

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO : 3536**  
(TO BE ANSWERED ON THE 3<sup>rd</sup> April 2023)

**CRITERIA FOR DETERMINING AIRWORTHINESS OF AIRCRAFTS**

3536. DR. KIRODI LAL MEENA

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether Government is aware that many of the private airlines operating in the country are technologically archaic and if so, the details thereof
- (b) whether Government has any criteria for determining the airworthy conditions of aircraft including its lifespan and if so, the details thereof and
- (c) whether several old aircrafts of various airlines were unable to meet basic operational criteria and if so, the details thereof?

**ANSWER**

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(GEN. (DR) V. K. SINGH (RETD))

(a) & (b) An aircraft is considered airworthy provided the maintenance is as per approved schedule laid down by the manufacturer. Aircraft registered in India may operate as long as the aircraft is under maintenance support provided by manufacturer for the continuous operation of the aircraft.

The aircraft may be withdrawn from operation by an operator, in case it becomes 'beyond economic repair' or is 'permanently withdrawn from use' due to any reason such as unavailability of spares, etc.

However, DGCA has laid down age criteria for an aircraft to be imported into India as under:

(1) Aircraft intended to be imported and used in passenger services (Scheduled/ Non-Scheduled) and General Aviation:

(i) Pressurised aircraft restricted to 18 years of age or 65% of designed economic life in terms of pressurisation cycle, whichever is earlier

(ii) Non Pressurised aircraft (intended for import in India) allowed up to 20 years of age on case to case basis agreed by DGCA.

(2) Aircraft to be used for air cargo operations restricted to 25 years in age or 75% of its designed economic life in terms of pressurisation cycles, whichever is earlier.

(c) No sir. No aircraft shall fly without having valid Certificate of Airworthiness (C of A) and Airworthiness Review Certificate (ARC) as per Rule 15 of the Aircraft Rules, 1937. The

responsibility of the operator is to keep the aircraft continuously airworthy and in a controlled environment. The aircraft operating in India are periodically inspected for compliance with DGCA regulations. The aircraft can also be withdrawn by the airline from flying when the spare parts and consumables to maintain the aircraft are not available from OEM & manufacturer to keep it airworthy.

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