23-7-1976,
(ii) GSR No. 218 dated 13-3-1991,
(iii) GSR No. 196(E) dated 1-4-1991,
(iv) GSR No. 1001(E) dated 22.12.2010,
(v) GSR 911(E) dated 16-09-2016,
(vi) GSR No. 832(E) dated 30-06-2017;
(vii) GSR No. 1358 dated 01-11-2017; and
(viii) GSR No. 1066(E) dated 25-10-2018]*

61A. Validation of licences of foreign Aircraft Maintenance Engineers – When a licence to an Aircraft Maintenance Engineer has been granted by the duly competent authority in any Contracting State and is for the time being in force, the Central government may, subject to such conditions and limitations and for such period as it thinks fit, confer on such licence the same validity for the purpose of maintaining/certifying aircrafts registered in India as if it had been granted under these rules and a licence so validated shall be subject to provisions of rule 19, rule 19A and sub-rule(15) of rule 61.

Note:- For the purpose of this rule, foreign aircraft falling under sub-rule(3) of rule 1 shall be deemed as aircraft registered in India and Indian aircraft falling under sub-rule(4) of rule 1 shall be deemed as aircraft not registered in India.

[Amended by GSR No. 156 [Inserted vide GSR No. 399 dated 18-7-2001 and amended vide GSR No 150(E) dated 04-03-2009 and GSR No. 832(E) dated 30-06-2017]

62. Fees.— (1) No certificate of any of the kinds specified in the Table herein below, shall be issued or validated unless in respect of such certificate there be paid a fee specified in the said Table, namely: —

TABLE

(A) Issue of type certificate or restricted type certificate under rule 49 and 49A:

(i)	for an aircraft having maximum design take-off weight— (a) of 1,000 kilograms or less (b) exceeding 1,000 kilograms, for every 1000 kilograms or part thereof	Rs.40,000 Rs.20,000
(ii)	for engines— (a) Reciprocating (b) Turbine	Rs.4,00,000 Rs.20,00,000
(iii)	for helicopters having maximum design take-off weight— (a) of 1,000 kilograms or less (b) exceeding 1,000 kilograms, for every 1000 kilograms or part thereof	Rs 48,000 Rs 24,000
(iv)	for each propeller, when processed individually	Rs.4,00,000II;

(B) Validation of Type Certificate under rule 49B:

(i) The fee for validation of Type Certificate for the purposes of operation shall be twenty five percent of the fee payable under item(A).

(ii) The fee for validation of Type Certificate for the purposes of licensed production shall be fifty percent of the fee payable under item(A).

(C) Recognition of type certificate of an aeronautical product for operation in India under rule 49E:

The fee for acceptance of type certificate or similar document of an aeronautical product for the purpose of operation shall be twenty five percent of the fee payable under above item (B).

(CA) Type approval of an aircraft component, equipment, instrument and other similar part under rule 49H:

- (i) for each aircraft component, equipment, instrument and other similar part, when processed individually Rs.40,000

(CB) Acceptance of Design under rule 49-I:

The fee for acceptance of design shall be fifty percent of the fee payable under item (A).

(D) Issue or validation of certificate of airworthiness, special certificate of airworthiness, and issue or extension of airworthiness review certificate under rule 50:

(i)	Issue of Certificate of Airworthiness/ Special Certificate of Airworthiness for an aircraft having maximum permissible take-off weight—	
	(a) of 1,000 kilograms or less	Rs.20,000
	(b) exceeding 1 ,000 kilograms, for every 1,000 kilograms or part thereof	Rs.1,000
(ii)	Validation of Certificate of Airworthiness/ Special Certificate of Airworthiness	Fifty percent of the fees payable under sub-item(i).
(iii)	Issue or extension of Airworthiness Review Certificate or renewal of Special Certificate of Airworthiness	Fifty percent of the fees payable under sub-item (i)
(iv)	Issue of duplicate certificate of airworthiness or Airworthiness Review Certificate or special certificate of airworthiness	Ten percent of the fee payable under sub-item (i), as applicable.
(v)	Change in Category/ sub-Category in certificate of airworthiness or special certificate of airworthiness	Twenty five percent of the fee payable under sub-item (i), as applicable.
(vi)	Issue of Special Flight Permit	Ten percent of the fee payable under sub-item (i), as applicable.

(E) Issue, renewal or endorsement in the scope of a license, Authorisation, Approval or Certificate of Competency in respect of Aircraft Maintenance Engineers or Authorised persons or Approved persons or Certificate of Competency holders under rule 61:

(i)	(a) for normal examination	Rs.500 per paper.
	(b) for online examination	Rs 1500 per paper
(ii)	For issue or validation of license Or rating, Authorisation, Approval Or Certificate of Competency	Rs.5,000
(iii)	For renewal of license, rating, Authorisation, Approval or Certificate of Competency	Rs.2,500
(iv)	For issue of duplicate license, Rating, Authorisation, Approval or Certificate of Competency	Rs.500

(F) Issue of supplemental Type Certificate in respect of an aeronautical product—

(i)	For an aircraft having maximum design take-off weight-	
	(a) of 1,000 kilograms or less	Rs.10,000
	(b) exceeding 1,000 kilograms, for every 1,000 kilograms or part thereof	Rs. 5,000
(ii)	for engines -	
	(a) Reciprocating	Rs.100,000
	(b) Turbo prop	Rs.2,50,000
	(c) Turbo Jet	Rs.5,00,000
(iii)	For helicopters Fees specified against sub-item (i) plus twenty percent of such fee.	
(iv)	Propellers	Rs.100,000

(G) Recognition of Supplemental Type Certificate issued by an International Civil Aviation Organisation Contracting State whose airworthiness requirements are at least equal to the requirements established in accordance with the Indian law in respect of the type of aeronautical product registered in the Civil Aircraft Register of India.— The fee for recognition of Supplemental Type Certificate of an aeronautical product shall be twenty five percent of the fee payable under sub-items (i) to (iv) of item (F).

Note.— The maximum permissible take-off weight for the purposes of this rule shall be as indicated in the Flight Manual of the aircraft.

(H) An additional amount of one lakh fifty thousand rupees shall be payable if the inspection, examination or test specified in sub-rule (1) is required to be carried out at any place outside India.

(2) The fee shall be paid by crossed Indian Postal Order or Demand Draft drawn in favour of the Pay and Accounts Officer, Director General of Civil Aviation, Ministry of Civil Aviation, New Delhi-110 003.

(3) Where for any reason, the license or authorisation or certificate, is not issued renewed or validated, as the case may be, the Director-General may refund to the applicant such portion of the fees paid as represents the cost of any examination or test or inspection not carried out or any license, authorisation or a certificate not issued or renewed or validated, as the case may be.

*[Substituted by GSR No 97(E) dated 14-02-2014;
Amended by (i) GSR No. 997(E) dated 19-11-2016;
(ii) GSR No 721(E) dated 23-6-2017; and
(iii) GSR No 333(E) dated 04-04-2018]*