

CAR Section-2 Series F Part VII is proposed to be amended. The propose amendments are shown in subsequent affected paragraphs.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) Deleted text is marked with strikethrough;

(b) New or amended text is highlighted in grey;

(c) An ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment

1. Introduction

- 1.1 Subrule 3 of Rule 55 of Aircraft Rules 1937 states that 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. Further, subrule 4 of the said rule states that "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". rule empowers the Director General of Civil Aviation to permit/ authorize such aircraft to be flown subject to such requirements as may be specified, having regard to the safety of the aircraft and persons there on.
- 1.2 Rule 55A of Aircraft Rules 1937 states that 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. 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.
- 1.3 This part of the CAR lays down the conditions for the issuance of a special flight permit in respect of an aircraft under which an aircraft with a suspended or deemed to be suspended or in valid C of A, may be permitted to undertake flight.
- 1.4 This CAR is issued under the provisions of Rule 133A of Aircraft Rules 1937.

2. Definitions (as per Rule 3 of the Aircraft Rules, 1937)

Special Flight permit

~~Special Flight Permit is a permission granted by the Director General of Civil Aviation to fly an aircraft that may not meet current applicable airworthiness requirements but is capable of undertaking safe flights.~~

51C) "Special Flight Permit" means a document issued by the Director-General to an aircraft which does not meet the conditions of airworthiness as defined in clause (1GA) but is in a condition for safe operation subject to limitations as may be specified therein;

(1GA) "Airworthy" means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition of safe operation in accordance with norms specified by the Director-General."

3. Purpose ~~Conditions~~ for the issuance of a special flight permit

- 3.1 Defects and damages may be encountered during operation of an aircraft for.....

~~Note: Special Flight Permit is not required in case of test flight of an aircraft for the purpose of renewal of C of A where the C of A has expired provided a certificate for fitness of flight has been issued by qualified AMEs after appropriate maintenance checks and tests. Such test flight may be carried out in accordance with CAR Section 2 Series T Part II.~~

- 3.1 A special flight permit may be issued by Regional/Sub-Regional Airworthiness Office to an aircraft when Certificate of Airworthiness has been suspended or deemed to be suspended or has become invalid .Such aircraft may not currently meet applicable airworthiness requirements but is capable of performing safe flight for the following purposes:

vi) Test flying after maintenance / modification/ repair if required, in accordance with CAR Section 2 Series F Part III Para 8.

vii) Delivering of an aircraft from manufacturing facilities as specified in CAR Section2 Series F Part III.

4. Procedure

- 4.1 The owner/ operator seeking a special flight permit shall submit an application as per Appendix I, ~~together with a report covering assessment of defect and extent of damage sustained, if any to the local Regional Airworthiness /Sub Regional Office under whose jurisdiction the aircraft has sustained damage. The operator shall also forward a copy of damage report for information to the Regional/ Sub-Regional office where the aircraft is based. The operator should substantiate how the aircraft can be flown safely and the steps taken for safe flight. The application shall be concurred and signed by the engineering and operations departments of the operator signifying that the proposed operation is safe from engineering and operational aspects. In case the aircraft sustains damage/defect outside the country, application for special flight permit shall be submitted to the office where the aircraft is based.~~

4.1.1 For a damaged aircraft:

- a) the application shall be submitted to the local Regional Airworthiness /Sub Regional Office under whose jurisdiction the aircraft has sustained damage and will be accompanied with a report covering assessment of defect and extent of damage sustained. A copy of the report shall also be forwarded to the Regional/ Sub-Regional office where the aircraft is based.

b) In case the aircraft sustains damage/defect outside the country, application for special flight permit shall be submitted to the office where the aircraft is based.

4.3. It is the responsibility of the operator / owner to ensure that the aircraft is capable of performing safe flight for the intended purpose. However, Regional/ Sub regional Airworthiness Office may require the applicant to make the aircraft available for inspection especially when the aircraft is damaged or the airworthiness/safety of aircraft is in doubt or C of A of the aircraft is expired.

Note: In case of an aircraft possessing non-expiring C of A, the C of A will be deemed to have suspended once the ARC is not renewed.