Subject: Import/Export of Aircraft Spares, Items of Equipment etc. for use on aircraft.

1. Introduction:

1.1 Aircraft Act 1934 Para 5, interalia, empowers the Central Government to make rules regulating the export/import of an aircraft for securing the safety of operation. Chapter-88 of ITC (HS), 2012 SCHEDULE 1 i IMPORT POLICY of DGFT specifies guidelines for import of aircraft and spares. Procedures to be followed for import of Aircraft is described in CAR Section 3 Series C Part XI. Airworthiness requirements for aircraft parts intended to be used on civil aircraft are specified in CAR M and CAR 145.

1.2 This circular specifies the manner in which aircraft spares, items of equipment may be imported and also exported and re-imported into India by the owner/ operator of aircraft.

2. Import of Aircraft Spares:

2.1 The policy for import of aircraft spares is laid down in the Export and Import Policy and the Hand Book of Procedures issued by DGFT, Ministry of Commerce and Industry. The issue related to import of spares by various types of organisation are also detailed in relevant custom notification.

2.2 The organisations importing aircraft spares are required to comply with the provisions of the CAR M and CAR 145. The spares so imported are required to be accompanied by Authorised Release Certificate. The DGCA approved Post Holders in CAR 145 approved organisations are required to ensure that the imported aircraft items part number matches with the illustrated Part Catalog (IPC) of the aircraft/ engine/ propeller/ equipment/ component published by the manufacturer. The routine certification required by the Ministry of Finance Notification No. 12/2016-Customs dated 1st March 2016 shall be made by the DGCA approved Quality Manager in the CAR 145 approved organisation. The organisation shall also maintain records of the imported parts and their uses.
and shall present the same to the authorised officials of the DGCA/ Custom. In case custom authorities require any clarification / authentication of parts by DGCA, the aircraft operator /approved organisation may approach regional / sub-regional office for necessary support.

3. Export of spares or the item/equipment for maintenance/ repair/ overhaul and re-import thereafter.

In certain cases an operator / organisation may not be able to service/ maintain/ overhaul an item of equipment removed from an aircraft within the country due to various reasons. In such cases the organisations exporting the items for repairs/overhaul at approved firm/agency abroad may do so after ensuring the approval status of the organisation. In case of premature failure of components, the aircraft operator shall make necessary arrangements with the overhaul agencies and arrange copy of the investigation report where required. Some of the manufacturers abroad have a procedure called Standard Exchange Programme wherein a failed part is replaced by a serviceable part of another serial number. In such cases the operator may export the failed part/life expired part and replacement thereof by serviceable part of different serial number. In such cases also the aircraft operator are required to ensure that investigation reports of the prematurely removed components are received on completion of the investigation within a period specified by them. The export and re-import of spares are subject to compliance of Reserve Bank of India or any other regulation, if any, on the subject.

4. Import of Tools/Equipment

Import of tools/equipment specified by the manufacturer of aircraft/accessory for maintenance/testing etc., the importer should follow the applicable DGFT / Custom guidelines. With regard to the certification, and maintenance of records relating to the tools and equipment imported by the organisation procedures as stated in the Para 2 for import of aircraft spares should be followed.

This Supersedes AAC No 2 /2015 issued on the subject

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