



GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
OPP. SAFDARJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENT
SECTION 3 – AIR TRANSPORT
SERIES ‘C’ PART X
ISSUE II, XX DEC 2025**

EFFECTIVE : FORTHWITH

Subject: **MINIMUM REQUIREMENTS FOR UNDERTAKING AIRCRAFT
OPERATIONS WITH AIRCRAFT OWNED BY STATE
GOVERNMENTS, AGENCIES AND PUBLIC SECTOR
UNDERTAKINGS OF CENTRAL/ STATE GOVERNMENTS.**

1. INTRODUCTION

The aircraft owned by State Governments and Public Sector Undertakings and other agencies of the Central/ State Governments are being increasingly used for carriage of Governors, Chief Ministers, State / Central Ministers, and other important high dignitaries. In order to ensure better safety oversight control on the operation of such aircraft, it has been decided that the concerned State Government/ PSU shall obtain permission from DGCA for operating such aircraft.

This Civil Aviation Requirement contains the procedural requirements for issue of permission to undertake aircraft operations by State Governments or Public Sector Undertakings/Agencies of the Central/ State Governments. This CAR is issued under provisions of Rule 133A of the Aircraft Rules, 1937. These requirements are complementary to the requirements of ICAO Annex 6 Part II, as applicable to General Aviation.

2. ELIGIBILITY REQUIREMENTS

2.1 Permission for undertaking aircraft operations under this CAR can be granted only to:

- a) A State Government; or
- b) A body corporate/agency owned or controlled by the Central or a State Government.

- 2.2 Before the permission for undertaking aircraft operations is issued, an applicant shall
- (a) be in possession of an aircraft either by outright purchase or through lease. The aircraft shall be registered in India and shall hold a Certificate of Airworthiness in Normal Passenger category with valid Airworthiness Review Certificate(ARC). Aircraft certified in Private category shall not qualify for this purpose;
 - (b) either have its own DGCA-approved Continuing Airworthiness Management Organisation (CAMO) or have a valid contract with a DGCA-approved CAMO in accordance with CAR-M / CAR-CAMO, for the purpose of monitoring and managing the continuing airworthiness tasks for the specific type of aircraft;
 - (c) either have its own maintenance organisation under CAR-145 or have suitable arrangements with any other organisation, duly approved by DGCA, for maintenance of the type of aircraft;
 - (d) have a proper aviation organisation with adequate management personnel;
 - (e) have adequate number of appropriately licensed flight crew either in their own employment or on deputation basis from Indian Air Force/ Indian Army or on contractual basis from State Government or NSOP holders operating the same type of aircraft, and having the requisite flying experience as per para 6.11, 6.12 and 6.13 of this CAR; and
 - (f) have adequate ground handling facilities to support the operations.

3. PROCEDURAL REQUIREMENTS

The procedural requirements for grant of Operating Permit under this CAR is given in Air Transport Circular XX/2025 (to be issued).

4. AIRCRAFT AND AIRWORTHINESS REQUIREMENTS

- 4.1 The applicant shall ensure that aircraft : -
- i. has a type certificate issued/validated/accepted by DGCA;
 - ii. is maintained in an approved maintenance organisation and certified by licensed personnel;
 - iii. continued airworthiness is managed by an approved Continuing Airworthiness Management Organisation(CAMO);
 - iv. remains airworthy during its operation and complies with applicable Aircraft Rules, 1937 and Civil Aviation Requirements;
 - v. is fitted with appropriate instruments and equipment suitable for the type of operations in which it is engaged
- 4.2 Multi-engine fixed wing aircraft and single turbine or multi – turbine engine helicopters (passenger version) with good operational capability under IFR, reliability and easy maintainability shall be used.

- 4.3 The import/acquisition of aircraft shall be governed by Air Transport Circular 02/2017 as amended from time to time.
- 4.4 The aircraft shall fulfil the age related requirement for import as specified in CAR Section 2 Series F Part XX.
- 4.5 The applicant shall comply with applicable requirements prescribed in CAR-M, CAR-CAMO, CAR-ML, CAR- CAO as applicable, or such other instructions issued by DGCA from time to time, for maintaining continuing airworthiness of aircraft. The continuing airworthiness can also be outsourced to a duly approved continuing airworthiness organisation as per provisions of CAR M/CAR-CAMO.

5. ORGANISATIONAL REQUIREMENTS

- 5.1 The applicant shall have an aviation organisation to the satisfaction of DGCA, which shall be adequately staffed with qualified and trained personnel to conduct operations safely and regularly as per applicable regulatory requirements.
- 5.2 The applicant shall designate a suitable person as Accountable Manager, who has the financial and administrative authority for ensuring that all the operations of the operator can be financed and carried out in compliance with the standards required under this CAR and other such applicable regulations. The organisation may also designate an alternate Accountable Manager to handle the day to day responsibilities of the Accountable manager, however, the overall responsibility shall remain with the Accountable Manager.
- 5.3 The organisation shall have divisions depending on its scope of activity namely Engineering, Operations, Quality and Safety, etc. Such divisions will have competent persons to ensure compliance with applicable regulations.
- 5.4 The organisation shall have an operations office with adequate management and operations personnel. Among the operations personnel, there shall be Operations Officer/ Flight Despatcher responsible for functions stated in para 12 of CAR Section 7 Series M Part II. The Operations Officers/Flight Despatchers will be appropriately for discharge of their duties as per training programme approved from DGCA in the operations manual.
- 5.5 The organisation shall have persons responsible for monitoring FDTL, and provide information to the flight crew on operational matters such as obtaining clearances, maintenance of technical and operational records, coordinating with local and other concerned ATCs and when required, initiating search and rescue. The responsibilities of various personnel in the operational organisation will be enumerated in the organisation's operations manual which will be approved by DGCA.
- 5.6 The organisation shall nominate a person responsible for operational control of each flight. Such person shall preferably maintain the contact by any suitable means with the flight crew and should be able to monitor crew actions. He shall make an operational flight plan for each flight and obtain the latest enroute and

destination weather information for the flight crew.

- 5.7 The organisation shall, at its own expenditure provide for training of DGCA officers along with the organisation's engineers, whenever a new type of aircraft is inducted.
- 5.8 The organisation shall have in their safety division adequately qualified persons to analyse incidents, defects, carry out internal safety audits and monitor flight operations quality assurance by downloading flight data recorder information. The Chief of Flight Safety division shall be approved in accordance with CAR Section 5, Series F, Part I.
- 5.9 The organisation shall have facilities for conducting breath-analyzer examination of its aviation personnel as specified in CAR Section 5 Series F Part III
- 5.10 The operator shall formulate and implement a safety management system acceptable to DGCA, as per provisions contained CAR Section 1 Series C Part I, if operating a large (all-up weight exceeding 5700 kilograms) or turbojet aeroplane.

6. OPERATIONAL REQUIREMENTS

- 6.1 The permission holder shall adhere to the provisions of the operations manual to be prepared in accordance with CAR Section 8, Series O, Part VII.
- 6.2 The permission holder shall ensure that operations are conducted only to/ from airports suitable for the type of aircraft. In case of landing at temporary Helicopter Landing Areas, the minimum Safety Requirements as laid down in CAR, Section 4, Series B, Part II, shall be strictly followed. For operations to defence airfields, requirements stipulated in CAR Section 3, Series 'D' Part I shall be complied with.
- 6.3 The permission holder shall ensure that all the security requirements stipulated by Bureau of Civil Aviation Security are strictly followed.
- 6.4 The permission holder shall ensure that the requisite documents as per the Aircraft Rules 1937 and CAR, Section 2, Series X, Part VII are carried on board each aircraft. The operator shall operate flights in conformity with the provisions of the Operations Manual duly approved by DGCA.
- 6.5 Flight and duty time of the crew shall be within the limits as stipulated by DGCA.
- 6.6 The Pilot-in-Command of the aircraft or an authorized/ approved person shall obtain meteorological and ATC briefings before undertaking the flight. In case meteorological observations and weather forecasts are not available at the point of departure, the pilot shall obtain the same from nearest meteorological office on phone or through police wireless network or by any other available means. No operations shall be conducted when the weather conditions are not

conducive to safe operations of the flight.

- 6.7 For carriage of Dangerous Goods by air, the provisions of the Aircraft (Carriage of Dangerous Goods) Rules, 2003 shall be complied with.
- 6.8 For operations under instrument meteorological conditions, the aircraft shall be fitted with suitable equipment required for instrument flying and the pilot shall hold appropriate and valid instrument rating.
- 6.9 In case of flights over water, the pilot shall ensure that appropriate lifesaving equipment, as specified in CAR Section 8, Series O Part III is available for each person on board, and each person is briefed for the proper use of the equipment in case of emergency.
- 6.10 When cabin crew are not carried, the pilot shall brief the persons sitting next to emergency exits on proper use of such exits prior to commencement of flight.
- 6.11 When operating VIP flights with fixed wing aircraft, the pilot-in-command shall possess CPL or ATPL with at least 3000 hours (out of which at least 1000 hrs on multi/twin engine aircraft) including 2000 hours as PIC (Out of which at least 500 hrs as PIC on multi/twin engine aircraft), 50 hours as PIC on type of aircraft to be flown and 50 hours of night flying experience. In addition, the pilot should have a minimum of 30 hours as PIC experience in the last 6 months including five hours on type in the last thirty days of the intended flight. In case 30 hrs. recency during the last 6 months is not met with, then in last 30 days, a satisfactory skill test (as required for license renewal) shall be carried out followed by 5 hrs. of PIC experience. The training and checks related requirements for pilots flying for State Government/ PSUs shall be complied as stipulated in CAR Section 8 Series F Parts I/ III/ VII/ VIII, as applicable.
- 6.12 When operating VIP flights with helicopters, the pilot-in-command shall possess a CPL (H) or ATPL (H) with at least 2000 hrs. including 500 hours of PIC experience, 50 hours as PIC on type of aircraft, and at least 10 hours of night flying experience. In addition, the pilot should have a minimum of 30 hours as PIC experience in the last 6 months including five hours on type in the last thirty days of the intended flight. In case 30 hrs. recency during the last 6 months is not met with, then in last 30 days, a satisfactory skill test (as required for license renewal) shall be carried out followed by 5 hrs of PIC experience. The training and checks related requirements for pilots flying for State Government/ PSUs shall be complied as stipulated in CAR Section 8 Series H Part II.
- 6.13 VIP flights shall always be operated with a multiple crew composition and the PIC shall meet the requirements of 6.11 or 6.12, as the case may be.

Note 1: When a new type of aircraft is introduced in the fleet of State Government/ undertaking, the experience of PIC on type may be reduced with prior permission of DGCA, if the pilot has adequate flying experience of similar type of aircraft.

Note 2 : For the purpose of this CAR, a VIP flight means a flight having among its passengers any one or more of the following:

- (a) Speaker Lok Sabha
- (b) Dy. Chairperson Rajya Sabha
- (c) Central Ministers of Cabinet Rank
- (d) C J I Supreme Court
- (e) Governors of State
- (f) Chief Minister of State.
- (g) State Ministers of Cabinet rank
- (h) SPG protectees - Z+ category only

7. ISSUE OF OPERATING PERMIT TO UNDERTAKE AIRCRAFT OPERATIONS

- 7.1 The application for grant of operating permit under this CAR shall be submitted as per proforma contained in Air Transport Circular XX/2025 (to be issued) along with a fee of Rupees One Lakh only (Rs. 100,000/-) to be paid in a manner as specified by DGCA.
- 7.2 The operating permit for undertaking aircraft operations under this CAR shall be granted upon successful completion of the certification process as per procedure contained in Air Transport Circular XX/2025 (to be issued).
- 7.3 The operating permit shall specify the aircraft / helicopters for undertaking the operations and shall be issued along with the Operations Specifications stipulating any conditions, as may be considered necessary.
- 7.4 The Operating permit shall be issued with a validity of up to two years.

8. CHANGES IN OPERATING PERMIT

For changes in operating permit like induction of new aircraft, amendment of operations specifications, deletion of aircraft, the procedure given in Air Transport Circular XX/2025 shall be followed.

9. RENEWAL OF OPERATING PERMIT

- 9.1 The operating permit issued to undertake aircraft operations shall be renewable by DGCA every two years after the initial issue on payment of Rs.50,000/- payable to PAO, DGCA, MCA, New Delhi in a manner as prescribed by DGCA.
- 9.2 The permission holder shall submit its request for renewal along with its internal safety audit report within 60 days prior to expiry of the permission as per procedure given in Air transport Circular XX/2025. DGCA may also carry out an

audit of the operator's facilities, if considered necessary.

- 9.3 The permission holder shall demonstrate continued capability to conduct the operations authorized under the operating permission.

10. GENERAL REQUIREMENTS

- 10.1 A copy of the operating permit issued shall be displayed in the office of the Accountable Manager
- 10.2 Any change in the Accountable Manager or alternate at any time shall be intimated to the DGCA along with the details of new Accountable Manager or an alternate.
- 10.3 The operating permit issued to undertake aircraft operations shall not be transferable.
- 10.4 Landing and parking charges, if any, 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 the Airports Authority. The Route Navigation Facilities Charges (RNFC) shall be payable to the organisation which provides these facilities.
- 10.5 The permit holder shall notify to DGCA any accidents, incidents, major defects or other significant occurrences as given in Car Section 5 Series C Part I. Such information shall be provided to DGCA (Attention: Director Air safety) by the quickest means but not later than 24 hours.
- 10.6 The safety division shall follow proactive accident prevention procedures.
- 10.7 The permit holder shall file monthly return to DGCA on the number of hours flown by each aircraft of the fleet, defects encountered and reasons for prolonged grounding of the aircraft, if any. Such return will be sent to local airworthiness office with a copy to DGCA Hqrs (Attn: Director of Air Transport)
- 10.8 The applicable requirements contained in CAR Section 8 – Flight Operations, Series 'A' Part II as applicable to Non Scheduled Operators shall be complied with by the permit holder.
- 10.9 The operating permit may be surrendered, if the operator does not want to continue with aircraft operations due any reason.
- 10.10 The permit holder shall ensure that the aircraft which have been deregistered are removed from the operating permit
- 10.11 DGCA may stipulate any other condition to ensure safety of operations or grant exemptions from any requirements, if considered necessary.

- 10.12 Degradation of the capability below the required level or breach of any of the requirements of this CAR or of any provisions of Aircraft Act, 1934, Aircraft Rules 1937, Civil Aviation Requirements, orders/ directions/ requirements issued under the said act or rules and as amended from time to time, shall render the permission liable to alteration, suspension or cancellation and shall also attract penalties under the enforcement provisions of DGCA for such violations.

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