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File No. 2/6/2006-IR

The following Aeronautical Information Circular is issued to all concerned for information, guidance and necessary action.


(Dr Nasim Zaidi)
Director General Of Civil Aviation

Surveillance of operations by a foreign operator

1. Introduction:

1.1 Under Article 16 of the Convention on International Civil Aviation, States are entitled to search aircraft from other States on landing and departure and to inspect the certificates and other documents prescribed by the Convention and its Annexes, provided there is no unreasonable delay to the operation.

1.2 Further, paragraph 4.2.2.2 of ICAO Annex 6 (*Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*) also requires that States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.

1.3 Accordingly, it has been decided that the designated airlines of foreign countries who have been issued the operating authorization/ permit by DGCA shall be subjected to surveillance by inspectors of DGCA in accordance with the procedures set out in this AIC.

1.4 This AIC is issued under rule 133A of the Aircraft Rules, 1937.

2. Procedure for Inspection:

- 2.1 The surveillance of foreign airlines shall be limited only to ramp inspection including documentation reviews.
- 2.2 An annual programme for the surveillance shall be drawn by DGCA in advance. However, in certain situations, unannounced inspections may also be carried out.
- 2.3 The ramp inspection shall be carried out by a team comprising of trained inspectors holding appropriate credentials issued by DGCA.
- 2.4 While performing a ramp inspection, the various elements of the inspection — the visual inspection of the aircraft exterior, the inspection in the flight deck and the inspection of the passenger cabin and/or cargo compartments — may be divided among the inspectors.
- 2.5 Before the commencement of the inspection, the Inspectors shall identify themselves to the pilot-in-command or, in his absence, to a member of the flight crew or to the most senior representative of the operator prior to commencing the onboard part of their ramp inspection. When it is not possible to inform any representative of the operator or when there is no such representative present in or near the aircraft, the general principle will be not to perform a ramp inspection. In special circumstances, if it is decided to perform a ramp inspection, it shall be limited to a visual check of the aircraft exterior only.
- 2.6 The inspection shall be as comprehensive as possible within the time and resources available. In case of availability of only limited amount of time, the number of inspection items shall be reduced. The checklist to be used for carrying out the ramp inspection is given at Appendix 'A'.
- 2.7 The general principle shall be that the ramp inspection shall not cause an unreasonable delay in the departure of the inspected aircraft. Possible causes for delay may be, but are not limited to, doubts regarding the correctness of the flight preparation, the airworthiness

of the aircraft or any matters directly related to the safety of the aircraft and its occupants.

3. Post Inspection Actions:

- 3.1 The checklist used for the inspection shall be completed and a copy handed over to the pilot-in-command, or in his absence, to a member of the flight crew or to the most senior representative of the operator present in or near the aircraft upon completion of the inspection. A signed acknowledgment of receipt of the proof of inspection shall be requested from the recipient and be retained by the inspector. Refusal by the recipient to sign shall be recorded in the document.
- 3.2 In case of disagreements concerning inspection findings, the deficiencies shall be communicated to the foreign airlines' regulatory authority. Serious safety deficiencies would require DGCA to initiate a dialogue with the regulatory authority of the State of the Operator including the operator. Failure to take positive action to rectify the deficiencies may result in cancellation/ revocation of foreign airlines authorization.

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