



OFFICE OF THE

**DIRECTOR GENERAL OF CIVIL AVIATION**  
OPP. SAFDARJUNG AIRPORT, NEW DELHI – 110 003

TELEPHONE: 091-011-24635261

24644768

FAX: 091-011-24644764

TELEX: 31-74127

TELEGRAMS: AIRCIVIL

भारत सरकार

नागर विमानन विभाग

महानिदेशक नागर विमानन का कार्यालय

सफदरजंग एयरपोर्ट के सामने

नई दिल्ली - ११० ००३

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## OPERATIONS CIRCULAR 12 of 2010

Subject: **Standard Operating Procedures**

Standard operating procedures (SOPs) have been evolved out of the need to operate aircraft within a defined framework with a desired level of safety. SOPs mature as result of amalgamation of manufacturer's checklists, operational requirements and the interface of human factors. SOPs are inherently well defined and structured, but retain the need for responsiveness and flexibility to incorporate changing operational scenarios.

Framing of SOPs is a process involving deliberation and safety assessment. Once SOPs are framed, strict adherence to them is essential for safe operation of aircraft. Deviation from SOPs is often the starting point of contributory factors that culminate into an incident or accident. Most incidents and accidents do not occur because of a single event but are because of a series of events that are often linked to non-adherence to SOPs as the common thread.

A large percentage of incidents and accidents occur during the approach and landing or take off phase of flight. This is also the phase where there is transition from

automated flight to manual flight, instrument to visual reference and vice versa. It is critical that SOPs are followed meticulously in these phases of flight. Pilots need to bear in mind that a good landing is the result of a good approach which is built on adherence to SOPs. A good landing is not one that the passengers perceive as a soft landing, but one that is made at the correct point on the runway with the correct flight parameters. While the approach can be controlled to achieve a good standard through adherence to SOPs and should result in safe landing, an attempt to cushion a “decent” landing to make a soft landing could result in a delayed touchdown that would need harsh deceleration to maintain the aircraft on the runway or even worse a runway excursion with possible catastrophic results. If however, for any reasons, the approach is unstabilised, a go-around is a safer option which affords the pilot another opportunity to conduct a safe approach to land

DGCA reiterate strict adherence to the standard operating procedures for approach and landing that would result in decent landings acceptable within the limitations of the aircraft without compromising stopping distance requirements

Sd/-  
(HY Samant)  
Chief Flight Operations Inspector  
For Director General of Civil Aviation

To - All Scheduled / Non-scheduled / General Aviation Operators