



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

**CIVIL AVIATION REQUIREMENT
SECTION 2 - AIRWORTHINESS
SERIES 'E' PART XI
DATED 21st November, 2017**

EFFECTIVE : FORTHWITH

F. No. 11-690/2E11-AI(2)
DGCA-25012(7)/9/2023-AW

Subject: ACCEPTANCE OF FOREIGN APPROVED MAINTENANCE ORGANISATION (FAMO)

1. Introduction

- 1.1 Airlines nowadays enter into contractual arrangements for maintenance services outside India. ICAO Standards require the State of Registry to approve maintenance organisations (AMO). Consequently, AMOs performing maintenance on an international basis face a multiplicity of requirements and are required to maintain multiple procedures manuals, quality assurance systems and personnel requirements, and undergo multiple inspections from the various States whose operators use its services. This practice is not only considered inefficient but may have a significant burden (including financial) to an AMO and also does not provide for a stable platform for standardization of maintenance practices.
- 1.2 The above practice not only places significant burden on the AMOs in terms of maintaining multiple certificates/ approvals but also places burden on the foreign State authorities whose approvals they are required to hold as the State may not have enough resources to carry out its safety oversight responsibility without a demonstrable improvement in safety. It is also recognised that the State having the direct responsibility for the approval of the AMOs is in a better position for oversight.
- 1.3 Rule 133BA of the Aircraft Rules, 1937 provides for acceptance of Foreign Approved Maintenance Organisation (FAMO) in compliance with requirements specified by the Director General.
- 1.4 This CAR lays down the requirements for the acceptance of FAMO and is issued under the provisions of Rule 133A of the Aircraft Rules, 1937.

2. Applicability

2.1 This CAR is applicable to FAMO holding FAA Part 145 repair station approval and/or EASA Part 145 approval for acceptance as foreign AMO for maintaining Indian registered aircraft or component (Engine and APU) for installation on Indian registered aircraft except as required in CAR M (M.A. 501).

2.2 For undertaking Transit/ Extended Transit Inspections for Indian Air Operators, the FAMO holding approval of local civil aviation authority shall be acceptable in accordance with the procedures detailed in AAC 5 of 2018.

3. Conditions for acceptance of maintenance performed by Foreign Approved Maintenance Organisations

3.1 The foreign approved maintenance organisation must hold a valid certificate of approval as a FAA Part 145 repair station and/or an EASA Part 145 and a valid Certificate of Acceptance issued by DGCA for performing work on maintaining Indian registered aircraft. The Certificate of Acceptance issued by DGCA shall be limited to the scope covered under approvals held by the FAMO under FAA/ EASA and the authorisation that the DGCA may grant on the relevant DGCA Supplement in addition to the FAMO's limitation and subject to the contracted/ intended to be contracted scope of work by an Indian owner or DGCA CAR M or CAR 145 organisation.

3.2 For engine or APU, the airworthiness release certificate acceptable to DGCA are:

3.2.1 EASA Form 1 issued by the EASA Part 145 maintenance organisation accepted by the DGCA. An EASA Form 1 must not be used for aircraft maintenance release.

3.2.2 FAA Form 8130-3 issued by the FAA Part 145 Repair Station accepted by the DGCA. A FAA Form 8130-3 must not be used for aircraft maintenance release.

3.2.3 CAA Form 1 issued by UK CAA

3.3 For the release/ return to service of Indian registered aircraft, the Certificate of Acceptance must be quoted in the release to service statement (DGCA Form 1).

3.4 The FAMO should have an effective working independent quality monitoring (audit) system to ensure that it remains in compliance with the standard to which its held Approval (FAA FAR Part 145; or EASA Part 145, as applicable) was issued and with the conditions specified in paragraph 3.

3.5 The FAMO must have a "DGCA MOE Supplement" to their applicable FAA Repair Station Manual; or EASA Part 145 Maintenance Organisation Exposition (MOE); as appropriate, to address the additional conditions required by this CAR. The following items shall be addressed in the MOE Supplement:

- a. List of Effective Pages
- b. Amendment Procedures
- c. Introduction

- d. Responsible person commitment
- e. Approval and limitations
- f. Location/ Site Map
- g. Access by the DGCA
- h. Work orders/ contracts
- i. Airworthiness Directives
- j. Major repair and modifications
- k. Authorised Release Certificate
- l. Certificate of Release to Service
- m. Reporting of unairworthy conditions
- n. Aircraft Technical Records
- o. Conditions to the confirmation of acceptance
- p. Safety Management System
- q. Sample Forms
- r. CAR Compliance

Note: An example of a DGCA MOE Supplement is included as Appendix I to this CAR.

- 3.6 The FAMO accepts that DGCA may access the Maintenance Organisation's facilities during its normal working hours to verify compliance.
- 3.7 The Competent Authority (i.e. FAA or EASA or Local NAA) who has issued the approval recognised by DGCA, may be requested by DGCA to make recommendations in respect of the FAMO's application, and may visit the facility before making such recommendation. In absence of a positive recommendation from the Competent Authority concerned, if requested, may result to the non-acceptance by the DGCA of the FAMO applicant.

4. Authorisation for additional line stations and type rating capability

- 4.1 Authorisation to extend the exercise of privileges outside the approved line stations of a FAMO that complies with paragraph 3 holding either FAA FAR Part 145 Certificate or EASA Part 145 approval may be granted by the DGCA provided that the FAMO is able to demonstrate to the DGCA its capability to provide maintenance to Indian registered aircraft at the particular line station in accordance with the applicable requirements under CAR 145. Documentary evidence of the following shall be submitted to DGCA through eGCA to obtain the authorization at least 30 days prior to the intended start of operation :

- a. Completed DGCA Form- FM1 indicating the proposed line station(s);
- b. Letter of Intent (LOI) from the Indian Owner/ Operator.

Note:- The LOI should be issued by a responsible post holder/ senior person in the company using company letter head with proper Reference No. The LOI should also specify the intended scope of maintenance to be carried out along with the tentative period falling due for said maintenance.

CC. to be sent to daw-int.dgca@gov.in under subject line - 'LOI- Name of the company'

- c. Proposed amendment to the DGCA MOE Supplement, for approval, indicating the particular line station with scope where the authorisation will be exercised and the type of aircraft that is intended to be provided with line

- maintenance support services;
 - d. List of qualified CRS signatories including but not limited to copy of the respective Company Authorisation, Basic License, Type training certificates and Operator's maintenance procedures training completion;
 - e. List of relevant equipment and tools required to perform the line maintenance services;
 - f. Availability of Owner/ Operator's line maintenance procedures manual;
 - g. Line station facility description including a layout of the line station office;
 - h. Operator's relevant SMI checklist, manuals and continuing airworthiness publication (i.e. AMM, SRM etc.); and
 - i. Any other requirement that the DGCA may prescribe.
- 4.2 Authorisation for additional type rating outside the approved scope of work of a FAMO that complies with paragraph 3 holding either FAA FAR Part 145 Certificate or EASA Part 145 Approval may be granted by the DGCA, provided that, it is able to demonstrate to the DGCA its compliance with the applicable requirements under CAR 145. Documentary evidences of the following shall be submitted to the DGCA through eGCA to obtain the authorisation:
- a. Completed and signed DGCA Form **FM 1**, indicating the type(s) of aircraft being applied for authorisation;
 - b. Letter of Intent (LOI) from the Indian Owner/ Operator.
- Note:-** The LOI should be issued by a responsible post holder/ senior person in the company using company letter head with proper Reference No. The LOI should also specify the intended scope of maintenance to be carried out along with the tentative period falling due for said maintenance.
CC. to be sent to daw-int.dgca@gov.in in under subject line - '*LOI- Name of the company*'
- c. Proposed amendment to the DGCA Supplement, for approval, indicating the relevant type of aircraft;
 - d. List of qualified CRS signatories including but not limited to copy of the respective Company Authorisation, Basic License and Aircraft Certificate of Type training Course completion;
 - e. List of relevant equipment, tools and materials required to perform the line maintenance services;
 - f. Availability of Owner/ Operator's line maintenance procedures manual;
 - g. Line station facility description including a layout of the line station office;
 - h. Operator's relevant SMI checklist, manuals and continuing airworthiness publication (i.e. AMM, SRM etc.); and
 - i. Any other requirement that the DGCA may prescribe.

5. Procedure for initial issue of DGCA Acceptance

- 5.1 The FAMO must show that there is a need for DGCA Acceptance by means of documentary evidence indicating that a relevant Indian customer has placed one or more work orders or intends to place such work orders on the FAMO. Documentary evidence may be in the form of a letter of intent, a work order or a contract.

Relevant customer may be one of the following:

- A Indian aircraft owner/ operator
- Any CAR M and CAR 145 approved organisation
- A FAMO accepted by the DGCA in accordance with Rule 133BA

5.2 The FAMO should complete a DGCA Form **FM 1**.

5.3 The FAMO should prepare the DGCA Supplement based upon the example as described in Appendix I of this CAR.

5.4 The completed DGCA Form **FM 1** along with following documents to be submitted through eGCA at least 30 days prior to the intended date of operation/ services :

- a) The proposed DGCA MOE Supplement;
- b) The evidence of need (as per paragraph 5.1);
- c) Requisite fees as stipulated in Rule 133C of The Aircraft Rules 1937;
- d) In the case of a FAA FAR Part 145 repair station, a copy of the Air Agency
- e) Certificate and associated Operations Specification together with controlled copy of the RSM;
- f) In the case of an EASA Part 145 maintenance organisation, copy of Certificate of Approval and associated Approval Schedule together with controlled copy of the MOE.
- g) In the case of an Local NAA Part 145 maintenance organisation, copy of Certificate of Approval and associated Approval Schedule together with controlled copy of the MOE

should be submitted through eGCA to -

O/o Director General of Civil Aviation, Opposite
Safdarjung Airport,
New Delhi,
India - 110 003
(Attn. Director of Airworthiness)

E-mail:- daw-int.dgca@gov.in

5.5 On receipt of the requirements of paragraph 5,4 and when satisfied with both the DGCA Supplement and the evidence of need, subject to payment of fee, the DGCA will issue a Certificate of Acceptance under Rule 133BA, the validity of which the DGCA will determine, but not exceeding two years from the date of issue.

5.6 The continuation of the validity of the Certificate of Acceptance is subject to completion of an audit by the DGCA which will be undertaken anytime within the validity period of the certificate. The audit will be carried out to validate compliance of the holder with the requirements of CAR. The holder will bear the cost of the requisite audit. Completion of such audit may result in continuation, suspension or renewal of the certificate of acceptance, depending upon the recommendation of the DGCA auditor(s).

6. Procedure for renewal of DGCA Acceptance

6.1 The FAMO should show that there is a need for DGCA acceptance by either complying with para 5.1 or submitting the evidence of having carried out

maintenance for a para 5.1 relevant customer.

- 6.2 The FAMO should submit DGCA Form FM 1 through eGCA
- 6.3 The FAMO should check that the DGCA MOE Supplement conforms to the requirements of this CAR. Any changes that may require amendment of the Supplement shall be approved by the DGCA.
- 6.4 The completed DGCA Form FM 1 along with the following shall be sent through eGCA to the DGCA, at least 30 days prior to the expiration date of the currently held DGCA Certificate of Acceptance. This will ensure continuity of the acceptance unless significant changes have taken place since the last issue or renewal of the DGCA Certificate of Acceptance.
- (i) the evidence of continuity of need by Indian operators,
 - (ii) brief details of work performed under acceptance, during last two years
 - (iii) internal audit report
 - (iv) audit report of the FAA/ EASA/ local NAA
 - (v) audit report of the Indian operator (if any)
 - (vi) updated list of Post Holders/ Responsible persons along with email address.
 - (vii) any amendment to the DGCA MOE Supplement, if required.
 - (viii) Applicable renewal and deputation fees as per Rule 133C of The Aircraft Rule 1937.
 - (ix) a copy of a valid Air Agency Certificate and associated Operations Specifications or Certificate of Approval and associated Approval Schedule held.
- 6.5 On the receipt of the requirements of paragraph 6.4 and payment of fees, the Certificate of Acceptance will normally be renewed valid for two years, unless limited to a specific period by the DGCA.
- 6.6 Any application filed to renew the Certificate of Acceptance after its expiration date shall be treated as initial application, hence, the forfeiture of any previous payment made related to the expired certificate.
- 6.7 The FAMO holder of a renewed Certificate of Acceptance will be audited at least once by the DGCA during the validity period of the renewed certificate. Non-completion of the required audit by the DGCA would result to non-renewal or suspension of the acceptance.
- 7. Procedure for Name change, Address change, Post Holders change etc. of the DGCA Acceptance**
- 7.1 Proceed as per paragraph 5 initial acceptance except where stated otherwise in paragraphs 7.2, 7.3 and 7.4.
- 7.2 Amendment (if any) to the DGCA MOE Supplement must be submitted to the DGCA.

The fee for extension of scope of acceptance shall be as per Rule 133C of Aircraft Rule 1937.

On the basis of issued 'Acceptance Schedule', till the mandatory inspection by the DGCA inspector is carried out, no additional deputation fee to be submitted for the said location(s). However if any variation/ extension sought after the said inspection, deputation fee also to be submitted along with the requisite fees as per Rule 133C of Aircraft Rule 1937.

- 7.3 Amendments issued to Certificate of Acceptance will not change the expiry date of the current certificate except in the case where a concurrent renewal application has been made together with the renewal fee.
- 7.4 Any change in the Post holders must be intimated.
- 7.5 Any changes in reference to MOE/RSM (*base document of DGCA MOE supplement*) along with the supporting reference documents to be submitted, if it is affecting DGCA MOE supplement
- 8. DGCA Contact Address**
- 8.1 Any correspondence required to be sent to the DGCA should be addressed to:
O/o Director General of Civil Aviation,
Opposite Safdarjung Airport,
New Delhi, India - 110 003
(Attn. Director of Airworthiness)
E-mail:- daw-intl.dgca@gov.in
- 9. Revocation of Certificate of Acceptance and Appeal Procedure**
- 9.1 If the DGCA determines that there is a safety failure or significant failure to comply with the conditions to the certificate, the DGCA may ~~revoke~~ revoke the Certificate of Acceptance either in complete or partially.
- 9.2 In case of revocation of the FAMO Certificate/ Approval by the FAA/ EASA (as appropriate), the DGCA Certificate of Acceptance shall stand automatically invalid.
- 9.3 FAMO may appeal to the DGCA, within 30 days from the receipt of the letter of revocation, subject to submission of evidence in support of the appeal. The Certificate of Acceptance shall remain in temporary suspension pending the outcome of any appeal and should a special DGCA audit of such a FAMO be necessary, the cost of the audit shall be borne by the FAMO.
- 9.4 There shall be no right of appeal to DGCA when the relevant Competent Authority revokes or limits any approval/ certificate it issued to the FAMO holding DGCA Certificate of Acceptance.

(Vikram Dev Dutt)
Director General of Civil Aviation

Example of a DGCA Supplement

DGCA Supplement

COVER PAGE

Foreign Aircraft Maintenance Organisation Name and Facility Address

Organisation's *EASA/FAA Approval No.: _

DGCA Certificate of Acceptance No.: _____

This Supplement does not form part of the *EASA/FAA approved *Maintenance Organisation Exposition (MOE); Repair Station Manual (RSM).

This Supplement together with the established *MOE/RSM form the basis of the acceptance by Director General of Civil Aviation, India (DGCA, India) of (*state the FAMO name*) as approved maintenance source for India controlled aircraft/aircraft component (Engine/ APU).

Maintenance carried out in accordance with the above established *MOE/RSM and this Supplement is accepted as being in compliance with Rule 133BA of the Aircraft Rules, 1937.

Notes:

1. This example DGCA Supplement gives guidance on the subjects which need to be addressed and translated into working procedures to ensure compliance with CAR Section 2 Series E Part XI as amended. The Supplement must be customized to satisfy FAMO procedures.

2. (*) delete as appropriate

TABLE OF CONTENTS

Section	Title
1.	List of effective pages
2.	Amendment procedures
3.	Introduction
4.	Accountable Manager/ Responsible person commitment
	4.1. List of responsible post holders/ senior persons
	4.2. Organization Chart highlighting persons mentioned in para 4.1.
5.	Acceptance and limitations
6.	Location/ Site Map
7.	Access by the DGCA
8.	Work orders/contracts
9.	Airworthiness Directives
10.	Major repairs and modifications
11.	Authorised Release Certificate
12.	Certificate of Release to Service
13.	Reporting of unairworthy conditions
14.	Aircraft Technical Records
15.	Confirmation to the conditions of acceptance
16.	Safety Management System
17.	Sample Forms
18.	Para wise CAR Compliance

1. List of effective pages

Self explanatory and must be signed by the Quality Manager. In addition to this, space for approval of DGCA India shall be provided.

2. Amendment procedures

This Section should identify who is responsible for amendment action within the accepted FAMO and that amendments to the Supplement must be submitted to DGCA for approval.

It should be indicated under this Section that failure to ensure that the FAMO *MOE/RSM and this DGCA Supplement are kept up to date in respect of regulatory changes, the DGCA acceptance may be invalidated.

Any changes in the post holders of the organization must to be intimated to the DGCA India at the earliest on the address given in para 8 of this CAR along with their e-mail ids for communication purpose.

3. Introduction

This Section should address why this Supplement is established. Rule 133B of the Aircraft Rules, 1937 requires that the performance and the certification of maintenance of India controlled aircraft/aircraft components shall be carried out by an Aircraft Maintenance Organisation approved by DGCA. Further, Rule 133BA requested that maintenance can be carried out by a foreign aircraft maintenance organization accepted by DGCA. The DGCA prescribes additional requirements in CAR Section 2 Series E Part XI, as amended, for foreign aircraft

maintenance organization who seek acceptance as approved maintenance source based on recognized equivalent standards.

4. **Accountable Manager/ Responsible person commitment**

This Section should indicate the commitment by the responsible person that the foreign aircraft maintenance organization will comply with the standard and procedures established in the relevant *MOE/RSM and the descriptions provided in the DGCA Supplement when performing maintenance on India controlled aircraft/aircraft components. The responsible person is normally the organisation's Accountable Manager, however, that person may hold another responsible position within the organization, as long as he/she has full financial authority. An appropriate statement may be as follows:

"This Supplement defines the organization and established measures to meet the conditions prescribed under Rule 133BA of the Aircraft Rules, 1937 and to comply with the requirements of CAR Section 2 Series E Part XI, as amended, for the purpose of the continuous validity of the Certificate of Acceptance held by the organization.

This Supplement together with the *EASA IR Part-145/FAA FAR Part 145* Approval No. _____ held by the organization forms the basis of the acceptance by the DGCA of the organization as approved maintenance source for India controlled aircraft/aircraft components.

The measures contained in this Supplement and ensuring procedures are approved by the undersigned and shall be adhered to when maintenance is performed on India controlled aircraft/aircraft components.

It is recognized that ensuring procedures that are established for the performance and accomplishment of the measures contained in this Supplement do not override the necessity to comply with any additional requirements that the DGCA may prescribe from time to time.

It is understood that the DGCA will accept this organization as an approved source of maintenance for India controlled aircraft/aircraft components as long as the DGCA is satisfied that the measures established in this Supplement and ensuring procedures are followed and recognized work standards are maintained. It is also understood that the DGCA reserves the right to cancel the acceptance for any breach to the conditions of the certificate and non-compliance with the measures established in this Supplement."

The statement must be signed by the responsible person on behalf of the foreign aircraft maintenance organization.

When the responsible person is replaced, the new responsible person must sign the statement to maintain the validity of the approval granted to the DGCA Supplement.

4.1 The List should include the names and email address of -

- (a) the responsible post holders/ senior persons with responsible post along with the company designation (if different).

(b) the person [*if any other than 4.1*] responsible for regulatory compliance/ liaisoning with DGCA.

4.2 The chart should clearly indicate the persons mentioned in 4.1.

5. DGCA Acceptance and Limitations

This Section should address the basis upon which the organization is accepted by the DGCA as approved maintenance source for India controlled aircraft/aircraft components. It has to be recognized that the DGCA acceptance is based upon full compliance with the standards of *EASA IR Part-145/ FAA FAR Part 145, the established measures in DGCA Supplement, and relevant ensuring procedures. The DGCA acceptance is limited to the scope of work approved to the organization under its held *EASA IR Part-145/FAA FAR Part 145 Approval, the maintenance contract or agreement made with Indian Owner/Operator or CAR Part M or Part-145 organisation, and the authorization that the DGCA may grant under the section.

The DGCA acceptance is valid only within the geographical locations of operation where the holder is approved under its held *EASA IR Part-145/FAA FAR Part 145 Approval, unless otherwise so authorized by the DGCA.

6. Location/ Site Map

This section shall include drawings of the location/ site map of the respective line stations/ workshops as approved in their EASA/ FAA/ State CAA approved MOE.

7. Access by the DGCA

This Section should address the fact that DGCA **staff** inspector must be allowed access to the organisation's facilities including related ground handling facilities in case of Line Stations for the purpose of assuring compliance with the established measures in the DGCA MOE Supplement and relevant ensuring procedures and for the purpose of investigation of specific cases. It should also provide confirmatory statement that would allow *EASA/ FAA access in the premises of the organization to conduct investigation associated with the DGCA acceptance, for and on behalf of the DGCA, whenever required.

8. Work Orders/Contracts

This Section should address the subject of work orders/ contracts. The organization must ensure that the maintenance contract is understood by both parties. This Section should state that the India Owner/Operator of CAR Part M or Part-145 organisation must ensure that the work orders/contracts are detailed and clear, and the organization must ensure that it receives work orders and it clearly understands the contracted maintenance work to be performed. Undertaken or accomplished including but not limited to inspections, repairs, modifications, overhauls, applicable airworthiness directives and parts to be replaced.

9. Airworthiness Directives

This Section should address the requirement to comply with applicable mandatory Airworthiness Directives (ADS). This Section should indicate that the Indian Customer must provide a copy of all Ads which are contracted to be

10. Major Repairs and Major Modifications

This Section should indicate that any and all major repair and major modification which is required to be installed on India controlled aircraft/aircraft components shall be compliant with the applicable requirements of CAR Part 21/ AAC 2/2017. It has to be recognized that in accordance with the relevant provisions under CAR 21/ AAC 2 /2017, as amended, any major repair or modification approved by the Competent Authority of the State of Design is deemed approved by the DGCA, hence, it is not required to obtain approval from the DGCA to install an approved major repair or major modification on India controlled aircraft/aircraft component.

11. Acceptable Airworthiness Release Certificate

This Section should address the requirement for any aircraft component intended to be installed or for installation on India controlled aircraft to be accompanied by an appropriate Airworthiness Release Certificate acceptable to DGCA in accordance with the applicable requirements under Subpart K to CAR 21, as amended.

12. Certificate of Release to Service- Aircraft

This Section should address the requirement for the issuance of the relevant Certificate of Release to Service (CRS) after maintenance is accomplished on India controlled aircraft in accordance with the conditions to the DGCA Certificate of Acceptance. In this case, the CRS issuance by the organization is recognized by the DGCA as compliant with the requirements of CAR 145, in particular point 145. A.50. The release to service statement in the CRS, the reference number of the DGCA Certificate of Acceptance shall be quoted in it. This Section should indicate likewise the requirement to inform the Indian customer of any maintenance that cannot be performed in accordance with the work order or contract, the details of which must be entered in the relevant logs.

13. Reporting of Unairworthy Conditions

This Section should address the reporting of unairworthy conditions. When any civil aeronautical product under the regulatory oversight of DGCA is found to be unairworthy, it must be reported to DGCA within 72 hours after the discovery of the unsafe condition. The Indian customer should also be informed of such condition by the fastest means available.

14. Aircraft Technical Records

This Section should address the requirement for the organization to provide the Indian customer with a certificate of release/return to service document and records for the maintenance it performed in accordance with the work order/contract. Copy of the records in detail shall be kept by the organization for a period of three years from the date performed.

Completion of all certifications and records for the maintenance it performed shall be in the English language.

15. Confirmation to the conditions of acceptance

This Section should address the requirement for the organization to confirm that

it shall comply with the measures that the DGCA will undertake for the issue or continuation of the Certificate of Acceptance. This includes a statement that it will make payment of the fees that the DGCA may require and would bear the cost of any audits or monitoring activities that the DGCA may undertake to validate compliance with the conditions to the certificate and/or verify the suitability of the measures established in the DGCA Supplement.

16. Safety Management System

This section should address the requirement for the organization to confirm that it shall comply with the provisions of ICAO Annex 19 for safety management system.

17. Forms

This section should address the requirement for the organization to provide information about the Forms that are applicable to fulfil DGCA requirements. Example of acceptable forms shall be given and instructions for completion of the same shall be clearly defined.

18. Para wise CAR Compliance

This section shall include para wise CAR-145 compliance w.r.to the applicable referred MOE paras .

---XXX--

DGCA Form **FM 1**

 GOVERNMENT OF INDIA OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION TECHNICAL CENTRE, OPP SAFDURJUNG AIRPORT, New Delhi		
FOREIGN AIRCRAFT MAINTENANCE ORGANISATION (FAMO) APPLICATION Initial/ continuation/ amendment of Certificate of Acceptance in accordance with Aircraft Rules, 1937 and CAR Section 2 Series E Part XI Rule 133BA of the		
1. FAMO Name:	2. Approval/ Certificate No.:	
	3. Issuing NAA:	
4. Address of the facility:		
5. Mailing address (if difference from 4 above)		
6. Tel.	Fax. No.	Email:
7. Select type of application a. Initial ☐ b. Continuation ☐ c. Amendment ☐		
7a. Initial application (Please give a brief summary of the organisation history, work capability and number of staff employed associated with the approval)		
7b. Continuation DGCA Certificate of Acceptance No.:		
7c. Amendment (Please provide the reason for amendment) DGCA Certificate of Acceptance No.:		

8. Position and name of the Accountable Manager:

I wish to apply on behalf of this organisation for acceptance by the Directorate General of Civil Aviation as an approved maintenance source in accordance with Rule 133BA of the Indian Aircraft Rules, 1937.

I understand that when certifying work for a Indian customer, the repair station is required to work in accordance with EASA Part 145/ FAA FAR 43/State CAA Regulation* except where varied by the DGCA special conditions that may be specified in the DGCA Supplement and accept that failure to comply could result in DGCA enforcement actions against this organisation.

9. Signature of the Accountable Manager:

Place:

Date:

Note 1: Item 8 is applicable only in case of an initial application

Note 2: (*) delete as applicable

Note 3: Address to which the application form should be sent

O/o Director General of Civil Aviation,
Opposite Safdarjung Airport,
New Delhi,
India - 110 003
(Attn. Director of Airworthiness)
e-mail : daw-intl.dgca@gov.in

Tel: +91 11 24611357
Fax: +91 11 24652760

Note 4: Fees shall be paid in accordance with Rule 133C of the Indian Aircraft Rules, 1937

Note : This form is incorporated in the eGCA process flow.