



सत्यमेव जयते

GOVERNMENT OF INDIA
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP SAFDARJANG AIRPORT, NEW DELHI

CIVIL AVIATION REQUIREMENTS
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Subject: Requirements for Issue of Aircraft Taxi Authorisation.

1. INTRODUCTION.

1.1 It is possible that aircraft during taxiing operations which involve starting of aircraft engine and maneuvering of aircraft on ground, can sustain damage if this operation is undertaken by unqualified and inexperienced individuals. If such damages remain undetected, then the aircraft's airworthiness and safety can be in jeopardy. Therefore, it is essential that such operations are undertaken by qualified and experienced individuals who are **approved** **authorised** for the purpose. This CAR details the procedure for issue of taxiing authorised to engineering personnel

1.2 ~~Para 4.2.4.2 of~~ CAR (Sec-8) Series "O" Part-II states that an aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls:

- a) has been duly **authorized** by the operator,
- b) is fully competent to taxi the aeroplane,
- c) is qualified to use the radiotelephone (RT) or a person qualified to use the radiotelephone is on board; and
- d) has received instructions from a competent person in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.

1.3 This CAR is issued under the provisions of Rule 133A of Aircraft Rules.

2. **APPLICABILITY :**

This CAR is applicable to all operators desirous of issuing taxi authorisation to their engineering personnel.

3. **ISSUE OF AIRCRAFT TAXI AUTHORISATION:**

Following procedure shall be adopted for issuing taxi authorisation by the Quality Manager / Compliance Monitoring Manager of the operator to facilitate taxiing of the aircraft:

- a) The person shall hold a valid type rated CAR-66 AME licence in category B1 covering the specific ~~aircraft~~ airframe engine combination provided he has been trained ~~on~~ to taxiing of the aircraft and his taxiing ability has been assessed by a ~~pilot~~ Training Captain/ Instructor of the operator, qualified on the type of aircraft. Flight Simulator Training Device may be utilized for purpose of initial training and assessment followed by taxiing assessment on aircraft in specific airfield environment.
- b) He should be qualified to use the radiotelephone(RT) if radio communications are required or incase he does not hold RT License, the condition to be accompanied by a person holding RT license shall be endorsed on the authorisation.
- c) He shall be conversant with the aerodrome, signages, markings, lightings, ATC phraseology, signals etc. and Aerodrome layout of particular Aerodrome.

Note: The ~~pilot~~ Training Captain/ Instructor certifying the capability of such engineering personnel should clearly state that the individual is fully conversant with the details mentioned above and is capable ~~of~~ to taxiing the aircraft in the airport to be specified in the authorisation.

4. **VALIDITY:**

The Quality Manager / Compliance Monitoring Manager of the operator shall issue taxi authorisation after ensuring that the above requirements have been met ~~with~~ by the individual satisfactorily. The authorisation will be valid for one year. The privileges of the taxi authorisation shall be restricted to the airport specified in the authorisation.

5. **RENEWAL OF AIRCRAFT TAXI AUTHORISATION:**

The Quality Manager / Compliance Monitoring Manager shall renew the taxi authorisation subject to following conditions:

- (a) The AME license is current.
- (b) Holds a valid RT licence, if RT license is held by the authorisation holder.

- (c) ~~Has taxied the aircraft covered by the permit at least once during the preceding one year. In case if this experience is not met with the permit may be renewed provided he taxies the aircraft under the supervision of other person holding a valid taxi permit and a satisfactory certificate is issued by him.~~ Has undergone refresher training on the aerodrome signage, markings, lightings, ATC phraseology, signals etc. and Aerodrome layout of particular Aerodrome.
- (d) Has taxied the aircraft covered by the authorisation at least once during the preceding ~~one year~~ six months.
- (e) Has been re-assessed by Training Captain/ Instructor of the operator, qualified on the type of aircraft. Flight Simulator Training Device may be utilized for purpose of assessment.
- (f) In case experience in para 5(d) is not met with, the requirements as given in para 3 would apply.

6. RESPONSIBILITY :

The individuals authorised to taxi the aircraft shall intimate promptly to owner/ operator of the aircraft, any damage caused to the aircraft during taxiing operations, so that aircraft is properly inspected before further flight and about any damage caused to the aerodrome infrastructure during taxiing operations to ATC of the aerodrome for suitable remedial action. Such damage shall also be intimated by the owner/ operator of the aircraft to the concerned Regional/ Sub-Regional Airworthiness Office promptly.

7. RECORD KEEPING

The Quality Manager/Compliance Monitoring Manager shall maintain the following records of authorisation holders issued by the organisation:

- a) Copy of AME license;
- b) Copy of RT license, if held by the authorisation holder;
- c) Training imparted by competent person in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures etc;
- d) Assessment record prior to issuance of authorisation;
- e) Copy of authorisation.

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