



**CAP 3100**

# **Air Operator Certification Manual**

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**Approved by the Director General of Civil Aviation**

**First Edition – 2013**

**Directorate General of Civil Aviation, India**

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		<b>Chapter 0</b>
		<b>Revision 3      November 2014</b>

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## FOREWORD

In accordance with the provisions of Rule 134 of the Aircraft Rules, 1937 no persons shall operate any Scheduled air transport service from, to, in, or across India except with the permission of the Central Government. Further, Rule 134A of the Aircraft Rules, stipulates that no air transport service, other than a scheduled air transport service, shall be operated by an Indian air transport undertaking unless it holds a Non-Scheduled Operator's Permit granted by the Central Government. The authority to grant the permission has been delegated by the Government to DGCA. Accordingly, permits for operating the following types of air transport services are presently issued by DGCA to applicants who meet the laid down requirements for the specific type of air transport service:

1. Scheduled Air Transport Service (Passenger)
2. Scheduled Air Transport Service (Cargo)
3. Non- Scheduled Air Transport Service (Passenger)
4. Non- Scheduled Air Transport Service (Cargo)

These permits are equivalent to the Air Operator's Certificate required to be granted by ICAO member States in accordance with the provisions of Annex 6. Permits can only be granted subject to the applicant showing satisfactory capability to undertake the type of operations to the regulator. Hence certification of an air operator is a very vital role in the regulatory system. In order to assess the competence of an Operator, the Director Civil Aviation Authority (DGCA) has to conduct an in-depth evaluation of the proposed operation, which should at least cover organization, staffing, equipment & facilities, proposed routes, level and type of service and finances.

The issue of an Air Operator Permit would be dependent upon the applicant demonstrating an adequate organization, method of control and supervision of flight operations, training programmes as well as ground handling and maintenance arrangements consistent with the nature and extent of the operation specified.

The certification team of Inspectors of DGCA is responsible for conducting the required evaluations to ensure the applicant's capability of meeting the actual and potential obligations in establishing and continuing to maintain safe operation of air services, prior to issuance of the AOP. Hence, all Inspectors involved in the certification process of the issuance of an AOP, shall be guided by the requirements stipulated in this manual.

On compliance of the requirements by the applicant and after evaluation by DGCA, the applicant would be issued a permit, setting forth the operational authorisation and limitations to carry out the specified commercial air transport operations.

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Subsequent to the issuance of an Air Operator Permit, DGCA would continue to monitor the operations by a systematic procedure of surveillance and inspections.

CAP 3100 – Air Operator Certification Manual - supersedes Air Transport Circular 1 of 2009 and provides the guidance to an applicant seeking such a Permit. The purpose of this manual is to explain the administrative procedure involved, for the issue and renewal of an Air Operator Permit and to indicate the requirements to be met by an applicant for such a Permit. Every application is considered on its merits. Furthermore this guidance is for DGCA Inspectors to certify operators for an issue of an AOP. It is expected that the applicant of an Air Operator Permit will be benefited by this manual as it explains the administrative procedures involved so that the process would be independent and transparent. The list of guidance material issued by DGCA as indicated in the manual needs to be referred to, in conjunction with this manual.

Prospective applicants may visit the DGCA official website at <http://dgca.gov.in> to obtain further details.

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Director General of Civil Aviation

12<sup>th</sup> August 2013

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## RECORD OF REVISIONS

Air Transport Directorate, DGCA, India is responsible to ensure that this manual is updated as required and to maintain the contents of the manual current at all times.

Amendments to this manual are promulgated by means of revisions issued whenever necessary to cover corrections and to add or modify the contents.

Any Revisions to the manual shall be shown with a vertical bar on the right side of the revised data. The page number and the revision number of the effected page must be changed accordingly. The list of effective pages and history of revisions page must be amended accordingly.

All revisions to this manual shall have the approval of the approving authority of this manual prior to publishing of the revisions.

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## ABBREVIATIONS

AFM	- Airplane Flight Manual
AIC	- Aeronautical Information Circular
AIP	- Aeronautical Information Publication
AIRAC	- Aeronautical Information Regulation And Control
AOP	- Air Operator Permit
APM	- Airworthiness Procedures Manual
AWOP	- All Weather Operations
CAR	- Civil Aviation Requirements
CDL	- Configuration Deviation List
CSI	- Cabin Safety Inspector
C of A	- Certificate of Airworthiness
C of R	- Certificate of Registration
DCP	- Designated Check Pilot
DGCA	- Director General of Civil Aviation
DGR	- Dangerous Goods Regulations
EDTO	- Extended Diversion Time Operations
ETOPS	- Extended Twin Engine Operations
FOI	- Flight Operations Inspector
FOIH	- Flight Operations Inspector Handbook
FOM	- Flight Operations Manual
ICAO	- International Civil Aviation Organization
LOFT	- Line Oriented Flight Training
MCM	- Maintenance Control Manual
MEL	- Minimum Equipment List
MMEL	- Master Minimum Equipment List
MNPS	- Minimum navigational performance specifications
NOTAM	- Notice to Airmen
Ops Spec	- Operations Specifications
PBN	- Performance Based Navigation
RNAV	- Area Navigation
RNP	- Required Navigational Performance
RVSM	- Reduced Vertical Separation Minima
SARPs	- Standards and Recommended Practices
SOPs	- Standard Operating Procedures

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## DEFINITIONS

<b>“Noted”</b>	This is a term to be used when completing the Declaration of Conformance to indicate that the Operator has read and understood the provisions made in the Regulations but it does not require him to take any action to comply with the regulation.
<b>“Noted &amp; Complied”</b>	This is a term to be used when completing the Declaration of Conformance to indicate that the Operator has read and understood the provisions in the Regulations and action has been taken to comply with it. When the operator states “Noted and Complied” it is necessary to make necessary cross-reference to the relevant documents of the operator which describes action/step that he has taken for such conformance. This may be done by quoting the applicable section and /or paragraph numbers and the title of the Operator’s Manuals.
<b>“Noted but Compliance deferred”</b>	This is a term to be used when completing the Declaration of Conformance to indicate the Regulations which the operator has failed to comply with at the time of application.
<b>Maintenance Controller</b>	A person or group of persons (other than CAM and QM) nominated with the responsibility of ensuring that the operator is always in compliance with CAR M Subpart G and accepted by DGCA.

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## CHAPTER 1 – INTRODUCTION

### 1. General

- 1.1 In accordance with Part XIII of the Aircraft Rules, 1937 no persons shall operate an air transport service to, from and within India without permission of the Central Government. The authority to grant the permission has been delegated by the government to DGCA which is granted in the form of an Air Operator Permit (AOP). AOP specifies the nature and scope of operations granted to an air operator together with the terms, conditions and limitations applicable to such operations. An operator is required and expected to ensure that all operations undertaken are well within the requirements specified in the AOP.
- 1.2 Accordingly, AOPs for operating the following types of air transport services are presently issued by DGCA to applicants who meet the laid down requirements for the specific type of air transport service:
  - Scheduled Air Transport Service (Passenger)
  - Scheduled Air Transport Service (Cargo)
  - Non- Scheduled Air Transport Service (Passenger)
  - Non- Scheduled Air Transport Service (Cargo)
- 1.3 These permits are equivalent to the Air Operator's Certificate required to be granted by ICAO member States in accordance with the provisions of Annex 6. Permits for any other special type of operation can be granted subject to the applicant showing satisfactory capability to undertake the type of operations.

### 2. Applicable Rules and Requirements

- 2.1 In discharge of its responsibilities for regulating air transportation and ensuring safety of aircraft operations, DGCA has laid down detailed rules, regulations and procedures under the provisions of Aircraft Act, 1934. The main responsibility for the safe conduct of the operations and for compliance with the laws, rules, regulations and directions issued from time to time is that of the operator. These laws and regulations cannot in themselves provide the operator with comprehensive and detailed instructions on which to base his operations. The operator should, therefore, develop his own detailed operating procedures necessary for safety, regularity and efficiency of operations within the frame work of the laws, rules, regulations, and directions issued by DGCA from time to time.

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2.2 While requirements on various aspects relating to air transport services are laid down in the Aircraft Rules, 1937, Civil Aviation requirements and ICAO Annexes, the following documents stipulate the specific requirements for grant of permit to operate air transport services.

- I. Schedule XI of the Aircraft Rules, 1937 - Requirements for Grant of Permit for Scheduled Operations.
- II. Civil Aviation Requirement, Section 3, Series 'C' Part II - Minimum Requirements for Grant of Permission and to Operate Scheduled Air Transport Services.
- III. Civil Aviation Requirement, Section 3, Series 'C' Part III - Minimum Requirements for Grant of Permission and to operate Non-Scheduled Air Transport Services (Passenger).
- IV. Civil Aviation Requirement, Section 3, Series 'C' Part IV - Minimum Requirements for Grant of Permission and operation of Air Transport Services (Cargo).
- V. Civil Aviation Requirement, Section 3, Series 'C' Part VIII – Minimum requirements for grant of permit to operate Scheduled Regional Air Transport Service.
- VI. Civil Aviation Requirement, Section 3, Series 'C' Part X – Minimum requirements for undertaking aircraft operations with aircraft owned by State Governments/ Public Sector Undertakings of Central/ State Governments.

### 3. Purpose of AOP

- 3.1 The purpose of an AOP is to certify that specified commercial air transport operations are authorized by DGCA and are to be conducted in compliance with applicable regulations and rules.
- 3.2 The DGCA is empowered to issue the AOP in two parts, the AOP itself and the associated operations specifications (Ops Spec) that specifies the nature and scope of operations authorised together with relevant conditions and limitations (eg. EDTO, PBN, RNP, RVSM, AWOP, MNPS, RNAV, DGR).
- 3.3 The DGCA is authorized to suspend or cancel an AOP issued by him, if one or more of the conditions stipulated therein is breached or not maintained to the same level as demonstrated at the initial certification.
- 3.4 Prior to issuing an AOP, the DGCA needs to be satisfied that the operator conforms to all the requirements of relevant rules, requirements and associated

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guidance published by the DGCA and in that:

1. the aircraft shall meet the appropriate standards of airworthiness and operational requirements, thereby equipped with all mandatory items for communication, navigation, surveillance and safety and emergency equipment in accordance with the applicable Civil Aviation Requirements published by the DGCA, for safe, secure, efficient and regular operations of proposed services;
2. the operator has provided for adequate servicing and maintenance of the aircraft and established an effective system of maintenance control for this purpose;
3. the operator has provided for an effective means of operational control of the aircraft that he intends to operate;
4. The organizational structure, staffing and administrative facilities in the areas such as operations, maintenance and/or all other associated areas of the operator is appropriate and the nominees for the Designated Post Holders have adequate experience and required qualifications and are acceptable to and approved by the DGCA as in **Appendix H** in this manual.
5. Detailed procedures, techniques and guidance are included in Operator's Manuals giving specific instructions / information as to how the operator's personnel are required to carry out their duties and functions and such manuals shall receive approval from the DGCA.
6. flight & cabin crew and all other personnel required for operation of aircraft (eg. Dispatches, ground handling staff) who are qualified and trained as per published requirements are available in sufficient numbers to carry out operations.
7. operations organisation of the operator shall have their FDTL Scheme approved as per the limitations for flight time, flight duty periods, duty periods and rest periods for fatigue management of flight & cabin crewmembers as given in the relevant CARs.
8. all required training and checking programmes, instructors/ check pilot and training infrastructure including training/ checking facilities (local, in-house outsource and abroad) simulators , and any other synthetic devices have the approval of DGCA, where applicable;
9. type(s) of aircraft are approved for the proposed operations and are suitable for the proposed operations and they are available in sufficient numbers;

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10. facilities and ancillary services required for the proposed operations have been organized to ensure safe, secure, efficient and regular operation;
11. potential and actual liabilities of the operator in respect of aircraft, crew, passengers, cargo and third party are covered with an insurance policy; (Carriage by Air Act, 1972)
12. an effective safety management systems is in place;
13. flight safety documents system is in place.
14. flight data analysis programme & system of preservation of data is in place.
15. air operator makes available to flight crew and operational personnel, at all aerodromes authorized in its AOP and corresponding operations specifications, information contained in the AIP, AIRAC, AIC, pre-flight aeronautical information, including dissemination of weather data and NOTAMS for the safety, regularity and efficiency of air navigation.
16. Policy and procedures for flight crew to record and report on routine meteorological observation during en-route and climb-out phases of the flight and special and other non-routine observations such as severe turbulence, thunderstorms, volcanic ash, serve mountain waves, severe icing, heavy dust storms during any phase of the flight is established.
17. An accident victim relief programme has been drawn up as per guidance of ICAO CIR- 285/AN/166.
18. An arrangement for the removal of disabled aircraft on the runway has been drawn up in consultation with the airport operator;
19. Operational requirements in relation to Ground handling, Passenger handling & public safety, provision of operational information to crew, arrangements of proposed fuel policy, flight and cabin crew scheduling, operations support services, operational loading and load control, take off & landing minima of the operator
20. Installations, equipment and staff facilities associated with base & stations are adequate for the proposed operation.
21. Compliance with requirements related to transportation of Dangerous Goods by air
22. Maintenance requirements in relation to technical data, fuelling, maintenance

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facilities, weight and balance, aircraft servicing, spares holding/ stores control, MEL, CDL, maintenance release, accomplishment/ control of airworthiness directives, maintenance systems, time-in-service/ maintenance records, maintenance contractual agreements and Defects reporting system of the operator.

23. Any other element identified as a requirement during the certification process is in place and is sufficient to ensure the conduct of operation with the type(s) of aircraft to be operated.

#### **4. Air Operator's Permit**

- 4.1 The AOP and the associated Operations Specifications specify the nature and scope of the authorizations in relation to the technical competency of the airline for safe, secure, efficient and regular operation of air services.

#### **5. Application for AOP**

The application for the issue of an AOP must be prepared in accordance with the requirements prescribed in **Appendix A** of this manual.

#### **6. Continued Compliance**

- 6.1 Once certified, the operator is responsible for the continued compliance with the initial conditions of certification and applicable legislative requirements and DGCA's requirements promulgated from time to time. The DGCA will maintain regular surveillance on the operator's activities to ensure continued compliance, in addition to conducting formal and detailed audits where the operator's actual operations are checked against approved procedures in the operator's documents.

#### **7. Suspension/Cancellation or Revocation of AOP**

- 7.1 Failure on the part of the operator to comply with the applicable requirements may result in either the imposing of administrative penalties or suspension/ cancellation or revocation of the AOP.
- 7.2 An operator should note that in the event of a suspension/ cancellation or revocation of an AOP, the operator needs to be recertified, with a process as determined by the DGCA .
- 7.3 An operator should note that even if an enforcement action was not taken by the DGCA, and operations are conducted in breach of a condition or conditions of the AOP, such operations are construed to be unauthorised and the operator is liable for enforcement action by the DGCA, on detection of such occurrences

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even belatedly.

7.4 The guidance for enforcement is given in detail in the Enforcement Policy & Procedures Manual.

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## CHAPTER 2 – BACKGROUND

### 1. Certification Process

1.1 The certification process requires the DGCA to ascertain through a systematic process whether or not a prospective applicant has both the required ability and resources to comply with the applicable legislative requirements and to fulfill the applicant's actual and potential obligations for operation of safe, secure, efficient and regular air transport services as proposed. This process involves five distinct phases as stated below:

- Pre-application.** During this phase, the applicant conducts initial studies, prepares plans, makes inquiries from the DGCA in regard to the opportunities available under the existing air services agreements and seeks advice as to the validity of different proposals. The prospective applicant at this stage is required to submit a letter of intent to the DGCA outlining the proposal and the DGCA will then invite the applicant for a pre-application meeting. The pre-application phase completes with the assessment concerning the financial, economic and legal aspects (issuance of NOC by Ministry of Civil Aviation).
- Formal application.** During this phase, the applicant is required to submit the complete application (**Appendix A**) to the DGCA together with the fees and relevant documents to support the intended operation. The DGCA will then make a formal assessment of the completeness of the applicant's proposal and invite the applicant for a Formal Application meeting where the details relating to the certification process would be formally discussed.
- Document evaluation.** During this phase, the DGCA will undertake a detailed study of the applicant's manuals and other documents, which accompanied the formal application. The documentation must be complete, accurate and current to satisfy the DGCA's requirements before the inspection phase can commence. There will be series of discussions between the DGCA and the nominated post holders of the applicant at this stage in regard to establishing the validity/acceptability of the applicant's proposals. It should be noted that the documents shall reflect precisely the mode and manner in which the applicant intends conducting the proposed operations and once approved, they shall form a part of the understanding between the DGCA and the operator in regard to future functioning of the operator.

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- d. **Demonstration and Inspection prior to certification.** During this phase, the applicant needs to demonstrate to the DGCA that the applicant is in a position to conduct the proposed operations in accordance with the procedures detailed in the documents/manuals reviewed during the previous phase utilizing the personnel/facilities/equipment identified in the formal application. Qualifications and experience of the nominees for Designated Post holders will be evaluated and interviewed. Aircraft, maintenance facilities and arrangements will be inspected. Training facilities, programmes and training personnel will be evaluated. Company's organizational structure, channels of communication, delegation of powers, financial strength and sources of funding will be subjected to detailed scrutiny to ensure that the company has sufficient resources, effective arrangement and control to satisfy its obligations. Facilities for flight operations, ground handling, facilities and services for passenger, baggage and cargo handling including dangerous goods and security arrangements would be evaluated. Flight, cabin and technical crew, operations and maintenance staff, flight operations officers, designated check pilot/ flight engineers and load/trim personnel will also be assessed. If the DGCA is satisfied with the above arrangements, proving flight(s) will be conducted to one or more destinations of intended operations, as determined by the DGCA. This phase may reveal the need for some operational changes, which in turn may require the applicant to make amendments to the documents originally submitted. All elements must be satisfactorily completed before proceeding to the certification phase. During this phase, administrative action to formally approve the nominees for Designated Post holders, the aircraft, facilities and procedures specified in the Operations Manual, Maintenance Control Manual, Training & Checking organization will also be undertaken. The last phase, the Certification phase will consist of formal issuance of the Air Operator's Permit and the associated Operations Specifications.
- e. **Certification.** When all the previous phases have been satisfactorily completed, the DGCA will issue the Air Operator's Permit and the associated Operations Specifications.

## 2. Responsibility of the Operator

- 2.1 A major objective of the air operator certification is to ensure that an applicant for an AOP is fully aware and has clearly understood at the very outset about the actual & potential obligations arising out of the proposed operations (especially the legal & social responsibilities) and the financial commitments

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2.2 required to sustain the proposed operations in conformity with the published civil aviation requirements relating to safety, efficiency and regulatory of air transportation.

2.3 Accordingly, an Air Operator Permit will not be issued until the DGCA is fully convinced and satisfied beyond any doubt that all requirements for issue of an Air Operator's Permit have been complied with, prior to commencement of the proposed operations and that the operator has both the required aptitude and resources to maintain proposed services without compromising any of the initial conditions of certification.

**3. Authorization for the issue of an Air Operator's Permit**

3.1 Initial issue of an AOP together with the Operations Specification, which is required for the intended operations, will be issued once the certification team makes the required recommendations and the Project Manager submits the completed and signed checklists to Air Transport Directorate.

3.2 The recommendation for the issue of the AOP will be made by the Project Manager who is in charge of the certification process after receiving required recommendations made by Principal Flight Operations Inspector and Principal Airworthiness Inspector.

**4. Responsibility of the Applicant with regard to the training of DGCA Inspectors**

4.1 The type of aircraft proposed, if not previously registered in India, may require the applicant to provide the DGCA staff with type specific training. The applicant will be responsible for the cost of training of at least two Flight Operations Inspectors, two Airworthiness Inspectors and any other officer(s) of DGCA as specified by DGCA. It should be noted that type endorsement training for the FOI's would involve ground and flight/simulator time may be determined by the DGCA. The inspector(s) must have completed their training either before any member of the operator commences their training or at the same time that the first crewmembers of the prospective operator receives their training.

4.2 In the event, the holder of an AOP inducts or replaces any of their aircraft with a new type of aircraft or an aircraft that is not at that time in service in India, the AOP holder shall incur the same responsibilities and expenses as outlined in paragraph 4.1 above.

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## 5. Schedule of Events

5.1 This is a written statement to be provided by the applicant in a form as specified in **Appendix B**, containing a list of items, documents, manuals, activities, aircraft, and/or facility acquisition or procurements which the applicant must accomplish or make ready, including the dates on which they will be submitted to the DGCA for approval or will be ready for the DGCA inspection. The Schedule of Events shall be pre-coordinated with the Project Manager in charge of the certification process.

## 6. Statement of Compliance (Declaration of Conformance)

6.1 Statement of compliance is a declaration by an applicant that the applicant is aware of and has a plan that is approved by DGCA to satisfy all pertinent regulations and applicable safety standards promulgated by the DGCA. The statement is in the form of a detailed list of CARs and Advisory Circulars that will be applicable to the operations proposed. The applicant is required to provide a brief narrative, describing the intended method of compliance, which shall be achieved against each item of the regulatory requirements. The format of the compliance statement to be completed by an applicant is found in **Appendix C**.

6.2 Where the operator does not or cannot comply with the normal requirements and seeks a concession in lieu, the Compliance Statement should reflect that a particular concession has been sought. Under these conditions, approval of the Compliance Statement is contingent on approval of each requested concession.

6.3 It is imperative that an applicant after receiving the formal authorization for flight operations through an AOP and associated Operations Specification, inform the DGCA of arrangements in place in order to conform to the regulatory requirements that would be published by the DGCA through subsequent CARs and amend or supplement the Statement of Compliance accordingly.

## 7. Air Operator's Permit and Operations Specifications (Ops Spec)

7.1 The format of Air Operator's Permit and Operations Specifications is placed at **Appendix E**.

## 8. Certification Team

8.1 The DGCA will appoint a team for the certification process. A certification team is a group of DGCA Inspectors appointed to carry out the document reviews,

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inspections and assessments required prior to certifying an applicant as suitable to hold an AOP. The size of the team will vary according to the size and complexity of the task(s) involved. The team will be headed by a Project Manager who shall be responsible for managing the overall certification process and in particular, the coordination of the activities of operations and airworthiness teams.

8.2 The certification team may comprise of the following directorates/ divisions of the DGCA:

- Air Transport
- Flight Standards
- Airworthiness
- Cabin Safety
- Dangerous Goods
- Air Safety
- Aerodromes
- Personnel Licensing

**NOTE:** The DGCA Inspectors will be using the relevant checklists to evaluate the applicant's arrangements for the proposed operations during the Documentation Evaluation Phase and Demonstration and Inspection phase prior to Certification Phase. These checklists are in **Appendix D**.

8.3 Inspectors of each discipline are further guided by the requirements published in their respective Inspector Handbook for the issuance of an AOP, and will use the relevant checklists in the Handbook for any additional requirement, when conducting Inspections for the above purpose.

8.4 Checklist for the issuance of an AOP is in **Appendix J**.

8.5 The applicant is expected to meet the inspectors of the DGCA with prior appointment to discuss the process involved with each discipline of the Certification. A "Work Sheet" (**Appendix F**) will be filled by the applicant and the inspector pertaining to each meeting to record the progress made in the process.

8.6 The DGCA, if satisfied beyond any doubt that the applicant is capable of meeting the requirements of the Aircraft Act and rules made there under, for operations of air services as proposed, an AOP and Operations Specifications will be issued.

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## **CHAPTER 3 - INITIAL ISSUE OF AN AOP**

Detailed process followed by DGCA is given in Chapter 4 of this manual. An applicant is free to make contact with the DGCA without making a commitment to determine the feasibility of a proposal. An applicant will be required to formally notify the DGCA in the form of a Statement of intent once decided to proceed with obtaining an AOP.

### **1. The Pre-Application phase**

There are three distinct activities, which are conducted during this phase.

#### **1.1 Pre- Application - Statement of Intent**

1.1.1 The applicant is required to provide a Statement of Intent, which should contain following:

- a. The type of operation;
- b. The type(s) of aircraft;
- c. Aircraft owned or leased; (Note: details relating to leased aircraft operations is found in the CAP 3200: Aircraft Leasing Manual)
- d. Type and duration of the lease agreement;
- e. The aircraft registration;
- f. The areas(s) of operation and route(s) proposed;
- g. Operational control mechanism planned;
- h. The nature of aircraft and / or simulator training and operational facilities;
- i. Location of administrative, maintenance and operational facilities;
- j. The qualifications of Nominated Post Holders
- k. The planned company trading name; and
- l. The approximate date of commencement.

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1.1.2 The DGCA will peruse the details provided by the applicant and will propose a date for a pre-application meeting.

## 1.2 Pre-Application Meeting

1.2.1 The purpose of this meeting is to ensure that the applicant has a clear understanding of the certification process and to provide a firm basis on which the DGCA can start planning allocation of resources for the issue of an AOP.

1.2.2 As a minimum, the following points will be discussed during this meeting:

- a) The specific requirements particular to the proposed operation, and relevant regulatory requirements (CARs and circulars)
- b) The qualifications and experience required for the nominated post holders.
- c) The certification process - The applicant must closely liaise with the DGCA certification team.
- d) The required form and content of the Formal Application and its attachment – The application and its attachments must be submitted at least 90 days before the date of intended revenue operation. Ninety (90) days will only provide adequate time to handle the application if all aspects are correct and complete at the time of submission. This does not mean that the DGCA will be able to complete the certification process within this time span. The completion of the certification process would not only depend on the completeness of the application, and the willingness of the applicant to satisfy the DGCA requirements but also the workload already undertaken by the DGCA inspectors under its annual work programme.
- e) It is imperative that the applicant understands that no revenue operations shall be permitted until the AOP and Operations Specifications are issued.
- f) The fee which shall accompany the formal application will not be refunded. If certification has not been completed within the validity of the initial NOC due to either a lapse or a delay on the part of the applicant, the application may be deemed to have expired. The following are examples of situations that can result in delays of certification;

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- i) Not meeting the schedule of events;
- ii) Not providing lease agreements or other documentation as required by DGCA;
- iii) Unreasonable timing in the schedule of events or failing to provide adequate buffers to cover possible delays;
- iv) Submission of incomplete or unacceptable material or other required documents that must be returned for correction;
- v) Nomination of unacceptable personnel as Nominated Post Holders, lack/ inadequacy of proficiency of crewmembers or maintenance personnel;
- vi) Unsatisfactory standards as revealed by inspections and/ or demonstrations, e.g. emergency evacuation demonstrations, proving flights, conformity checks, etc;
- vii) Untimely or unsatisfactory development of the maintenance programs and/ or delays in obtaining a conformity inspection for the aircraft;
- viii) Non availability of applicable manuals, records and other documents which are required to be completed / approved or accepted prior to certification. These should be drafted and completed prior to the submission of the formal application;
- x) Special additional requirements, where an applicant is introducing a type of aircraft that is not already in service in India. (See **Appendix G**).

## 1.3 Post Pre-Application Meeting

- 1.3.1 Following the pre-application meeting, and given that the applicant has decided to proceed, the DGCA will advise the operator (in writing) to prepare and submit the formal application along with requisite fees associated with the certification process.

## 2. The Formal Application Phase

### 2.1 General

- 2.1.1 The formal application phase commences when the applicant forwards the

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application with its accompanying documentation, together with the fees. The application should be signed by either the owner (when applying as an individual) or all members of the Board of Directors when applying as a company.

- 2.1.2 When the formal application is received, the DGCA will arrange a formal application meeting. Although arrangements could be made for the application to be submitted at that meeting, it is advisable for it to be submitted in advance so that the DGCA can confirm that all required material have been submitted, at the formal application meeting or comment thereon.
- 2.1.3 The formal application must be submitted at least ninety (90) days before date of intended revenue operations. A brief description, applicable attachments and a detailed check-list of items to be covered in the formal application are placed at **Appendix A**.

## 2.2 The Schedule of Events

- 2.3.1 This is a list of items, activities, aircraft, and/or facility acquisitions which must be accomplished or made ready, including the dates on which they will be ready for the DGCA to inspect. It is important that the schedule be realistic and contains sufficient flexibility to allow for unforeseen contingencies. A factor which must be considered when the schedule of events is forwarded is whether the DGCA has operations and airworthiness inspectors already trained on the proposed aircraft type and if not, how long will it take to train them. If the DGCA does not have sufficient number of already trained and qualified inspectors on the type of aircraft to be operated, the applicant will be required to absorb the cost of type specific training for at least two operations inspectors and two airworthiness inspectors and any other officer of DGCA as specified, as outlined in the previous chapter.

## 2.4 Manuals to be produced with the formal application

- 2.4.1 The following manuals (2 copies each) must accompany the application,
  - a) Operations Manual (individual manuals and items listed below form part of the operations manual)
    - i. Aircraft Operating Manual/Flight Crew Operating Manual
    - ii. MEL
    - iii. CDL
    - iv. Aircraft Performance Manual

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- v. Weight and Balance Manual
- vi. Aircraft Loading and handling Manual or Ground Handling Manual
- vii. Training Manuals for Flight crew, Cabin Crew, Operations Personnel and Ground Personnel
- viii. Route Guide
- ix. Dangerous Goods Manual
- x. Passenger Briefing Card
- xi. Aircraft Search procedure checklist
- xii. Dispatch Manual (Operational control procedures, dispatch, flight following etc),
- xiii. Safety & Emergency Procedures Manual (Cabin Safety Manual);
- xiv. MMEL;
- xv. Flight Safety Manual
- xvi. Safety Management Systems Manual including a description of the flight safety documents system

- b) Security Manual
- c) Maintenance Control Manual (Continuous Airworthiness Management Exposition - CAME)
- d) Maintenance Programme including maintenance Schedules
- e) Training Manual for maintenance personnel
- f) Airplane Flight Manual;
- g) Administrative Procedures Policy Manual.(Only for Acceptance)

2.3.2 Detail on the contents of the various manuals is provided in the section related to the document evaluation phase. In addition the applicant is required to provide details of the planned organization, general policies, duties and responsibilities of personnel, channels of communication (hierarchy), airworthiness control policy, operational control policy and procedures. Such matters are usually provided in Operations Manual and in Maintenance Control Manual/ CAME.

## 2.4 Statement of Compliance

2.4.1. The compliance statement (**Appendix C**) should be in the form of a detailed listing of CARs and Circulars that will be applicable to the proposed operation with a brief narrative description of compliance.

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2.4.2. If the method of compliance has not been fully developed, a statement of intent should be provided indicating the intent to comply. At this stage of the certification process, the applicant is expected to have considered the proposal in details and there should be a few areas, if any, in which precise compliance information is not available. Documents that may be referred to in the compliance statement includes the manuals indicated in para 2.3.1.

## 2.5 Nominated Post Holders

2.5.1 The duties and responsibilities and authorities shall be clearly defined and that clear delineation of functional tasks and lines of reporting shall be established and documented and in this regard the operator shall have following persons responsible for the following posts that should be approved by DGCA:

- a) Accountable Manager
- b) Director Flight Operations
- c) Director Engineering & Maintenance
- d) Director Training
- e) Director Ground Operations
- f) Director Security (by BCAS)
- g) Director In-flight Services (Cabin Safety)
- h) Director Quality
- i) Director Flight Safety
- j) Director Safety Management System
- k) Chief Pilots of Each Fleet

**NOTE:** Some of the above positions may be combined depending on the size and complexity of the operation, if the management structure is acceptable to DGCA.

2.5.2 The guide to the qualifications expected of the nominated post holders is given in the **Appendix H**. Resumes should be provided containing information on the qualifications and expertise, including licences and ratings of personnel selected, for the above or equivalent positions

## 2.6 Aircraft Facilities and Services

2.6.1 The type of aircraft intended to use for the operation shall receive prior approval from the DGCA. Evidence should be provided that the aircraft, facilities and services will be available to conduct the proposed operations. Evidence should be in the form of proof of purchase, formal contracts or financial lease agreements.

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2.6.2 The Operator should have at least one aircraft, which will be used for intended operations, registered in India to be certified as an Operator. It shall be noted that the validity of the AOP becomes null and void automatically in the event that the operator does not have at least one Indian registered aircraft in its fleet.

2.6.3 If the formal documents are not available at this stage, letters showing the agreements will be satisfactory until the formal documents are available. It will also be necessary to provide documents showing details of the insurance for the aircraft, its occupants and third parties. The insurance scheme should be in compliance with the applicable convention(s) and / or local legislation.

### **3. The Document Evaluation Phase**

#### **3.1 General**

3.1.1 During this phase, the DGCA inspectors will inspect the documents provided in support of the formal application. The documents must specifically relate to the proposed operations.

#### **3.2 Lease Agreements**

3.2.1. Aircraft Leasing has been dealt in CAP 3200: Aircraft Leasing Manual.

#### **3.3 Manuals**

##### **3.3.1 Manual Standards**

Any Manual /Document prepared by an applicant for the approval of the DGCA or to satisfy its regulatory requirements shall contain the following, in order to ensure effective production, amendment, distribution and/or uniform use of, or compliance with information relating to the company requirements.

###### **(a) Reference Number used to identify the Document**

This number shall be printed on top of the right hand corner of the front / cover page and on each page of the Manual/Document.

###### **(b) Trade Mark / logo of the applicant**

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This shall be printed on front / cover page and top of the left-hand corner on each page of the Manual/Document.

**(c) Title of the Manual / Document**

This shall be printed on front / cover page and immediate inner page after the cover page.

**(d) Edition Number and Year of edition**

This shall be printed on front / cover page.

**(e) Title of the person under whose authority the document is printed.**

The title of the person who authorized the production of the Manual / document should be written at the bottom of the cover / front page;

**(f) Control Number**

In addition to whatever information the applicant may wish to print on the inner page immediately after the cover page, shall contain the control number which indicates the serial number;

**(g) Record of Revision**

This shall contain three running columns to indicate the Revision Number, date entered and name of the person making the revision;

**(h) List of effective pages**

This shall contain three running columns to indicate the Page Number, last date of revision and effective date;

**(i) History of Revision**

A brief description in regard to each amendment introduced subsequent to the initial issue.

**(j) Table of Contents**

The table of contents shall be expanded to cover at least two sublevels with page numbers placed on section basis.

**(k) Preamble/Forward**

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This shall at least contain information relating to the purpose of the Manual in brief, the level of compliance expected from the user. The preamble of a Manual/ document shall be signed by the Accountable Manager;

**(l) Abbreviations**

All abbreviation and acronyms used in the Manual or documents should be clearly explained in full;

**(m) Definitions**

All words, which has or requires a specific meaning in relation to the matter being explained, shall be defined clearly in order to avoid ambiguities. In the absence of a definition for a word or phrase, DGCA, India will have the right to interpret such word or phrase with due regard to its obligations for safety and security;

**(n) Separation of sections/chapters**

Manuals should be divided into chapters or sections based on topics being dealt with. In view of the necessity of future updating requirements, each new chapter or section shall start with a new page and such sections/chapters shall be identified with distinctive separators;

**(o) Header**

There shall be a header for each page of a Manual or document and it shall contain at least the applicant's logo / trade mark, name of the organization, document name, document identification number (if any), volume number (if any), revision number, chapter/section number, subject of the chapter and any other information the applicant may wish to display ;

**(p) Footer**

There may be a footer for each page which should contain the page number and any other information (than the header) which the applicant may wish to display;

**(q) Index**

There shall be an index to a Manual /document for ease of reference.

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**NOTE:** This Manual itself may be used as guidance for the development of applicant's Manual(s) in keeping with the aforesaid requirements.

The applicant shall also maintain a Master Distribution Record in relation to the production and distribution of the Manual/document and its subsequent amendments.

All Manuals/ documents submitted by the applicant to the DGCA shall be in duplicate so that one copy will be returned with the appropriate attestation, on approval.

The relevant page or pages of the original document which carries the DGCA attestation shall be submitted, whenever an amendment is forwarded to the DGCA for approval.

All Manuals / documents which contain information/instructions which are subject to change shall be compiled in a loose binder (ring binders) and any manual /document to be used in the flight deck shall be printed on papers of A5 size.

It is the responsibility of the Operator to update the Manuals submitted to the DGCA from time to time to ensure the information contained therein is complete, accurate, and up to date.

### 3.3.2 Use of language in Manuals / Documents

The applicant shall ensure that all Manuals/ Documents are written in the English language and the following words are used to give the meaning as indicated against such words.

“shall” or “must” – compliance is mandatory.

“will” – the action referred to will not take place at the present moment but there is a commitment to comply with the requirement.

“should” – compliance is recommended but not compulsory.

“may” – there is discretion for the applicant/operator to apply alternate means of compliance or to ignore the requirement.

Any specific instruction issued by the applicant to the operational staff shall be given using the words “shall” or “must”.

### 3.4 Operations Manual

The Operations Manual is the means by which the applicant intends to control

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all aspects of the intended operation. Through the Operations Manual the operator shall ensure that all operations personnel are properly instructed in their particular duties & responsibilities and the relationship of such duties to the operation as a whole. The Operations Manuals shall contain information/instructions relating to the topics listed in the CAR Section 8 Series O Part VII as amended from time to time. The Manual shall be compiled as per guidance in CAP 8100.

### **3.5 Airplane Flight Manual**

3.5.1 The Aircraft Flight Manual is a document that is approved by the respective civil aviation authority of the State of manufacturer. There is usually no requirement for this manual to be approved by the DGCA unless there have been substantial modifications to the aircraft by other than a means approved by the State of manufacturer. The operator shall ensure that the flight manual is updated by implementing changes made mandatory or approved by the State of Registry as per guidance given in applicable CAR. The manual shall be in English or if it's a translation it shall be signed by the State of the manufacturer as a true translation. The AFM should contain information and instructions relating to the following.

- a) The identification of the aircraft,
- b) The operating procedures and limitations of the aircraft; and
- c) The performances and loading of the aircraft.

3.5.2 Subject to evaluation and approval by DGCA, it may be permissible to combine the Airplane Flight Manual with the Operations Manual thus enabling the requirements for the carriage of a specific and separate Flight Manual to be waived.

### **3.6 Route Manual**

3.5.1 An operator shall have a route manual to ensure that it contains information relating to communication facilities, navigation aids, aerodromes, instrument approaches, instrument arrivals and instrument departures, as applicable, for the operation, and such other information as the air operator may deem necessary for the proper conduct of flight operations.

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### **3.7 Training Manuals, Training Programmes and Training Personnel (Safety Instructors)**

- 3.7.1 The training manuals shall form a part of operator's operations manual. The training manuals are subjected to DGCA approval and must address all aspects of training pertaining to flight and cabin crew, operational personnel and any other personnel involved in aircraft operations. The applicants are advised to liaise with the Flight Standards Directorate of DGCA in developing the required training programme for flight crew and flight operations officer /dispatchers. All training programme for personnel who are involved with flight operations and dispatching of company aircraft must be approved by DGCA. The company may include additional materials for guidance and information for company personnel over and above the information required by the DGCA.
- 3.7.2 The training manuals must contain information as to course syllabus, equipment and facilities intended to be used, including the place where the training is to be conducted, the qualification of instructors, evaluation method, record keeping etc. All training that is required must be included in the training manual and shall have the appropriate training programme. If any portion of the training programme is to be conducted by any other entity external to the operator, relevant information concerning this shall be included. An operator shall not use a training programme that has already received approval for the use of another operator until such time that the course is evaluated and approved by the DGCA.
- 3.7.3 All training organisations that will conduct training for operations staff shall have the approval of DGCA/ ICAO Contracting State and such organisations shall conduct training as per the approved training programmes.
- 3.7.4 Safety and Emergency Procedures training programmes/ Manuals for persons other than the flight crew (e.g. Cabin Crew) shall be compiled as per the DGCA laid down requirements in the form of a Manual.
- 3.7.5 All instructors and simulator facilities pertaining to aircraft flight operations shall have prior approval of the DGCA.
- 3.7.6 All personnel imparting knowledge on safety of flight operations (Safety Instructors) shall have the prior approval of the DGCA to conduct such training. Qualification requirements for safety trainers shall be as stipulated by the DGCA in the applicable field. As a minimum the safety trainers shall have at least one years experience in the field & applicable knowledge on the subject matter. Safety trainers approved by the DGCA shall have followed a "Train the Trainer" programme to ensure that the person has the skills to impart

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knowledge. They shall maintain on a recurrent basis, the knowledge, skills and qualifications to ensure the knowledge imparted is accurate and up to date. Training requirements for safety trainers shall be stipulated in the training manual.

3.7.7 Operator's arrangements for checking of the competence of the flight crewmembers shall be in conformity with the procedures specified in the relevant CAR issued by the DGCA.

3.7.8 It is essential that the operator shall organize not only initial training for its operational staff but also recurrent training programmes at regular intervals, transition (conversion), requalification, upgrade, recency of experience, familiarisation, differences, safety management and other specialised training as applicable & as required by the DGCA. Details of all such training programmes shall have the prior approval of the DGCA.

### **3.8 Dangerous Goods Manual**

3.8.1 The operator shall be guided by the requirements stipulated in IATA guidelines when intending to carry dangerous goods. Following are the requirements that the operator needs to fulfill prior to issuance of an AOP.

- a) Commercial operators are required to provide a dangerous goods manual for the use of information and guidance of company operational personnel. Such Manual shall usually form a part of the operations manual whether or not it is issued as a separate volume or incorporated directly into the operations manual.
- b) Operators are required to provide training programmes for personnel involved with handling or transport of the dangerous goods by air. A syllabus of training must be produced to cover this requirement, which may be incorporated either as a separate document or included in the training manual, which form part of the operations manual.
- c) When the training programmes and the manual have been approved, they should be distributed to relevant persons associated with the operations and DGCA. Suitable amendment and distribution procedures must also be in place.
- d) It is essential that the operator shall have procedures for reporting of occurrences involving carriage of dangerous goods and to handle any emergency arising out of dangerous goods. All operational staff should

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be educated of these procedures and it shall be the duty of the operator to notify forthwith the relevant State agency which is in charge of investigation if any of aircraft carrying dangerous goods, meet with an accident.

3.8.2 Where an operator does not intend to carry dangerous goods, the following requirements shall apply:

- a) the operator shall provide information in his operations manual about the policy of the operator and the policy on transporting Company Material (COMAT). The operator shall give specific written instructions / guidance to its technical and operational staff in this regard.
- b) Operators are required to provide applicable dangerous goods training to allow the identification of dangerous goods for personnel involved in the handling of passengers and cargo, crew members and security staff in order to prevent the inadvertent carriage of such goods either in the cabin or cargo hold of aircraft operated by the operator. Accordingly, either a separate manual or a suitable section of the Operations Manual must be devoted to this subject. The training of these personnel must be included in the training manual, and the training programme must receive approval from the DGCA.

### 3.9 Maintenance Control Manual

3.9.1 The maintenance control manual shall describe the operator's procedures necessary to ensure the continuing airworthiness of the operator's aircraft. A maintenance control manual must be submitted for approval by the DGCA.

3.9.2 This document shall be titled as Continuous Airworthiness Management Exposition (CAME). The manual should be arranged into general information and specific aircraft maintenance systems. Separate volumes may be utilized for the purpose of separation of topics. Copies of the **CAME** must be provided for the following-

- a. All locations where maintenance is performed; and
- b. Maintenance and inspection personnel who need the manual in the execution of their duties.

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### **3.10 Security Manual**

3.10.1 The operator shall ensure that the security manual is developed and approved by BCAS.

### **3.11 Safety and Emergency Procedures Manual**

3.11.1 The operator shall ensure that all personnel involved in flight operations are in possession of the approved Safety and Emergency Procedures Manual which explains details in regard to aircraft safety and emergency procedures. The operator shall be guided by the requirements stipulated in CAR Section 7 Series M Part I when preparing this manual. The Manual which forms a part of the Operations Manual shall have acceptance of the DGCA.

### **3.12 Ground Handling Procedures Manual**

3.12.1 An operator shall have a Ground Handling Procedures Manual which explains in sufficient details verifying that the lines of responsibilities are clearly defined for Ground Handling functions and associated with the following when applicable both at Home Base and proposed destinations of operations,

- a. Ramp Operations
- b. Passenger Services
- c. Baggage Services
- d. Cabin Services
- e. Weight & Balance Control
- f. Ground Support Equipment
- g. Fuel Services

3.12.2 Ground Handling Procedure Manual shall also contain; ground handling training requirements, subcontracting policies, handling processes, procedures and practices for all ground handling operations.

### **3.13 Flight Safety Manual**

3.13.1 An operator shall develop a Flight Safety Manual which shall lay down the Company's safety policies, flight safety awareness and accident/ incident prevention programme in accordance with requirements stipulated in CAR Section 5 Series F Part I.

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### **3.14 Safety Management Systems Programme**

3.14.1 An operator shall develop a Safety Management Systems Programme in conformity to the State's Safety Programme to ensure that all reasonable measures have been taken in order to identify possible risks inherited in the system and human errors that may adversely affect flight safety and to mitigate such risks and errors. The guidance material in addition to mandatory requirements are published in CAR Section 1 Series C Part I.

3.14.2 The operator shall ensure that all personnel involved in operations of aircraft are trained on SMS to the satisfaction of DGCA.

3.14.3 As a minimum the following shall be covered in the operators SMS programme.

- The identification of safety hazards;
- The necessary remedial action to mention an acceptable level of safety;
- Continuous monitoring and regular assessment of the safety level achieved; and
- Continuous improvement to the overall level of safety

### **3.15 Flight Safety Documents System**

#### **3.15.1 General**

- Flight Safety Documents System encompasses all the safety related documents published by the operator in view of guiding the users to establish safety in the organization. Flight Safety Documents System needs to be in the form of Manuals, Training Programmes, Checklists etc. and needs to be organized in the following manner.
  - Time critical information, e.g., information that can jeopardize the safety of the operation if not immediately available.
  - Time sensitive information, e.g., information that can affect the level of safety or delay the operation if not available in a short time period.
  - Frequently used information
  - Reference information, e.g., information that is required for the operation but does not fall under b) or c) above, and
  - Information that can be grouped based on the phase of operation in which it is used.
- Time critical information should be placed early and prominently in the flight safety documents system. Time critical information, time sensitive

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information, and frequently used information should be placed in cards and quick-reference guides.

- iii) The requirement of the Flight safety Document System to be published in the FOM and MCM as all the other publications forms a part of or link to the FOM and MCM.

### **3.16 Passenger Safety Briefing Card**

3.16.1 An operator shall provide each passenger seat with a safety briefing card containing in pictographic form the information required. The safety briefing cards need to be provided to supplement oral briefings and be in particular to the type and model of aircraft and the specific emergency equipment in use. The safety briefing card shall have the prior approval of the DGCA.

3.16.2 The passenger safety briefing card shall contain the following information as a minimum;

When seat belts are to be fastened. Illustration showing the fastening, tightening and unfastening of seat belts.

When and how Oxygen equipment is to be used.

Restrictions on Smoking.

Location and method of opening emergency exits.

Use of evacuation slides.

How to brace oneself while experiencing impact loads for all seat orientations.

Location and Use of Life Saving Rafts/Jackets for over water flights.

Routes from passenger area to emergency exits.

Restrictions on use of mobile phone, laptops, electronic devices, etc.

3.16.3 For aeroplanes when cabin crewmembers are not required:

- a) All of 3.16.2 & the location of the safety equipment in the aircraft shall be depicted in the safety card.

### **3.17 Statistical Returns**

3.17.1 Each operator holding an AOP issued by the DGCA is required to implement a programme to ensure that statistical returns in respect of commercial operations will be furnished to the DGCA on a regular basis as stipulated in CAR Section 3 Series C.

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#### **4. Permission to import aircraft**

- 4.1 Permission to import aircraft shall be granted by Air Transport Directorate (o/o DGCA). DGCA will issue the permission for import of aircraft subject to the preparation and submission of documents required for the grant of AOP by the applicant and their approval/ acceptance by DGCA. Requirements for import of aircraft are stipulated in CAR Section 3 Series C.
- 4.2 For applicants of Scheduled air operators permit, the permission shall be subject to obtaining in-principle approval from the Ministry of Civil Aviation.

#### **5. The Demonstration and Inspection Phase**

CAR Section 3 Series C stipulates requirements for demonstration for the issue/ amendment to an AOP.

*Note 1: Evacuation and ditching Demonstration including proving flight(s) are required for AOP applicants on addition/ induction of new aircraft types introduced after 21<sup>st</sup> May 2009.*

*Note 2: Type trained Flight Operations Inspector, Airworthiness Inspector and Cabin Safety Inspector will be required for the proving flight readiness check and for the proving flights. In case of non-availability of type trained inspector(s), the activity can be carried out by inspector(s) type-rated on similar category and after undergoing a differences briefing.*

##### **5.1. General**

- 5.1.1. Detailed requirements for facilities, staff, equipment and procedures are set out in CARs and Circulars. The purpose of the pre-certification inspection is to ensure that the requirements have been satisfied as explained in the written procedures of the applicant. (**See Appendix I for details**)
- 5.1.2. The DGCA must be satisfied that qualified and trained personnel are employed in sufficient numbers on a full time basis, where appropriate. Amongst other requirements, adequate facilities and equipment must be provided to allow staff to carry out their duties related to the conduct of operations in compliance with regulations and specifications or instructions contained in the company.
- 5.1.3. Some of the work involved in the conduct of operations may be contracted out. Such work may vary from non-operational aspects such as using an

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outside accounting firm or contract catering through to essential items such as passenger and freight handling, aircraft servicing, aircraft maintenance at various levels, training of technical or cabin crew, or even to the extent of leasing aircraft and operating crews. Operational items or services of any nature that are provided under contract will normally require inspection and approval by the DGCA. The sub contracting of services can be accomplished only from another organization(s) acceptable to the DGCA.

- 5.1.4. In order to demonstrate that the airplane seating configuration, location and operation of emergency exits, and crew training and procedures will permit a successful evacuation of passengers in an emergency situation, the applicant will have to perform an emergency evacuation demonstration, prior to issuance of an AOP, for each aircraft type which he intends to operate.
- 5.1.5 The applicant must demonstrate competency in removing and launching life rafts or slide rafts and in the use of emergency and survival equipment contained in those rafts.

## **5.2 Proving/Validation Flights**

- 5.2.1 Proving flights will be required to demonstrate the readiness of the applicant to conduct operations using the equipment, facilities, services and personnel identified in the application and the associated documents in accordance with the procedures spelt out in the Operations Manual. When these flights are conducted with passengers e.g for re-certification of existing operators the flights will be termed as validation flights. The scope and nature of proving flights are detailed in Appendix 'I' Para 18.
- 5.2.2. An initial draft of the Operations Specifications will be drawn up by the applicant's personnel and discussed in detail with the DGCA's certification team who will indicate to the applicant whether or not they are acceptable. This iteration (which will be clearly labelled draft) will be used during the proving flights after clearance from the Certification Team, which includes inspectors from Flight Standards, Airworthiness and Cabin Safety. The draft Operations Specifications may be subsequently modified as required by DGCA or requested by the operator before the final version is issued by the DGCA with the Air Operator Permit to form a part of the Operations Manual.
- 5.2.3 The applicant/operator will be required to conduct proving flights for the following purpose:
  - First issue of an AOP for scheduled operations or non-scheduled

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- operations.
- The introduction of a new aircraft type in the organisation.
- Prior to first operations by day or night to aerodromes above 4000 feet in elevation or having MSA above 15000 feet.
- Any other circumstances as considered necessary by DGCA.

Conduct of proving flight readiness check may be required for operations to a new international destination.

#### 5.2.4 Conduct of a proving flight

- a) Applicant for a scheduled operator's permit/ non-scheduled operator's permit with aeroplane AUW exceeding 5,700 kgs will be required to conduct a minimum of 5 flight sectors on intended routes, with total duration of not less than 10 flights hours.
- b) Applicant for a non-scheduled operator's permit with aircraft upto 5,700 kgs and helicopters will be required to conduct a minimum of 2 flight sectors.
- c) EDTO (more than 90 minutes) approvals for new aircraft/ engine combination will require two (2) EDTO sectors on non-revenue flights. Further, EDTO time extension beyond this will require two (2) EDTO sectors on revenue/non-revenue flights.

### 5.3 Evacuation and Ditching Demonstration

- 5.3.1 Evacuation and Ditching drills will be required to demonstrate the readiness of the applicant to demonstrate is capability to carry out evacuation/ ditching in the event of an emergency. The scope and nature of these demonstrations are detailed in Appendix 'I' Paras 19 and 20.

## 6. Certification Phase

### 6.1 Final version of the Operation Specifications

Upon successful completion of the proving flight or flights, the certification team will assess the Operations specifications and review the Compliance Statement to ensure all requirements have been satisfied for the grant of an Air Operator Permit.

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## **6.2 Issue of an Air Operator Permit**

- 6.2.1 Based on the recommendations of the Certification team, the Project manager will submit the file for approval of the Competent Authority. The detailed process to be followed is given in Chapter 4.
- 6.2.2 Competent Authority, if satisfied, that the certification process has been conducted according to the required standards, may approve the issuance of the AOP along with required Operations Specifications certifying the competency of the applicant as an air operator.
- 6.2.3 An operator before starting operations shall have the schedule approved from DGCA.
- 6.2.4 Certified true copy of an AOP along with Operations Specification shall be carried on board each aircraft operated by the operator.

**NOTE:** Sample of an Air Operator's Permit & Operations Specification is at **Appendix E**.

## **7. Renewal of Air Operator Permit**

An applicant who is a holder of an AOP shall apply for the renewal, to the DGCA at least a minimum of 60 days prior to the date of expiry. The requirements for renewal of the AOP shall be as per CAR Section 3 Series C.

### **7.1 The Application for Renewal**

- 7.1.1 A request for renewal of an AOP shall be forwarded to the DGCA in the prescribed form (**Appendix L**) at least 60 days prior to the lapse of the validity of the AOP.
- 7.1.2 The DGCA will then confirm a date for an inspection for AOP renewal.

### **7.2 Inspection for Renewal of AOP**

- 7.2.1 The purpose of this inspection is to ensure that the applicant has maintained the initial conditions of certification and is in a position to continue maintaining the applicable certification standards.

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7.2.2 It will be necessary for the DGCA to look in to any or all aspects of the operation to ensure that the operator has continued to maintain the standards that were required for initial certification, in particular to safety surveillance records in relation to training & checking records of flight crewmembers, ramp inspections, regulatory audits and incidents / accidents reports etc. DGCA will renew the AOP on the basis of the satisfactory Audit Report. In case of short-comings, DGCA will inform the AOP holder well before the date of expiry of the AOP to take appropriate corrective actions up to the level of satisfaction of DGCA. Renewal of AOP will be denied in case the AOP holder fails to come up with adequate corrective actions to the best satisfaction of DGCA.

7.2.3 A formal Inspection shall be carried out by the Inspectors prior to renewal of AOP. The Project Manager will determine the Inspection team & the relevant areas that will be inspected by the team.

### 7.3 Lapsed AOP

7.3.1 An AOP after issue requires renewal prior to expiry of the validity to be specified thereon.

7.3.2 If the validity of an AOP lapsed, it may be restored after completion of a process which may entail a part or whole of the certification process as may be determined by the DGCA.

### 7.4 Amendment to AOP/ Operations Specifications

7.4.1 Any requests for amendments to the Operations Specifications, Authorizations or Limitations issued to AOP holder, shall be forwarded to the Air Transport Directorate of the DGCA by duly completing the document in **Appendix M**. Air Transport Directorate will obtain confirmation from relevant directorates of DGCA, by circulating the "**Confirmation for Ops-Spec amendments**" form depending on the amendment requested by the Operator, prior to granting approval.

7.4.2 Amendment to Ops Specs will be required for the following but not limited to:

- Addition of new type of aircraft in the organization.
- Addition of same type of aircraft in the organization.
- Special operations.
- Commencement of international operations to new destination.

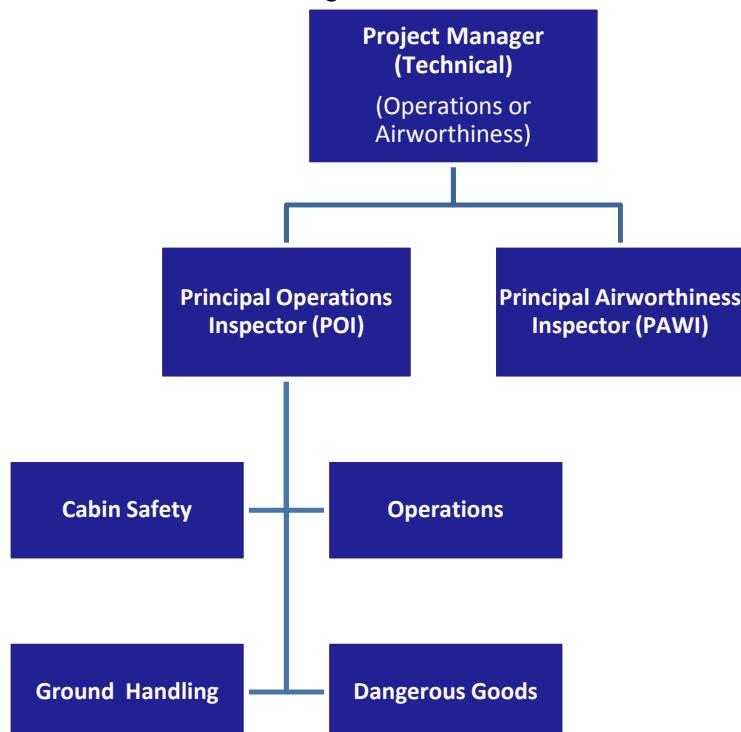
Note: For a) and c), the certification process applicable for issue of AOP will be followed. For d), the checklist for international operations will be complied. (**Appendix N**)

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## CHAPTER 4 – CERTIFICATION PROCESS

### 1. Air Operator Permit (AOP)/Non-Scheduled Operator Permit (NSOP) Team:

- 1.1. The certification of an air operator shall be carried out by an Air Operator's Certification (AOC) Team.
- 1.2. The AOC team comprises of Flight operations, airworthiness, cabin safety, and dangerous goods inspectors (and other personnel as appropriate). Amongst the assigned flight operations inspectors and airworthiness Inspectors, one each shall be nominated as Principal Flight Operations Inspector (POI) and Principal Airworthiness Inspector (PAWI).
- 1.3. The structure of the team is given below:



### Air Operator's Certification Team

- 1.4. The AOC team shall be headed by the Project Manager who shall either be a Deputy CFOI/ Deputy Director General (from Airworthiness field).

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- 1.5. The POI and the PAWI are responsible for Operations and Airworthiness related matters for the issuance of an AOP.
- 1.6. The POIs and PAWIs have with them flight operations inspectors and airworthiness inspectors (at the regional offices) to assist in the certification process.
- 1.7. DAT (AOC) during Phase 1 of the certification process will obtain nominations of inspectors (flight operations, airworthiness, Cabin Safety and Dangerous Goods or any other discipline, as required) from FSB, for the formation of the AOC team.
- 1.8. Nomination of POI/ PAWI: On receipt of intimation from Air Transport Directorate:
  - Dir(Ops), FSB will along with DAW (Hdqrs.-FSB) shall identify the certification team, depending on the size of the intended organization, consisting of POI, PAWI, Cabin Safety Inspector(s), Dangerous Goods Inspector(s) and such additional Flight Operations Inspectors (FOI)/ Airworthiness Inspectors from concerned regional offices to assist the POI and the PAWI.
  - The POI will act as the Team Leader (Operations) for FOIs, CSIs and DGIs for such cases while the PAWI will be the Team Leader (Airworthiness) for the Airworthiness Inspectors in his team.
  - The nomination of the Certification Team after approval by CFOI shall be sent to DAT.
- 1.9. Selection Policy – POI and PAWI:
  - 1.9.1. Principal Operations Inspector (POI): POIs may be selected from any of the FOIs trained in AOP certification process. The additional FOI if nominated should be trained on the tasks assigned to him/ her by the POI. The POI/FOI must be type rated for the relevant aircraft.
  - 1.9.2. Principal Airworthiness Inspector (PAWI): PAWIs should be an Airworthiness officer of the level of at least Dy. Director of Airworthiness for an applicant of AOP and Asst Director of Airworthiness for applicant of NSOP. The nominated officer as PAWI should have experience of at least ten year of service in the directorate and trained on AOP certification process.

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1.9.3. Airworthiness Inspector(s): The nominated Airworthiness Official shall be an officer of the level of at least Asst. Director of Airworthiness. The nominated officer normally should be from the concerned regional office where the operator is based. In the event of non availability of adequately trained officer from the concerned regional office, DAW (Hqrs) may nominate appropriately trained officer from Hqrs / other regional offices. The nominated officer as Inspector (Airworthiness) should have experience of at least five years of service and should be familiar with the process followed for certification of AMO, CAMO, air operator certification process, Special operations etc. The officer must have received type training on the type of Aircraft/ helicopter or on similar type of Aircraft/ helicopter applied for issuance of AOP for operation.

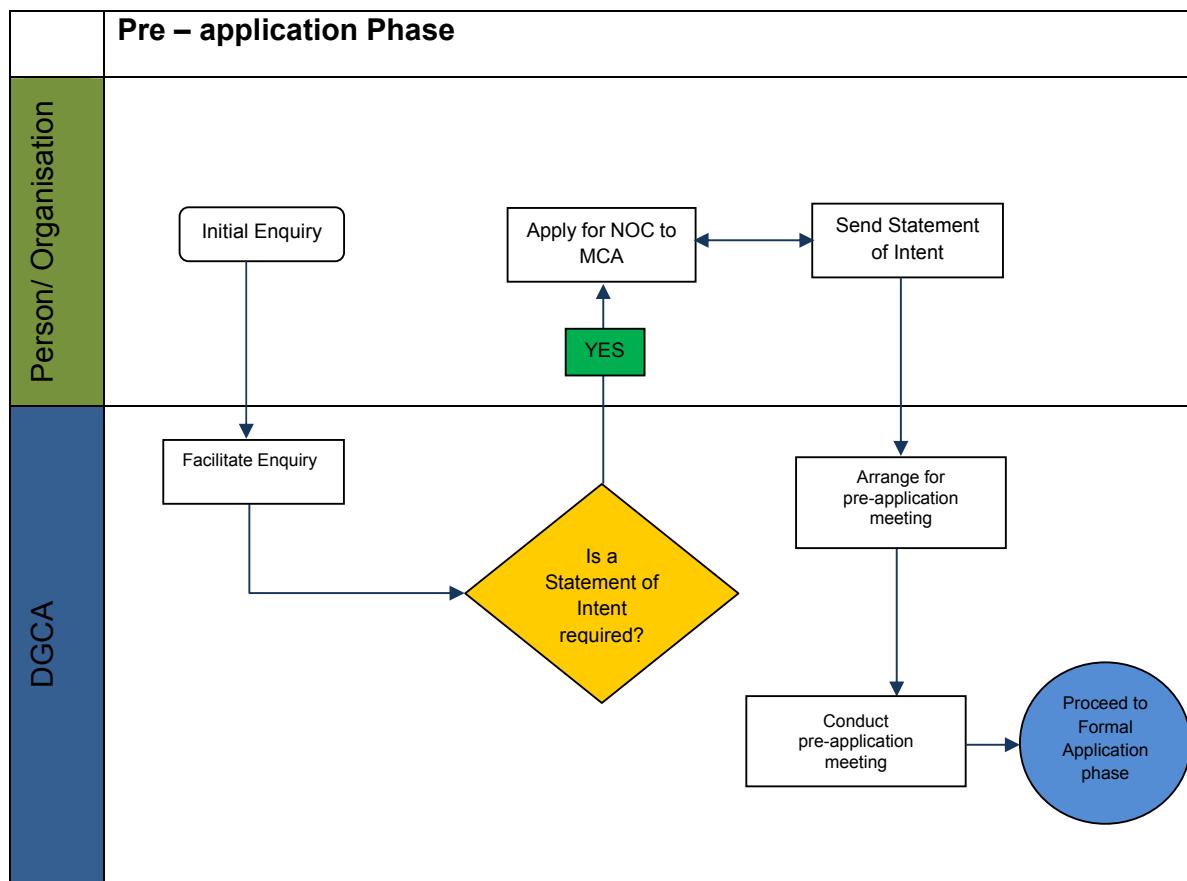
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## 2. Pre-application Phase

### 2.1. Perform Enquiry

#### 2.1.1 The *Applicant* will:

- Make initial contact with Air Transport Directorate (AOC) in regards to applying for an AOP.
- Go to 2.1.2 Facilitate Enquiry



#### 2.1.2 The Air Transport Directorate will:

- Offer non-technical advice as required.
- Direct the Applicant to relevant forms and guidance material.

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### ***Statement of Intent***

An applicant will be required to:

Apply to Ministry of Civil Aviation for obtaining Initial No-Objection Certificate; and Formally notify the DGCA in the form of a Statement of intent (2 copies) once decided to proceed with obtaining an AOP.

#### **2.2. Pre-application meeting**

**2.2.1.** On receipt of the Statement of Intent, Air Transport Directorate (AOC) will:

- Provide one copy of the Statement of Intent to FSB
- Initiate the process of obtaining nominations of inspectors (flight operations, airworthiness, Cabin Safety and Dangerous Goods or any other discipline, as required) from FSB, for the formation of the AOC team.
- Arrange for a pre-application meeting after formation of AOC team.

#### ***Pre-application Meeting***

The Applicant must:

- a. Provide any information required by DGCA.
- b. Seek clarification on any areas of the certification process where required.

The DGCA Certification Team will:

- a. Ensure the Applicant understands the requirements of the certification process and has an appreciation of the resources that could be involved.
- b. Take notes of the pre-application meeting.

#### **2.2.2. *DAT* will:**

Prepare and finalise minutes of the pre-application meeting.

Distribute the minutes to all attendees.

Keep a record of the minutes on file.

***Note: All documents pertaining to Phase 1 go to **Phase 1: Pre-application folders** for the applicant.***

Proceed to 3. *Formal Application Phase*

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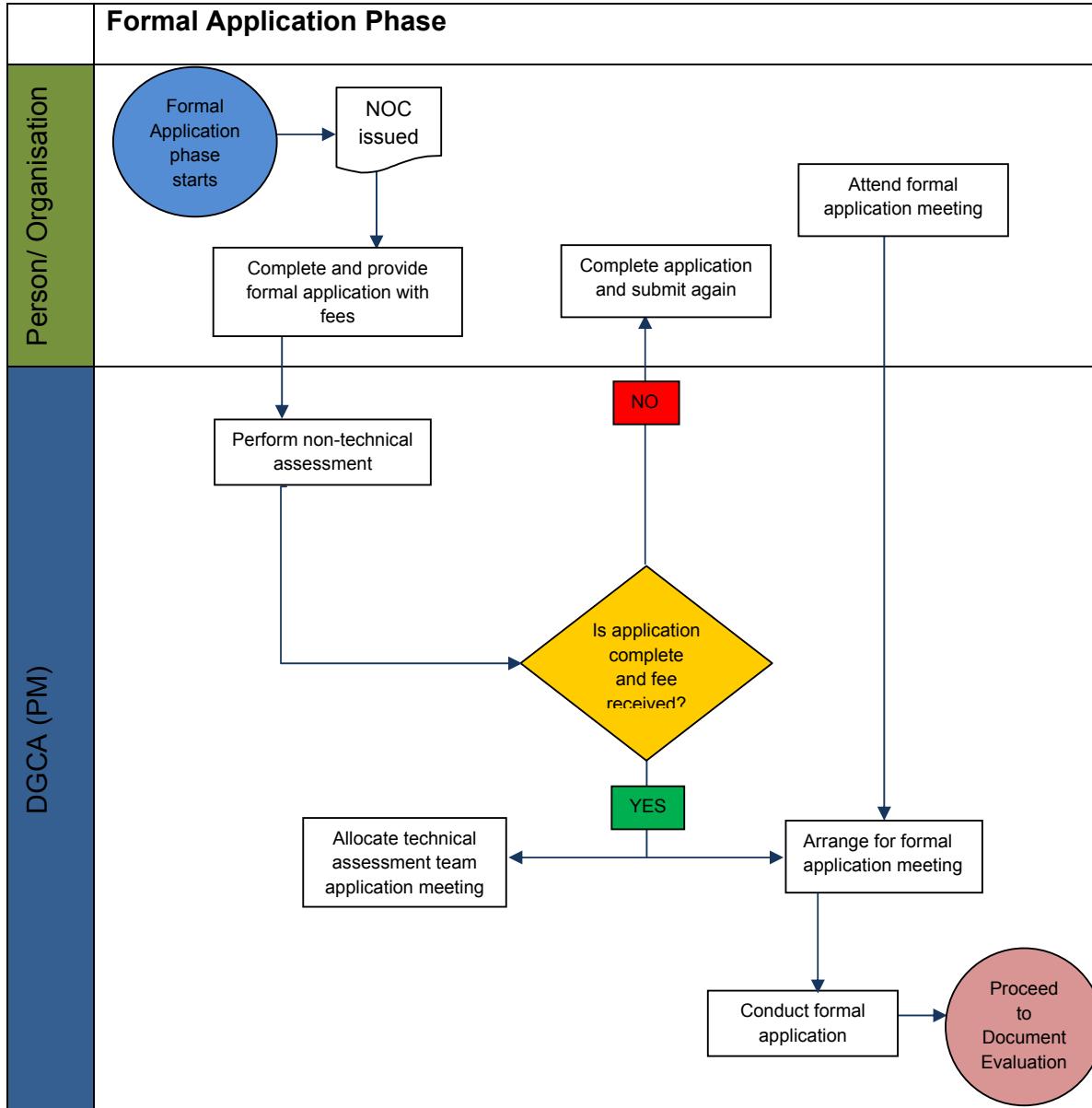
### 3. Formal Application Phase

The **Applicant** must:

Complete the relevant AOP Application Form (3 copies). (On receipt of initial NOC from MCA).

Prepare all required supporting documentation.

Send the signed AOP Application Form together with all required supporting documentation to DGCA.



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### 3.1. Perform non-technical assessment

#### 3.1.1. **DAT** will:

Receive the application and supporting documentation and acknowledge their receipt via email.

Review the application for completeness along with fees.

If no deficiencies, proceed to 3.1.3.

If deficiencies, provide written advice to the Applicant of the deficiencies and request Applicant to address the deficiencies before the application is processed.

#### 3.1.2. The **Applicant** will:

Provide required information to DGCA if they wish to continue with their application.

#### 3.1.3. The **DAT** will:

- Provide two copies of the application along with requisite documents to FSB.
- Call for a formal application meeting in coordination with PM.

#### 3.1.4. On receipt of the formal application from DAT, the **PM** will:

- Identify suitable date for the formal application meeting.
- Organize the formal application documentation into the Formal Application section of the master certification file.

### 3.2. Formal application meeting

#### 3.2.1. **DAT** will:

- Arrange for the formal application meeting.
- Inform the applicant of the formal application meeting.
- Provide a draft agenda (prepared in consultation with PM) for the meeting.
- Advice the applicant on any information needed to provide for the formal application meeting.

*Formal application Meeting*

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The formal application meeting will be attended by:

- a. Applicant's team
- b. Project Manager
- c. POI and other officials related to Operations
- d. PAWI and officers of concerned airworthiness regional office
- e. Officials from DAT
- f. Any other official required

3.3. During the formal application meeting:

3.3.1. The **Applicant** must:

- a. Provide any information required by DGCA during the formal meeting.
- b. Confirm on the Schedule of Events.
- c. Confirm the draft Ops Specs.
- d. Seek clarification on any areas of the certification process where required.

3.3.2. The **DGCA Certification Team** will:

- a. Review the Schedule of Events and discuss with the Applicant.
- b. Take minutes of the formal application meeting.

3.4. After the meeting:

3.4.1. **DAT** will:

- a. Prepare and finalise minutes of the formal application meeting.
- b. Distribute the minutes to all attendees and to FSB.
- c. Keep a record of the minutes on file.

3.4.2. **PM** will:

- a. Finalise the Schedule of Events

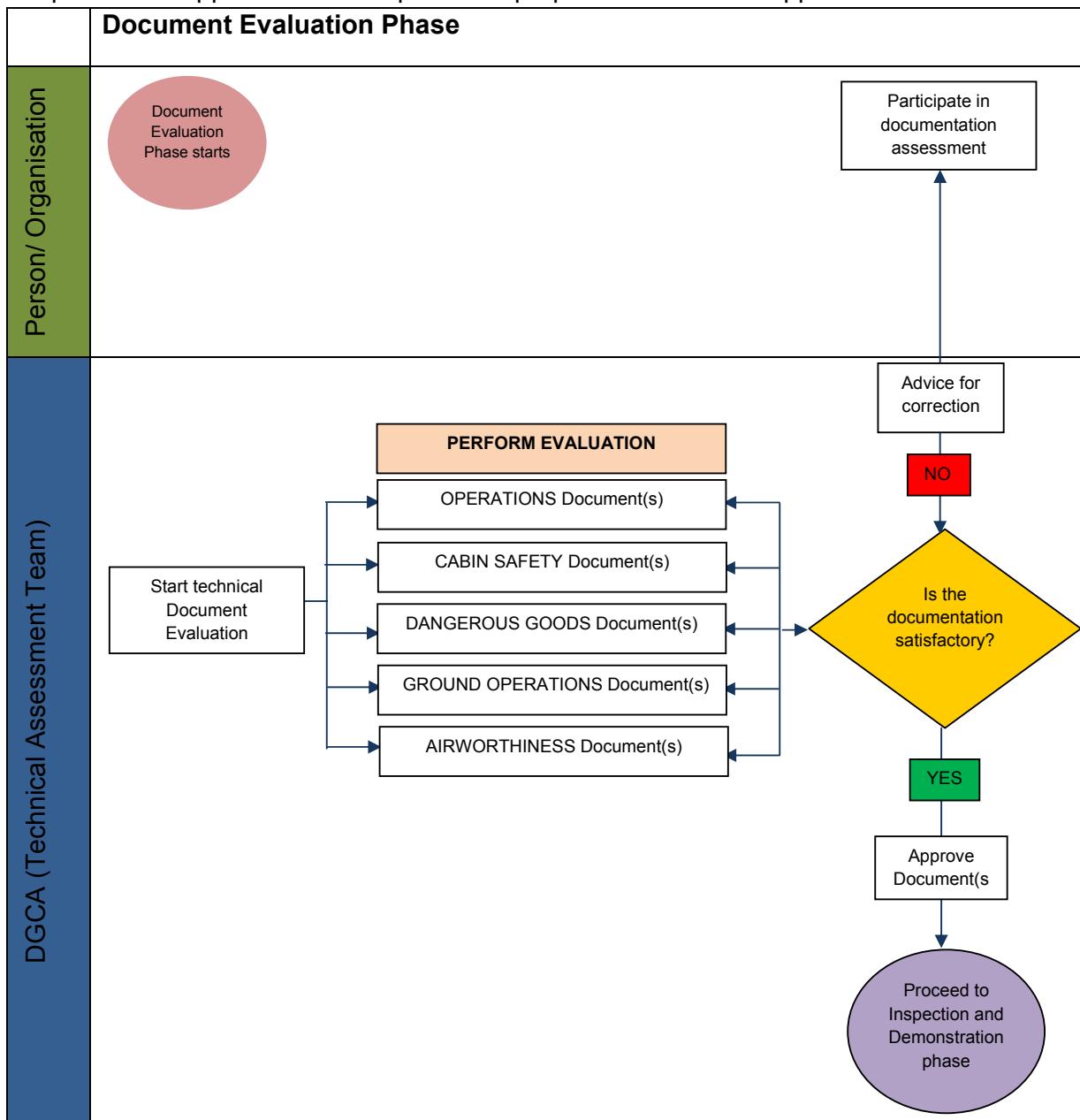
*Note: All documents pertaining to Phase 2 go to **Phase 2: Formal Application folders** for the applicant.*

Proceed to 4. *Document Evaluation Phase*

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#### 4. Document Evaluation Phase

This phase establishes whether the documentation provided by the Applicant is complete and suitable for proposed operations, and meets the safety and legislative requirements applicable to the operations proposed in the AOP application.



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4.1. Document evaluation:

4.1.1. The **Project Manager** must:

- b. Gather all documents required for the technical documentation assessment in the master certification file, and assign them to the appropriate team members for review and assessment.
- c. Coordinate the following technical documentation assessments, in accordance with procedures laid down in respective area manuals:

Operations	<ul style="list-style-type: none"> <li>• CAP 8200 - Flight Operations Inspectors Manual</li> <li>• CAP 8100 - Preparation and Certification of Operations Manual</li> <li>• CAP 8300 - Flight Operations Inspector's Performance Based Navigation Operational Approval Handbook</li> </ul>
Cabin Safety	<ul style="list-style-type: none"> <li>• Cabin Safety Inspector Handbook</li> </ul>
Airworthiness	<ul style="list-style-type: none"> <li>• Airworthiness Procedures Manual</li> </ul>
Dangerous Goods	<ul style="list-style-type: none"> <li>• Dangerous Goods Inspectors' Handbook</li> </ul>
Safety Management System	<ul style="list-style-type: none"> <li>• CAR Section 1 Series C Part I</li> </ul>

If not satisfactory, advise applicant for amendment.

Liaise with the Applicant to address any deficiencies that have been found.

Deficiencies must be confirmed to the Applicant in writing.

Advise the Applicant, in writing, that the job may be suspended until the deficiencies are addressed.

4.1.2 The **Applicant** must:

- a. Address the deficiencies cited by DGCA.
- b. Provide required documentation or advice DGCA in a timely manner.

4.2. End of Document evaluation:

4.2.1. Certification Team Members must:

- a. Process acceptance/ approval of documents as required by regulations in accordance with table listed below.

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- b. Communicate readiness of acceptance/ approval of documents to Project Manager who will then confirm them to the applicant in writing once the documents are approved/ accepted.

*Note: All documents pertaining to Phase 3 go to **Phase 3: Documentation Evaluation folders** for the applicant.*

Proceed to 5. *Inspection and Demonstration Phase*

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**Document approval by FSB**

		<b>Review by type qualified</b>		<b>Approved/ accepted</b>	<b>Approval*</b>
		<b>Airworthiness</b>	<b>Operations</b>		
1.	Minimum Equipment List (MEL)	AWI	FOI	Approved	DDAW(H)
2.	CDL	AWI	-	Accepted	DDAW(H)
3.	<b>Operations Manual</b>				
a)	Part A – General Operations Manual	-	FOI	Approved	CFOI
a)	OM Part B – Aircraft type specific information				
	i) Flight Crew Operating Manual (FCOM)	-	FOI	Approved	CFOI
	ii) Aircraft Flight Manual (AFM)	AW	FOI	Accepted	CFOI
	iii) Performance Planning Document	-	FOI	Accepted	CFOI
b)	OM Part C – Route Manual	-	FOI	Acceptance/ Approved	CFOI
c)	OM Part D – Training Program				
	i) Flight Crew	-	FOI	Approved	CFOI
	ii) Cabin Crew	-	CSI	Approved	CFOI
	iii) Flight Dispatch	-	FOI	Approved	CFOI
4.	Continuing Airworthiness Maintenance Exposition (CAME)	AW	-	Approved	DAW, FSB
5.	Maintenance Program	AW	-	Approved	DAW
6.	Training Manual for maintenance personnel	AW	-	Approved	DAW
7.	SEP Manual	--	CSI	Accepted	CFOI
8.	Flight Dispatch Manual	--	FOI	Accepted/ approved	CFOI
9.	Safety Management System (SMS) Manual	AWI	FOI/ CSI/ DGI	Accepted	CFOI
10.	Special Operations (PBN/ EDTO/ MNPS/ RVSM/ CAT II & III)				
a)	Process (Sps Ops approval for inclusion in Ops Spec. or Letter of Authorisation)	AWI	POI	Approved (Sps Ops)	CFOI
b)	Manual (Maintenance) for specific operation (if applicable)	AWI	--	Approved	DAW
c)	Manual (Operations) (Part of OM)	--	POI	Approved	CFOI

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		<b>Review by type qualified</b>		<b>Approved/ accepted</b>	<b>Approval*</b>
		<b>Airworthiness</b>	<b>Operations</b>		
11.	Weight and Balance Manual	AWI	-	Accepted	DAW
12.	Aircraft Loading and handling Manual or Ground Handling Manual	AWI	POI	Accepted	CFOI
13.	Dangerous Goods Manual	--	DGI	Approved	CFOI
14.	Passenger Briefing Card	AWI	FOI/CSI	Approved	CFOI
15.	Aircraft Search procedure checklist	AWI	FOI/CSI	Approved	CFOI
16.	Load and Trim Sheet	AWI	--	Approved	DDAW
17.	Aircraft Journey Log book/ Maintenance Deferred Defects Log	AWI	--	Approved	DDAW
18.	Flight Safety Documents System	AWI	FOI	Accepted	CFOI
19.	Simulator/ flight training device	--	FOI	Approval	CFOI

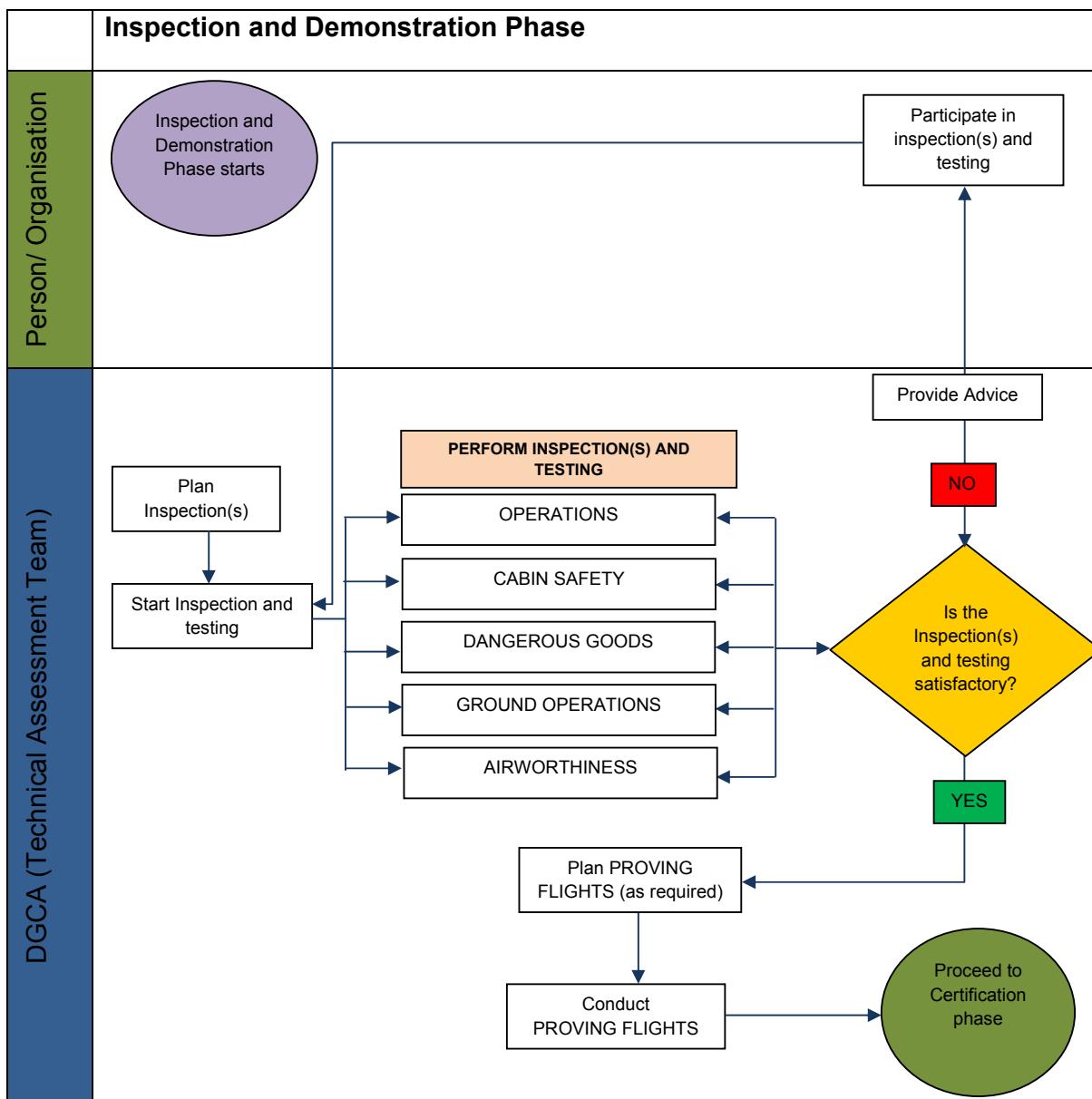
\* Note: All documents shall be approved/ accepted by inspectors within the FSB.

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## 5. Inspection and Demonstration Phase

### Verification and Testing

- This phase will also include the verification and testing phase for confirmation of the documentation approved/ accepted by DGCA.
- Area-wise verification and testing will be sought by respective area Inspectors.



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## 5.1 Verification and Testing:

5.1.1 The Certification Team Member(s), under the coordination and guidance of the Project Manager shall:

- a) Verify and test for confirmation of the documentation approved/ accepted by DGCA.
- b) Plan and conduct ditching exercises, as required.
- c) Plan and conduct evacuation exercises, as required.
- d) Advice on any changes required in the documents, in writing, as a result of verification/ testing/ exercises.

5.1.2 The Applicant must:

- a. Participate in the test/ verification/ demonstration.
- b. Amend the documents, as required.

## 5.2 Final Inspection for issuance of an AOP:

5.2.1 The Project Manager and the Team shall:

- a. Plan Final Inspection of the applicant for issue of an AOP.
- b. Conduct the final inspection.

5.2.2 The Applicant must:

- a. Participate in the final inspection.

*Any deficiencies found during the Inspection and Demonstration phase will need to be corrected before going for the Certification Phase*

**Note: All documents pertaining to Phase 4 go to *Phase 4: Inspection and Demonstration folders* for the applicant.**

Proceed to 6. Certification Phase

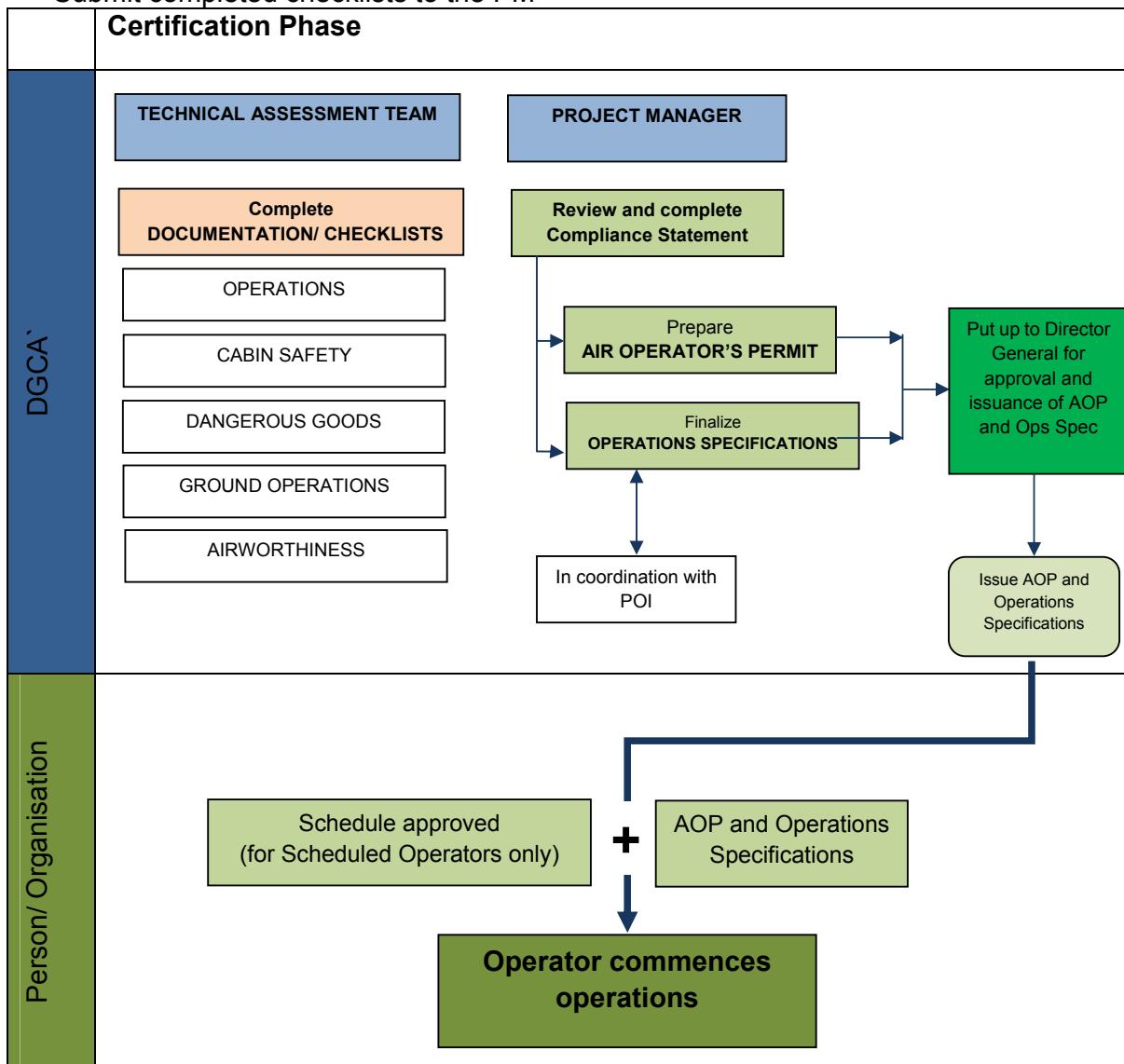
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## 6 Certification Phase

Complete Documentation and Checklists

6.1.1 **Technical Assessment Team (POI and PAWI)** must:

Complete all checklists pertaining to their areas  
Submit completed checklists to the PM



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POI must complete Checklists (02 – 19)

PAWI must complete Checklists (20 – 36)

PM must complete Checklist (01A)

DAT must complete Checklist (01)

#### 6.1.2 **PM** must:

- Complete Checklist 01A (in duplicate)
- Review the completed checklists provided by POI and PAWI for completion.
- Finalise Ops Spec
- Send completed Checklist 01A and Ops Spec to DAT for initiating process for issuance of AOP

#### 6.2 Preparation of AOP and Ops Spec

##### 6.2.1 On receipt of completed Checklist 01A and Ops Specs, **DAT** shall:

- Complete Checklist 01
- Complete Appendix J
- Prepare AOP
- Prepare final Ops Specs and obtain approval of CFOI before putting up AOP and Ops Specs to Director General through the Joint Director General for approval and signature.

#### 6.3 Issuance of AOP and Ops Spec

##### 6.3.1 **DAT** shall:

Issue the AOP and Ops Spec to the applicant

Provide a copy of AOP and Ops Spec to FSB for filing in Phase 5 section of the certification file.

##### 6.3.2 **Applicant** shall:

Receive AOP and may start operations provided the Schedule is approved (for scheduled operators only).

##### 6.3.3 **PM** shall:

Ensure that all documentation, checklists, approval signoffs, demonstration and inspection documents, etc., are organized in the five-phase certification master folders for the operator in FSB.

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*Note: The master file may consist of several binders reflecting the five phases of the certification process, with additional referenced and incorporated files or binders for such certification events as special operations approvals and demonstration event.*

Store all 5-Phase binders for the applicant at assigned locations. These form the initial certification documents for the operator. Any amendment to the Ops Specs (depending on the change required) shall be treated as a new certification process and requiring a minimum of at least Phases 3, 4 and 5 completion.

**Note: All documents pertaining to Phase 5 go to *Phase 5: Certification folders* for the applicant.**

END PROCESS

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## **CHAPTER 4A – MANAGEMENT OF AIR OPERATOR PERMIT**

### **1. Air Operator Permit (AOP)/Non-Scheduled Operator Permit (NSOP) Team:**

- 1.1 The continued management of an Air Operator Permit shall be carried out by the dedicated Certificate Management team assigned to the Air Operator.
- 1.2 The Certificate Management team shall comprise of Flight operations, airworthiness, cabin safety, and dangerous goods inspectors (and other personnel as appropriate). Amongst the assigned flight operations inspectors and airworthiness Inspectors, one each shall be nominated as Principal Flight Operations Inspector (POI) and Principal Airworthiness Inspector (PAWI).
- 1.3 The structure of the Certificate Management team shall be same as the Certification team except that there shall no Project Manager.
- 1.4 The functions of the Certificate Management team shall include continuous management of the Air Operator Permit and would consist of continued inspection and surveillance of assigned certificated air operators (airworthiness and operations aspects) to ensure continual compliance with regulations and safe operating practices.

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**APPENDIX A – Application For Permission To Establish Air Transport Services  
In India**

**Form No. : DGCA/OP/001**

 सत्यमेव जयते	<b>APPLICATION FOR PERMISSION TO ESTABLISH AIR TRANSPORT SERVICES IN INDIA</b>		For office use only AT File Number:
	<p>The undersigned applies for the permission pursuant to Aircraft Rules, 1937 to establish Air Transport Services in India as herein described and certifies that the facts stated in this application are complete, accurate and timely and that the copies of any documents to the application are true copies.</p>		
<b>1. Particulars of the Applicant</b>			
i.	<b>Name of the Operator:</b>		
ii.	<b>Doing Business As:</b>		
iii.	<b>Registered as:</b>		
iv.	<b>Chief Executive Officer</b>		
	<b>Name</b>		<b>Title</b>
	<b>Contact Details</b>		<b>Telephone:</b>
			<b>Fax:</b>
			<b>Email:</b>
<b>v.</b>	<b>Mailing address (Head Office):</b>	<b>Telephone:</b>	
		<b>Fax:</b>	
		<b>email:</b>	
		<b>AFTN:</b>	

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vi.	<b>Mailing address (Main Flight Operations Base):</b>	<b>Telephone:</b>					
		<b>Fax:</b>					
		<b>email:</b>					
		<b>AFTN:</b>					
vii.	<b>Principle place of business (if different from v &amp; vi):</b>	<b>Telephone:</b>					
		<b>Fax:</b>					
		<b>email:</b>					
		<b>AFTN:</b>					
2.	<b>Details of NOC (issued by Ministry of Civil Aviation)</b>	<b>No.:</b>					
		<b>Dated:</b>					
		<b>Valid upto:</b>					
3.	<b>Category of Operations proposed</b>	<b>Scope of Operation</b>					
		<b>Domestic</b>			<b>International</b>		
		<b>Passengers</b>	<b>Cargo</b>	<b>Mail</b>	<b>Passengers</b>	<b>Cargo</b>	<b>Mail</b>
	<b>Scheduled</b>	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No
	<b>Non-Scheduled</b>	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No
4.	<b>Proposed Routes:</b>	<i>(Please indicate proposed destinations, alternates, weekly frequencies and place(s) where the 5th freedom traffic rights are sought)</i>					

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<b>5.</b>	<b>Particulars of connecting services:</b> (Please furnish particulars regarding agreements with other carriers for Code-sharing, Block Seat arrangements etc.)		
<b>6.</b>	<b>Insurance:</b> (Please attach a concise statement of present and/ or proposed insurance coverage and limits for employees, passenger liability, cargo and liability to third parties for injury or damages)		
<b>7.</b>	<b>Operational Details</b>		
<b>A.</b>	<b>Nominated Accountable Manager</b>		
	<b>Name</b>	<b>Title</b>	<b>Qualification</b>
<b>B.</b>	<b>Organizational Structure and Nominated Post Holders of the company:</b> (Attach the organization Structure)		
	<b>Position</b>	<b>Name</b>	<b>Qualifications</b>
i.	Director Flight Operation		
ii.	Director Engineering and Maintenance		
iii.	Director Training		
iv.	Director Ground Operations		
v.	Director Security		
vi.	Director In Flight Services (Cabin Safety)		
vii.	Director Quality		
viii.	Director Flight Safety		
ix.	Director Safety Management System		
x.	Chief Pilots of Each Fleet		

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<b>C.</b>	<b>Aircraft Details</b>		
i.	<b>Type of aircraft</b>		
ii.	<b>Year of Manufacture</b>		
iii.	<b>Serial number</b>		
iv.	<b>Registration number</b>		
v.	<b>Type of engines</b>		
vi.	<b>Maximum seating capacity</b>		
vii.	<b>MTOW</b>		
viii.	<b>Design service goal</b>		
ix.	<b>Flight cycles</b>		
x.	<b>Crew Requirement</b>		
xi.	<b>Communication equipment available</b>		
xii.	<b>Navigation equipment available</b>		
xiii.	<b>Surveillance and safety equipment available</b>		
<b>D.</b>	<b>Method of acquisition of aircraft:</b>		
	<input type="checkbox"/> Owned	<input type="checkbox"/> Dry Lease	<input type="checkbox"/> Wet Lease
<i>Note: At least one aircraft will be either <b>owned or dry leased</b>.</i>			

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E.	<b>Hangar and parking facilities available:</b>
F.	<b>Places of proposed operations and facilities and service available:</b>
G.	<b>Training programmes for operational staff including particulars of simulators intended to be used for training: (Please attach training programmes)</b>
H.	<b>Training, Testing and checking arrangements for operational staff:</b>
I.	<b>Preflight preparations , facilities for Flight-Following and Dispatch Procedures:</b>
J.	<b>Line stations, staff and procedures, arrangement, facilities and services available for flight dispatch:</b>

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<b>K.</b>	<b>Proposed Flight Schedule :</b>		
<b>L.</b>	<b>Scheme for flight time, flight duty period, duty period and rest periods for fatigue management of flight and cabin crew members:</b>		
<b>M.</b>	<b>Minimum number of flight crew and method of proposed recruitment:</b>		
<b>N.</b>	<b>Special approvals required:</b>		
	<input type="checkbox"/> <b>EDTO</b>	<input type="checkbox"/> <b>RVSM</b>	<input type="checkbox"/> <b>CAT II/ CAT III</b>
	<input type="checkbox"/> <b>MNPS</b>	<input type="checkbox"/> <b>RNP</b>	<input type="checkbox"/> <b>Transport of Dangerous Goods</b>

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	<b>Maintenance arrangements :</b> (Please provide following information)
8.	<p>a) Maintenance Management Exposition          b) Maintenance Control Manual/CAME          c) Operator's airplane maintenance programmes          d) Journey Log          e) Where appropriate, the technical specification(s) of the maintenance contract(s) between the operator and any approved maintenance organization          f) Number of airplanes       </p>
	<b>Manuals :</b> (Please provide following manuals in English language)
9.	<p>The following manuals in English (2 copies each) must accompany the application,</p> <p>a) Operations Manual (individual manuals and items listed below form part of the operations manual)          b) Safety Management Systems Manual          c) Training Manual          d) Security Manual          e) EDTO Manual (if required)          f) CAT II/ CAT III Manual          g) Route Manual          h) Dangerous Goods Manual          i) Airplane Flight Manual          j) Master Minimum Equipment List          k) Operating Manual and          l) Any other Manual produced by the Manufacturer in respect of each aircraft          m) MEL          n) Maintenance Control Manual          o) Maintenance Schedule in respect of each aircraft          p) Weight and Balance Manual          q) Safety and Emergency Procedures Manual          r) Flight Safety Manual          s) Ground Handling Manual       </p>
10.	<b>Declaration of Compliance</b>

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	<b>Schedule of Events</b>
11.	(Please complete Appendix B)
12.	<b>Training proposals for DGCA Inspectors</b> (The applicant shall provide complete training (type courses) at its own expenses for at least two Flight Operations Inspectors, two Airworthiness Inspectors and any other officer as desired by DGCA, if the applicant intends operating aircraft which are not familiar to DGCA Inspectors)
13.	<b>Contracted Services</b> (Please provide details of facilities, services and equipment or personnel , which the applicant has contracted)
14.	<b>Line Station Management</b> (Please provide details as to how the applicant intends maintaining and operating its line stations )
15.	<b>Accident Victim Relief Programme</b>

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	<b>Programme for removal of disabled aircraft from the active runway</b>
16.	
17.	<b>Additional information</b> (Please supply any other information, which the applicant deems necessary and suitable in support of the application)
18.	<b>Nature &amp; description of aircraft livery</b> : (Please attach a colour photograph)
19.	<b>Details of Fees</b> (As per Aircraft Rules, 1937)
Date:	
Place:	<b>Name and Signature of proposed Accountable Manager</b>

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## FORMAL APPLICATION

1. *Applicants seeking permission to establish air transport services in India in pursuance of Aircraft Rules, 1937 shall submit their applications to Director General of Civil Aviation in strict accordance with the procedures explained below, at least 60 days prior to the intended date of commencement of operations.*
2. *Applicants should be fully aware of the requirements of the Directorate General of Civil Aviation and its procedures for the initial certification of an operator. In this regard, applicants are advised to make themselves familiar with the relevant rules, Civil Aviation Requirements and procedures contained in Flight Operations Inspector Handbook, Airworthiness Procedures Manual and all other Manuals as applicable to the proposed operation.*

### 1. General

The formal application “Application for Permission to establish Air Transport Services in India” can be downloaded from DGCA’s Website under Forms.

Application shall be completed in full and adequate information pertaining to significant and relevant facts, with respect to each of the areas described therein.

- 1.1 **Exhibits and Documents:** Exhibits and Documents should be attached with the application and shall be properly identified with the pertinent portion of the application.
- 1.2 **Signature:** The original of the application shall be signed by the applicant/proposed Accountable Manager.
- 1.3 **Amendment:** Any change in the application by the applicant or additional information required by DGCA shall be in the form of an amendment to the original application.
- 1.4 **Maps:** One set of maps is required showing particulars of the routes, including distances in statute mile or nautical miles between the adjacent stopping places and between the terminals of the route.

**Pt 1. Particulars of the Applicant:** *Provide all the details as required in the form.*

**Pt. 2. Details of NOC:** *Provide the NOC number and the date of issue of the NOC including its validity.*

**Pt. 3. Category of Operations Proposed:**

- a) *Indicate whether the proposed operations are domestic or international.*
- b) *Specify whether the operations would be Scheduled or Non-Scheduled*

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c) Further, indicate whether the operations would be a. Passengers only; b. Cargo only; c. Passengers, cargo and mail

**Pt. 4. Proposed Routes:** Provide the proposed destinations, alternates, weekly frequencies etc.)

**Pt. 5. Particulars of connecting services:** Please furnish Particulars regarding agreements with other carriers for Code-sharing, Block Seat arrangements etc.

**Pt. 6. Insurance** A concise statement shall be furnished of present and / or proposed insurance coverage and limits for;

- a. Employees
- b. Passenger liability
- c. Cargo
- d. Liability to third parties for injury or damages

**Pt. 7. Operational details**

*The applicant shall provide detailed information concerning the following:*

A. Nominee for the Accountable Manager with his/her qualifications and experience.

B. Organizational Structure and Nominated Post Holders of the company:

- a. Attach the organization Structure
- b. Provide the details of nominated post holders

C. Aircraft Details: Type of aircraft intended to be used for operations with year of manufacture, serial number, registration number, type of engines, maximum seating capacity, MTOW, Design service goal, Flight cycles, crew requirement, Communication, navigation and surveillance and safety equipment available.

D. Method of acquisition of aircraft: Owned/ Dry lease / Wet lease along with certified copy of agreement in the case of a lease. Atleast one aircraft will be either **owned or dry leased**.

E. Hangar & Parking facilities available: Provide details

F. Places of proposed operations and facilities and services available: Provide details

G. Training programmes for all operational staff including particulars of simulators intended to be used for training: Please attach training programmes

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H. Training, Testing and Checking arrangements for all operational staff: Provide details

I. Pre-flight preparation, facilities for Flight-following and Dispatch procedures: Provide details

J. Lines stations, staff and procedures, arrangement, facilities and services available for flight dispatch: Provide details

K. Proposed Flight Schedule: Provide proposed schedule (in case of Scheduled Operator only)

L. Scheme for flight time, flight duty periods, duty periods and rest periods for fatigue management of flight and cabin crewmembers: Provide details.

M. Minimum number of flight & cabin crewmembers and method of proposed recruitment

N. Special approvals such as EDTO, CAT II / CAT III, RNP/ RVSM / MNPS, Transport of Dangerous Goods by Air etc.

#### **Pt. 8. Maintenance Arrangements**

*In respect of the operator's maintenance system, the following information must be included in the initial application for an AOP and when applicable, any variation or renewal applied for and each airplane type to be operated;*

- a. The maintenance management exposition
- b. Maintenance Control Manual/CAME
- c. The operator's airplane maintenance programme(s)
- d. Journey log
- e. Where appropriate the technical specification(s) of the maintenance contract(s) between the operator and a any approved maintenance organization.
- f. The number of airplanes.

#### **Pt. 9. Manuals to be produced with the formal application**

*The following manuals in English (3 copies each) must accompany the application,*

- a) Operations Manual (individual manuals and items listed below form part of the operations manual)
- b) Safety Management Systems Manual

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- c) Training Manual
- d) Security Manual
- e) ETOPS Manual (if required)
- f) CAT II/ CAT III Manual
- g) Route Manual
- h) Dangerous Goods Manual
- i) Airplane Flight Manual
- j) Master Minimum Equipment List
- k) Operating Manual and
- l) Any other Manual produced by the Manufacturer in respect of each aircraft
- m) MEL
- n) Maintenance Control Manual
- o) Maintenance Schedule in respect of each aircraft
- p) Weight and Balance Manual
- q) Safety and Emergency Procedures Manual
- r) Flight Safety Manual
- s) Ground Handling Manual

#### **Pt. 10. Declaration of Compliance**

The Operator shall provide along with the application a Statement of Compliance in respect of each Regulation in the Aircraft Rules, 1937 and the applicable Civil Aviation Requirements. The operator shall use Appendix - C for this purpose.

#### **Pt. 11. Schedule of Events**

The Operator shall provide a time schedule indicating as to how he proposes to establish major facilities, services or equipment needed for the establishment of the proposed services. The operator shall use Appendix - C for this purpose.

#### **Pt. 12. Training proposed for Civil Aviation Authority Inspectors**

The Applicant shall provide complete training (type course) at its own expense, for at least two Flight Operations Inspectors, two Airworthiness Inspectors and any other officer(s) of DGCA as specified by DGCA. Such training will be arranged if the applicant intends operating aircraft, which are not familiar to DGCA inspectors.

#### **Pt. 13. Contracted Services**

Details of facilities, services and equipment or personnel, which the Applicant has contracted, should be clearly specified.

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**Pt. 14. Line Station Management**

Details as to how the applicant intends maintaining and operating its line stations should be explained.

**Pt. 15. Accident Victim Relief Programme: *Provide details***

**Pt. 16. Programme for removal of disabled aircraft from the active runway: *Provide details***

**Pt. 17. Additional Information**

Supply any other information, which the applicant deems necessary and suitable in support of the applicant.

**Note:** It would be desirable, if an applicant for an AOP meets the relevant officials in DGCA with prior appointment to gather the required information and obtain clarifications on matters, which are not understood by him, prior to compilation of the application.

**Pt. 18. Nature and description of aircraft livery: *Provide details along with a colour photograph.***

**Pt. 19. Details of Fees**

The application should be accompanied with the applicable fees.

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## APPENDIX B – Schedule of Events

### Director General of Civil Aviation, India

### Application for an air operator permit – Schedule of Events

Name of Company					
Necessary document, action or event		Proposed Date	Date received/ accomplished	Date returned for Changes	Reference
<i>Note: Items with an * will be completed by DGCA</i>					
<b>2.0 Pre application Phase</b>					
*	Submission of pre-application (Statement of Intent)				
*	Assignment of Certification Team by DGCA (One POI and one PAWI)				
*	Pre-application meeting				
<b>3.0 Initial application review phase</b>					
*	Submission of Formal Application				
*	Initial Application Review				
*	Formal Application Meeting				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
<b>4.0 Documentary Evaluation Phase</b>					
<b>A. MANAGEMENT RESUMES</b>					
	Submission of Management Resumes				
*	Completion of Compliance Checklist 01 – Assessment of General Status				
*	Review and acceptance of Management Resumes				
	a) Accountable Manager (General manager / Chief executive Officer)				
	b) Director Flight Operations				
	c) Director Engineering and Maintenance				
	d) Director Training				
	e) Director Ground Operations				
	f) Director Security (to be approved by BCAS)				
	g) Director Inflight Services (Cabin Safety)				
	h) Director Quality				

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<b>Name of Company</b>				
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	<b>Necessary document, action or event</b>	<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
i)	Director Flight Safety (FS)				
j)	Director Safety Management (SMS)				
k)	Chief pilots for each fleet				

## B. DOCUMENTS

	<b>1. Operations Manual</b>				
	Submission of Operations Manual (OM)				
*	Completion of compliance Checklists 03,04,06,07,08,14,15 & 17				
*	Review and approval of the Operations Manual				
	<b>2. Cabin Crewmember Safety &amp; Emergency Procedures Manual</b>				
	Submission of Cabin Crewmember Safety & Emergency Procedures Manual				
*	Review and Acceptance of Cabin Crewmember Safety & emergency Procedures Manual				
	<b>3. Flight Safety Manual</b>				
	Submission of Flight Safety Manual				
*	Review and approval of Flight Safety Manual				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
<b>4. Safety Management Systems Manual</b>					
	Submission of Safety Management Systems Manual				
*	Review and approval of Safety Management Manual				
<b>5. Dangerous Goods Manual</b>					
	Submission of Dangerous Goods Manual				
*	Review and acceptance of Dangerous Goods Manual				
<b>6. Flight Duty Time Limitation Scheme</b>					
	Submission of Flight Duty Time Limitation Scheme				
*	Review and approval of Proposed Flight Duty Time Limitation Scheme				
<b>7. Cabin Crew Training Manual</b>					
	Submission of the Cabin Crew Training Manual				
*	Completion of compliance Checklist 16				
*	Review and approval of the Cabin Crew Training Manual				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
<b>8. Flight Operations Training Manual</b>					
	Submission of the Flight Operations Training Manual				
*	Review and approval of the Flight Operations Training Manual				
<b>9. Proposed Flight Crew Qualifications</b>					
	Submission of Proposed Flight Crew Qualifications				
*	Review and acceptance of Proposed Flight Crew Qualifications				
<b>10. Aircraft Operating Manual (AOM)</b>					
	Submission of an updated Aircraft Operating Manual (AOM)				
	Submission of Copy of Current Approved Flight Manual				
*	Completion of compliance Checklist 05				
<b>11. Normal and Emergency Checklists (SOPs)</b>					
	Submission of Normal and Emergency Checklists (SOPs)				
*	Review and Acceptance of Normal and Emergency Checklists				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
	<b>12. Load and Trim Sheet</b>				
	Submission of Load and Trim Sheet				
*	Review and Approval of Load and Trim Sheet				
<b>13. Runway Analysis Data</b>					
	Submission of a Runway Analysis Data				
*	Review and acceptance of the Runway Analysis Data				
<b>14. Route and Airport Manual</b>					
	Submission of the Route and Airport Manual				
*	Review and acceptance of the Route and Airport Manual				
<b>15. Minimum Equipment List (MEL)</b>					
	Submission of Aircraft MMEL				
	Submission of Minimum Equipment List (MEL)				
	Submission of Current Manufacturer's MMEL Deviation Guide				
*	Completion of compliance Checklist 27				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
*	Review and Approval of Minimum Equipment List (MEL)				
<b>16. Maintenance Control Manual/ CAME</b>					
	Submission of the Maintenance Control Manual/ CAME				
*	Completion of Checklist 4, 16, 20, 21, 22, 23, 24, 26, 28, 29, 34 & 35 Conformance report				
*	Review and Approval of the Maintenance Control Manual / CAME				
<b>17. Aircraft Journey Log book</b>					
	Submission of a Proposed Aircraft Journey Log book				
*	Approval of a Proposed Aircraft Journey Log book				
<b>18. Maintenance Deferred Defects Log</b>					
	Submission of a Proposed Maintenance Deferred Defects Log (part of Journey Log book)				
*	Submission of Checklist 35 Conformance report				
*	Approval of a Proposed Maintenance Deferred Defects Log				
<b>19. Weight and Balance Manual</b>					
	Submission of a Weight and Balance Manual				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
*	Submission of compliance Checklist 25				
*	Review and acceptance of the Weight and Balance Manual				
<b>20. Ground Handling Manual</b>					
	Submission of a Ground Handling Manual				
*	Submission of compliance Checklist 02				
*	Review and acceptance of the Ground Handling Manual				
<b>21. Deicing Manual (if applicable)</b>					
	Submission of a Deicing Manual				
*	Review and acceptance of the Deicing Manual				
<b>22. Maintenance Program</b>					
	Submission of the Maintenance Program				
	Submission of Current Manufacturer's Planning Document				
*	Approval of the Maintenance Program				
<b>23. Flight Safety Documents System</b>					

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
	Submission of Flight Safety Documents System				
*	Acceptance of the Flight Safety Documents System				
<b>24. Security Manual</b> (to be submitted to BCAS for approval)					
<b>C. OTHER EVALUATIONS</b>					
	Submission of a copy of Aircraft Lease or Ownership Papers				
*	Approval of the lease: maintenance and operational control				
	Submission of a copy of the Aircraft Insurance Policy				
	Submission of Draft contract agreement for continuous Airworthiness (Manufacturer and Maintenance contractor)				
<b>5.0 Inspection and Demonstration Phase</b>					
*	Inspection of Aircraft (compliance of Checklist 2,13,17 & 30)				
*	Training Facilities & Equipment Inspection (Compliance of Checklist 12)				
*	Simulator/Training Device Inspections				
*	Authorization for commencement of flight crew ground Training				

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<b>Name of Company</b>				
<b>Necessary document, action or event</b>	<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>				
* Training-in-Progress Inspection				
* Evaluation of the flight crew ground training				
* Authorization of commencement of Flight crew flight training				
* Evaluation of the flight crew flight training				
* Designee Inspections				
* Evaluation of the designee actions				
* Designation of examiners				
* Flight Crew Proficiency Check Inspections				
* Authorization for commencement of cabin crew ground training				
* Evaluation of Operators Cabin crewmember Training				
* Maintenance Training Facility Inspections				
* Maintenance Training-in-Progress Inspections				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
*	Authorization for commencement of maintenance training				
*	Structure & Support Service Inspection (Check List 10)				
*	Operational Control Inspection				
*	Station (Base/Line) Inspection				
*	Flight/Cabin Crew Records Inspection				
*	Flight Preparation Records Inspection				
*	Maintenance Main Base & Facility Inspection (Check List 4, 22, 24, 26 & 35)				
*	Maintenance Control Inspection (Checklist 31)				
*	Contractor Maintenance Facility Inspections (Checklist 4, 22, 24 & 33)				
*	Maintenance Station Inspection (Checklist 4, 22, 23, 24 & 33)				
*	Aircraft Records Inspection (Checklist 29 & 31)				
*	Fuelling of aircraft (Checklist 23)				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
	Preparation for the Ground/ Ditching Evacuation Demonstration				
*	Conduct of the Ground/ Ditching Evacuation Demonstration				
	Preparation for the Proving Flight(s)				
*	Conduct of the Proving Flight(s) (Check List 19)				
*	Aircraft Exterior Inspection				
*	Cabin Ramp Inspection				
*	Flight Deck Ramp Inspection				
*	Flight Deck En-route Inspection				
	PIC Route Check Observation				
*	Maintenance Flight Deck En-route Inspection				
*	Method of Flight Supervision				
*	Minimum Safe Altitudes				

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<b>Name of Company</b>					
<b>Necessary document, action or event</b>		<b>Proposed Date</b>	<b>Date received/ accomplished</b>	<b>Date returned for Changes</b>	<b>Reference</b>
<i>Note: Items with an * will be completed by DGCA</i>					
*	Additional Airport Altitude Safety Margins				
	Passenger Briefing Card				
*	Checklist 18 & 19 Compliance				
<b>6.0 Certification Phase</b>					
*	Prepare Air Operator Permit				
*	Prepare Operations Specifications				
<b>7.0 Post Certification</b>					
*	Conduct Validation Flights				

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## APPENDIX C – Statement of Compliance

### DECLARATION OF CONFORMANCE TO RULES AND CIVIL AVIATION REQUIREMENTS AIR OPERATOR COMPLIANCE CHECK LIST

Reference of the published Civil Aviation requirements				Description in brief	Level of Operator's compliance Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satisfactory/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular			S	U
				<b>AIR TRANSPORT</b>			
		D3C-C2		Minimum requirements for grant of Permit to operate Scheduled Passenger Air Transport Services.			
		D3C-C3		Minimum requirements for grant of Permit to operate Non-Scheduled Air Transport Services			
		D3C-C4		Minimum requirements for grant of permit and operation of Air Transport Cargo Services.			
		D3C-C8		Minimum requirements for grant of permit to operate Scheduled Regional Air Transport Service			
	-	D1C-C1	-	Safety Management System (SMS)			

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Reference of the published Civil Aviation requirements				<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular		S	U
	-	D2B-B1	-	Minimum Equipment List (MEL)		
	-		-	Preparation and use of Cockpit and emergency check list		
		D2D-D2		Aircraft maintenance programme and their approval		
		CAR M		Continuing Airworthiness Requirements		
		D2O-07		Exit row seating		
				Airworthiness, Maintenance and Operational requirements for Extended Range Operations with Twin Engine Aeroplanes for Commercial Air Transport Operations.		
				Requirements for operation of aircraft in MNPS airspace		
		D2O-O13		Requirements for Evaluation, Certification and Maintenance of Aircraft Flight Simulators and Synthetic Flight Training Devices.		

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Reference of the published Civil Aviation requirements				<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular		S	U
	D2O-O14			Airworthiness and Maintenance Requirements for Cat II and Cat IIIA operations.		
	D2X-X2			Weight and balance control of an aircraft		
	D2X-X3			Provision of Medical Supplies in Aircraft		
	D2X-X6			Aircraft Log Books		
				Document to be carried on board by Indian registered aircraft		
	D3C-C7			Instructions for seating in passenger transport aircraft		
	D5F-F1			Flight Safety Awareness and Accident/Incident Prevention Programme.		
	D5F-F2			Monitoring of DFDR/ QAR/ PMR data for Accident/Incident Prevention		

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Reference of the published Civil Aviation requirements				Description in brief	<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular			S	U
		D5F-F3		Procedure for Medical examination of crew for alcohol consumption			
		D5X-X1		Safety Hazard – Use of Mobile/Cellular Telephones inside the aircraft during flight.			
		D7I-I1		Criteria for approval of examiners/ instructors/check pilots for scheduled Commercial operations with fixed wing aircraft.			
		D7I-I3		Criteria for Approval of Check Pilot and Examiners for Non-Scheduled and General Aviation Operations with Fixed Wing Aircraft			
		D7I-I7		Criteria for approval of Ground Instructors			
		D7I-I8		Criteria for approval of CRM Facilitators			
		D7J-J1		Flight Duty Time and Flight Time Limitations - Cabin Attendant			

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Reference of the published Civil Aviation requirements				<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular		S	U
		D7J-J3		Flight and Duty Time Limitations and Rest Requirements of flight crew engaged in scheduled/ non-scheduled air transport operations and general aviation aeroplanes operations.		
		D7M-M1		Cabin Crew Training		
		D7M-M2		Flight Dispatchers/Operations Officer		
				Pilot Authorisation for ILS Category II and Category III Operations		
		D8B-B1		Operator Authorisation for ILS Cat-II/ IIIA/B Operations		
		D8C-C1		All Weather Operations (AWO)		
		D8F-F1		Requirements for exercising the privileges of ratings on aeroplanes with AUW exceeding 5700 Kgs.		

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Reference of the published Civil Aviation requirements				<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular		S	U
		D8F-F2		Flight Crew Training And Qualification Requirements For Scheduled and Non-Scheduled Operators having Aeroplanes with AUW exceeding 5700 Kgs		
		D8O-O2		Operation of Commercial Air Transport – Aeroplanes		
				Performance Based Navigation (PBN)		
		D2O-O7		Requirements for preparation of operations manual		
		D8S-S2		Requirements for Implementation of Reduced Vertical Separation Minimum (RVSM)		
		D11C-C1		Approval of Dangerous Goods Training Programme		
				Supervised Take Off and Landing In Public Transport Operations		

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Reference of the published Civil Aviation requirements				Description in brief	<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular			S	U
		AIC 3/2010		Grant of Permission For Providing Ground Handling Services At Airports Other Than Those Belonging To The Airports Authority Of India			
		AIC 8/2009		Guidelines for grant of permission to Indian Air Transport Undertakings for operation of Scheduled International Air Transport Services.			
		AIC 11/2009		Guidelines for aircraft operations during low visibility conditions at IGI Airport, Delhi.			
		AIC 2/2000		Flying more than one type of Aeroplane/ Helicopter.			
		AIC 18/1985		Avoidance of fire hazard-fuelling near jet aircraft.			
		AIC 10/1983		Procedure and precaution regarding fuelling and defuelling of aircraft, fire and general safety.			

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Reference of the published Civil Aviation requirements				Description in brief	<b>Level of Operator's compliance</b> Mark first with: R for Read, Ustd for Understood and Cmpd for compliance  (please give reference to the applicable Page, Section and Chapter, Volume and the title of the relevant document which gives effect to the regulatory requirements, when compliance is indicated)	Satis/ Unsatisfactory (to be filled by DGCA)	
No.	Rule	CAR/ AIC	Circular			S	U
		Gen eral AC 1 of 2011	Employment of Services of Aviation Medicine Specialist by all Operators				

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## APPENDIX D – Certification Check Lists

### General

1. There are 37 checklists which are required to be completed prior to certification of applicant for AOP.
  - a. Checklist number 02-19 will be completed by the POI with the assistance of Operations team members.
  - b. Checklists number 20-36 will be completed by PAWI with the assistance from airworthiness team members.
  - c. Check list 01A will be completed by the Project Manager at the completion of the Phase 4 of the Certification Process.
  - d. Check list 01 together with the Final report will be completed by DAT.
2. The rest of the Team Members will use their respective checklists for conformance of their respective discipline as per their Inspector Handbook.
3. The Checklists contain only the items that should be examined or looked into. The inspector concerned will determine the standards (assessment criteria) against which an item in the checklist should be assessed. The following principles will be used a rule of thumb.
  - a. Check the item against the rules/ requirements issued, and in the absence of such,
  - b. Check the item against the requirements in the Chicago Convention or any Annex thereto – **The guidance in these Checklists may change from time to time to comply with requirements published by ICAO and as stipulated by the DGCA.**
4. The Checklist is provided only for the guidance of the Civil Aviation Inspectors. However, if an applicant is desirous of knowing the result of an assessment in respect of a particular area, the inspector concerned may issue a copy to the applicant.

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**CL - 01(DGCA/OP/CL/002)**

Certification of Applicants For Air Transport Operations in India

**CHECKLIST – 01 – Assessment of General Status**

Name of the Applicant: .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
A.	<b>Initial NOC by Ministry</b>			
1.	NOC No.			
2.	Validity			
B.	<b>Insurance Arrangements:</b> Whether the applicant has organized an adequate Insurance Policy from an Organization acceptable to DGCA in respect of			
1.	Aircraft			
2.	Passengers & Cargo			
3.	Third Party liabilities			
4.	Crewmembers			
5.	Applicant's staff & general properties			
6.	Victim Protection Plan in case of an accident			



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Item	Status		Remarks
	Sat	Unsat	
<b>General Remarks :</b>			
Name of the Officer (DAT)	.....	Signature	Date

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**CL – 01A(DGCA/OP/CL/002)**

**Certification of Applicants For Air Transport Operations in India**

**CHECKLIST – 01A – Technical assessment for issue of Operations**

**Specifications**

Name of the Applicant: .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>1.</b>	<b>Administrative</b>			
	i. Checklists 02-19			
	ii. Checklists 20 - 36			
	iii. Completed Compliance Statement			
<b>2.</b>	<b>Management Personnel acceptance</b>			
	i. Accountable Manager (General manager / Chief executive Officer)			
	ii. Director Flight Operations			
	iii. Director Engineering and Maintenance			
	iv. Director Training			
	v. Director Ground Operations			
	vi. Director Security (to be accepted by BCAS)			
	vii. Director Inflight Services (Cabin Safety)			
	viii. Director Quality			
	ix. Director Flight Safety (FS)			
	x. Director Safety Management (SMS)			
	xi. Chief pilots for each fleet			

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Item	Status		Remarks
	Sat	Unsat	
<b>3. Documentation and its approval/acceptance</b>			
* i. Operations Manual			
ii. Cabin Crewmember Safety & Emergency Procedures Manual			
* iii. Flight Safety Manual			
* iv. Safety Management Systems Manual			
v. Dangerous Goods Manual			
* vi. Flight Duty Time Limitation Scheme			
vii. Flight Crew Qualifications			
viii. Aircraft Operating Manual (AOM)			
ix. Normal and Emergency Checklists (SOPs)			
* x. Load and Trim Sheet			
xi. Runway Analysis Data			
xii. Route and Airport Manual			
* xiii. Minimum Equipment List (MEL)			
xiv. Configuration Deviation List (CDL)			
* xv. Maintenance Control Manual/ CAME			
* xvi. Aircraft Journey Log book			
* xvii. Maintenance Deferred Defects Log			
* xviii. Weight and Balance Manual			
xix. Ground Handling Manual			
xx. Deicing Manual (if applicable)			
* xxi. Maintenance Program			
* xxii. Flight Safety Documents System			
xxiii. Passenger Briefing Cards			

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Item	Status		Remarks
	Sat	Unsat	
* xxiv. Training programmes (flight crew, flight despatchers and cabin crew)			
* xxv. Simulator/ flight training device evaluation and approvals			
xxvi. Aircraft flight manual			
xxvii. Aircraft search procedure checklist			
xxviii. Company's Security Manual (approved by BCAS)			
* xxix. Approval of Dangerous Goods Training Programme			
* xxx. Training Manual for maintenance personnel			
* xxxi. Training Manual for flight crew, cabin crew, operations personnel and ground personnel			
xxxii. Ground Handling arrangements including Ground Handling Manual			
* xxxiii. Special authorizations			
a) PBN b) EDTO c) MNPS d) RVSM e) CAT II & III			
<b>4. Additional Information requirement for endorsement on Permit</b>			
i. Continuing Airworthiness (Continuous Maintenance Organization Approval - CAMO)			
<b>General Remarks :</b>			



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Item	Status		Remarks
	Sat	Unsat	
Name of the Project Manager	.....	Signature	..... Date

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**CL - 03(DGCA/OP/CL/003)**

### **Certification of Applicants for Air Transport Operations in India**

#### **CHECKLIST – 03 – Operations Manual**

Name of the Applicant: ..... Location.....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

[Sat : Satisfactory,    Unsat : Unsatisfactory ]

**Guidelines** This checklist is subdivided in to five steps viz;

1. Checking the *Operations Manual* against the Declaration of Conformance/Compliance Statement for completeness and acceptability.
2. Checking specific material required by legislation for acceptability.
3. Checking material copied in to the *Operations Manual* for agreement with the Flight Manual.
4. Checking the *Operations Manual* against CAR Section 8 Series VII and CAP 8100 for completeness and uniformity with the given standard format.
5. Checking that all changes required by DGCA to the *Operations Manual* have been included in the final draft.

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
A.	Relevant items referred to in the Declaration of Conformance have been checked, and the information in the Operations Manual adequately describes an acceptable means of compliance			
B.	<b>Conformity of the Manual Procedures with legal requirements</b>			
1.	Aircraft operating limitations			

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Item	Status		Remarks
	Sat	Unsat	
2. All normal operating procedures			
3. All abnormal operating procedures			
4. All emergency operating procedures			
5. All aircraft operating checklists are suitably abbreviated			
6. All aircraft operating checklists are suitably abbreviated			
7. Aircraft performance and flight planning data, including specific instructions for the computation of fuel and oil to be carried, having regard to all circumstances of operation including the possibility of failure of one or more power plants, or pressurization failure			
8. The fuel policy of the company should also be assessed in relation to the types of operations conducted, and should cover the factors detailed in applicable CAR.			
9. Instructions for determining that the aircraft performance is adequate under the prevailing conditions in respect of the runway to be used, and that the aircraft will meet all the obstacle clearance and gradient requirements			
10. Procedures for navigation by means of the navigation equipment provided.			
11. Procedures for navigation in the event of failure of any portion of the navigation equipment provided			
12. Procedures for maintaining radio communications and conformity with air traffic control instructions			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>13.</b>	The operating crew complement for all operations, including the designation for succession of command			
<b>14.</b>	Instructions outlining the responsibilities of all crew members pertaining to the conduct of operations, including in-flight emergency duties assigned to each crew member			
<b>15.</b>	Instructions which ensure that the pilot in command has, for each flight, detailed information about communications, navigation aids, instrument approach procedures, and any other information the operator considers necessary for the routes to be operated			
<b>16.</b>	Instructions for determining that the aircraft weight and distribution of load are within the approved limits. (Standard passenger weights and standard passenger baggage weights policy should also be addressed)			
<b>17.</b>	Procedures for operating in severe weather conditions involving ice, hail, thunderstorms, turbulence or potentially hazardous meteorological conditions			
<b>18.</b>	Information about the conditions under which oxygen must be used			
<b>19.</b>	Requirements for the use of oxygen			
<b>20.</b>	The Permissible Unserviceability Schedule or Minimum Equipment List			
<b>21.</b>	Procedures for the use of emergency equipment and passenger handling in an emergency			
<b>22.</b>	Procedures and instructions relating to the handling and carriage of dangerous goods			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>23.</b>	Such operational specifications as may be prescribed by DGCA from time to time			
<b>24.</b>	All the above items have been checked in relation to all aircraft types used by the operator			
<b>25.</b>	Organization of the flight operations department			
<b>26</b>	Operations Manual contains separate sections devoted to:-			
	Directed material (safety operational specifications)			
	Permissible unserviceability			
<b>27.</b>	The presentation and form of the Operations Manual is such that it:			
	Can be conveniently carried			
	Permits quick, clear and accurate reference			
	Has amendment procedures designed to avoid error			
	Is durable			
	Has proper distribution system			
	Sufficient copies of the Operations Manual have been arranged to allow by the following personnel			
	Each operating crew member employed by the operator			
	Each assigned FOI			
<b>28.</b>	The following items should be adequately covered in the Operational Manual.			
	Retention of Fuel Logs for a minimum of 3 months			
	Retention of Flight Logs used on International Flights for a minimum of 3			

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Item	Status		Remarks
	Sat	Unsat	
months.			
C.	All text and material taken from a flight Manual and placed into the Operations Manual has been checked for accuracy, completeness and agreement with the original text or material		
D.	Operations Manual checked for completeness using applicable CAR/ CAP 8100		
E.	All changes to text or other material submitted in the drafts of the Operations Manual have been included in the final draft of the Operations Manual		
<b>General Remarks:</b>			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 04(DGCA/OP/CL/004)**

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**CHECKLIST – 04 – Organizational Structure, Staffing and Administrative Facilities**

Name of the Applicant ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	Qualified and Competent Employees: Organization has sufficient number of suitably qualified and competent employees to act as;			
<b>1.</b>	Flight Crew			
<b>2.</b>	Cabin Crew			
<b>3.</b>	Instructors			
<b>4.</b>	Other technical trainers			
<b>5.</b>	Operational Planning			
<b>6.</b>	Operational Control			
<b>7.</b>	<b>Crew Scheduling</b>			
<b>8.</b>	Load Control			
<b>9.</b>	Passenger Handling			
<b>10.</b>	Administrative Support			
<b>B.</b>	Administrative Facilities			
<b>1.</b>	Office Accommodation size			

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Item	Status		Remarks
	Sat	Unsat	
2. Office equipment			
3. Office support Staff			
4. Communication/Information System that can communicate efficiently and rapidly with all crew, operational support staff and their managers			
5. Printing and/or distribution facilities			
6. Office Environment			
7. Facilities for Record Keeping			
8. Technical Library			
a. Facilities			
b. Arrangements			
c. Availability of documents such as			
i. Aircraft Act and Rules			
ii. Civil Aviation Requirements (CAR)			
iii. Operations Manual			
iv. Maintenance Control Manual (CAME)			
v. Minimum Equipment list			
vi. State Limitation for Flight Time Limitations			
vii. Aeronautical Information Publications			
viii. Applicable Maps & Charts			
.			

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Item	Status		Remarks
	Sat	Unsat	
ix. Aircraft Flight Manual			
x. Other important documents			
C. Registered Office			
1. Principal or Designated Officer : Person responsible to the Company as the contact person for communication between DGCA and the Company			
2. Contact numbers			
<b>Remarks:</b>			
..... Name of Inspector	..... Signature	..... Date	

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**CL - 05(DGCA/OP/CL/005)**

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**CHECKLIST – 05 – Assessment of Aircraft Flight Manual**

Name of the Applicant

.....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
A.	Flight manual is available in the English Language			
	If the Manual is a translation, has the translated copy been approved by the Manufacturer.			
B.	Information in the Flight Manual is current and up to date.			
C.	Flight Manual is current and relates to a particular serial numbered aircraft in the applicant's fleet			
D.	Flight Manual contains:			
1.	Identification of the aircraft			
2.	Operating procedures including, normal, abnormal and emergency procedures			
3.	Aircraft Limitations			
4.	<b>Performance and loading information</b>			
E.	The Flight Manual supplements and appendices are appropriate to the serial numbered aircraft			

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Item	Status		Remarks
	Sat	Unsat	
F. The Flight Manual has performance information appropriate to the aircraft's method of type certification			
G. The Flight Manual contains an acceptable Loading System			
H. <b>The Flight Manual contains all relevant amendments – for example, GPS installation etc</b>			
I. The Flight Manual has supplements relevant to the applicant's planned operation – for example ETOPS, RVSM, RNP etc.			
General Remarks:			
.....		.....	.....
Flight Operations Inspector's Name	Signature		Date

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**CL - 06(DGCA/OP/CL/006)**

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**CHECKLIST – 06 – Provision of Operational Information to Crew**

Name of the Applicant .....

Operator – generated Information for Crew Use – Tables/Graphs/Diagrams

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	<b>Maximum Weight for Take-off and Landing</b>			
<b>1.</b>	Has the applicant, where applicable, provided written verification that source performance data and its method of application assures compliance with the CAR			
<b>2.</b>	Maximum weight which complies with accelerate / stop, climb performance and obstacle avoidance available:			
<b>a.</b>	For individual runways			
<b>b.</b>	For each approved aircraft configuration			
<b>c.</b>	Correct for runway surface			
<b>d.</b>	Wet/ Standing water/ Contamination corrections			
<b>e.</b>	Simple and understandable presentation			
<b>f.</b>	Accurate (sample check required)			
<b>g.</b>	System responsive to changes advised by NOTAM			

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Item	Status		Remarks
	Sat	Unsat	
<b>h.</b> Suitably qualified and experienced persons available to conduct analysis of source data			
<b>B.</b> <b>V Speeds for Actual Weight</b>			
<b>I.</b> Simple and understandable presentation			
<b>2.</b> Corrections to be applied by crew appropriate			
<b>3.</b> Accurate(sample check required)			
<b>C.</b> <b>Power Setting</b>			
<b>I.</b> Simple and understandable presentation			
<b>2.</b> Reduced thrust procedures authorised in <i>flight Manual</i>			
<b>D.</b> <b>Obstacle Avoidance</b>			
<b>1.</b> Operator understands requirements to assess engine-out obstacle avoidance during climb and cruise			
<b>2.</b> Suitable staff and facilities to devise obstacle avoidance procedures for takeoff and climb			
<b>3.</b> Procedures given in a simple and understandable presentation			
<b>E.</b> <b>Quality Control</b>			
<b>1.</b> Company-generated information provided for cockpit use is controlled for currency and availability			
<b>2.</b> System responsive to changes in source data			
<b>3.</b> System verified for accuracy on an ongoing basis			



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Item	Status		Remarks
	Sat	Unsat	
<b>F. Provision of other information</b>			
1. Weather information			
2. Aeronautical Information (NOTAMS) of lasting character			
3. Presence of Dangerous Goods on board			
4. Security Sensitive information (carriage of firearms by passengers)			

General Remarks:

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**CL - 07(DGCA/OP/CL/007)**

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**CHECKLIST – 07 – Arrangements for Maintenance of Documents/ Records**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A</b>	Flight Crew Records			
<b>1.</b>	<b>Licence currency status</b>			
<b>a.</b>	Licence			
<b>b.</b>	Medical			
<b>c.</b>	Ratings			
<b>d.</b>	Special authorizations			
<b>e.</b>	Endorsements/Limitations			
<b>2.</b>	<b>Recent experience status</b>			
<b>a.</b>	Competency Checks			
<b>b.</b>	Bi-annual Aircraft Type Proficiency Check			
<b>c.</b>	Recency Check (3-take-offs & landings on type)			
<b>d.</b>	All weather Operations Check (as applicable)			
<b>e.</b>	EDTO (as applicable)			
<b>3.</b>	<b>Recency of Instrument Rating (12 months)</b>			

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Item	Status		Remarks
	Sat	Unsat	
4. Recency of Route Qualification (12 months)			
5. Validity of Licence (age >60 years of age)			
<b>B. Flight and Duty time limitation records for Flight and Cabin Crewmembers</b>			
1. Check for 30 day limit			
2. Check for 365 day limit			
3. Check for minimum days off			
4. Check for monthly cumulative duty hours			
5. Report on exceeding Flight & Duty Time Limitations			
6. Conformance of the flight duty roster to the State Limitations			
<b>C. Operating Crew</b>			
<b>1. Competency in Safety and Emergency Procedures (12 months)</b>			
a. Flight Crew			
b. Cabin Crew			
<b>2. Competency in Transport of Dangerous Goods (24 months)</b>			
a. Cargo Acceptors and supervisors			
b. Handlers/Loaders and Supervisors			
c. Flight Crew			
d. Cabin crew			
e. Passenger Security Staff			

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Item	Status		Remarks
	Sat	Unsat	
<b>3. Competency in Security Procedures (24 months check)</b>			
a. Cargo Acceptors and Supervisors			
b. Handlers/Loaders and Supervisors			
c. Flight Crew			
d. Cabin crew			
e. Passenger Security Staff			
<b>D. Trip Records (Journey Logbook) - Preserved for two years</b>			
1. Entries made in ink or indelible pencil			
2. Contents (CAR Section 2 Series X Part VI)			
<b>E. Navigational Log</b>			
<b>F. Flight Dispatch Release</b>			
<b>G. Fuel records</b>			
<b>H. Aircraft Loading</b>			
1. Load sheet			
2. NOTOC (Dangerous Goods )			
3. Passenger Manifest			
4. Cargo Manifest			
<b>I. Log Books and their preservation</b>			
1. Aircraft log book			
2. Engine log book (for each engine)			
3. Propeller log book (for each propeller)			

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Item	Status		Remarks
	Sat	Unsat	
4. Radio maintenance log book			
5. Personal Flying log book (for each pilot)			
<b>J. Arrangement for carriage of Aircraft documents</b>			
i. Certificate of Registration; ii Certificate of Airworthiness; iii Airworthiness Review Certificate (ARC); iv A document attesting Noise Certification of the aeroplane/ helicopter; v Air Operator's Permit; vi Licences for each member of the flight crew; vii Aeromobile Radio operation Licence for Radio Communication apparatus; viii Journey Log Book or equivalent documents approved by the DGCA; ix Operations Manual; x Minimum Equipment List; xi Flight Manual ; xii Cabin Crew Manual; xiii Cockpit and Emergency Check List unless these form part of Flight Manual, carried on board; Note: Checklists for take off, cruise and			

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<b>Item</b>	<b>Status</b>		<b>Remarks</b>
	<b>Sat</b>	<b>Unsat</b>	
<p>landing phases shall be displayed in the cockpit unless the lists form a part of the Flight Manual, carried on board.</p> <p>xiv Aeroplane/ Helicopter search procedure checklist;</p> <p>xv Maintenance Release/Certificate to release to service;</p> <p>xvi LOPA (Layout of Passenger Arrangement);</p> <p>xvii Emergency and Safety Equipment Layout;</p> <p>xviii. Route guides</p> <p>xix. Current and suitable navigation charts/maps for the planned flight route and all other routes along which it is reasonable to expect that the flight may be diverted;</p> <p>xx. Weight Schedule ;</p> <p>xxi. Load and Trim Sheet;</p> <p>xxii. If carrying passengers, a list of their names and places of embarkation and destination;</p> <p>xxiii. If carrying cargo, a manifest and detailed declarations of the cargo; and</p> <p>xxiv. If carrying dangerous goods, a list of such goods. This list must be specifically brought to the notice of</p>			



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Item	Status		Remarks
	Sat	Unsat	
Pilot-in-Command, before the flight.			
<b>K. Incident/Accident Reporting</b>			
1. ATC/Near miss(Airprox) Forms			
2. Notification of Death on board Form			
3. General Incident Reporting Form			
4. Report on Unruly Passenger Form			
5. RA form			
6. Wildlife Form			
7. Other (Pl. specify)			
<b>General Remarks:</b>			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 08(DGCA/OP/CL/008)**

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**CHECKLIST – 08 – Arrangements of Proposed Fuel Policy**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

Item	Status		Remarks
	Sat	Unsat	
<b>A. Fuel policy included in <i>Operations Manual</i></b>			
1. Fuel Policy contains:			
i. Uplift instructions			
ii. Holding and diversion policy			
iii. Tankering policy			
2. System provided to review adequacy of fuel policy based on records			
<b>B. Fuel uplift instructions cover the following</b>			
1. Flight fuel departure to destination plus diversion to alternate (if required) calculated at aircraft manufacturer's specified rate			
2. Appropriate allowance specified for taxi, takeoff, pre-departure manoeuvring and destination manoeuvring			
<b>C. Appropriate allowances specified for in-flight variations due to:</b>			



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Item	Status		Remarks
	Sat	Unsat	
1. ATC requirements, • Variation to cleared flight level and • Terminal area holding,			
2. Enroute weather, • Icing conditions, • Thunderstorm avoidance, • Variation in forecast wind			
3. Stipulates minimum fuel required for landing (final reserve)			
4. Allowances specified for in-flight emergencies			
i. Pressurization loss			
ii. Engine failure (including departure airfield closed for landing)			
iii. Other, (i.e., RAT deployment), Passenger emergencies			
5. Allowances for EDTO considerations			

General Remarks:

.....  
Name of the Inspector

.....  
Signature

.....  
Date

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**CL - 09(DGCA/OP/CL/009)**

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**CHECKLIST – 09 – Inspection of Flight/ Cabin Crew Scheduling**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A</b>	Record to be available			
1.	Schedulers have access to all operating crew records			
2.	Use of these records in the applicant's crew scheduling system is practical			
<b>B.</b>	<b>Competence of Scheduling Staff</b>			
1.	Acceptability of Training			
2.	<b>Understand legal implications of scheduling</b>			
3.	Effective use of applicant's scheduling system			
<b>C.</b>	<b>Communication/Information System</b>			
1.	Means of advising schedulers of the need for schedule change			
2.	<b>Means of advising crew members of schedule Changes</b>			
<b>D.</b>	<b>Documents Recommended to be available</b>			



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Item	Status		Remarks
	Sat	Unsat	
1. Operational Manual			
2. Flight & Duty Time Limitation Scheme			
3. <b>State Limitations for Flight &amp; Duty Time Limitations</b>			
4. Approved Flight Schedule			
5. List of Flight crews employed			
6. Flight Crew Duty / flight time records			
7. Approved Leave applications			
8. Change of Schedules			

**Remarks:**

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**CL - 10(DGCA/OP/CL/010)**

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**CHECKLIST – 10 – Inspection of Operations Support Services**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A</b>	Services Provided			
<b>1.</b>	Performance Information			
<b>2.</b>	Navigation information/route data cards			
<b>3.</b>	Instrument approach Minima			
<b>4.</b>	Computer flight planning			
<b>5.</b>	<b>Obstacle Avoidance Procedures</b>			
<b>6.</b>	Operational control support			
<b>7.</b>	Staff			
<b>a.</b>	Qualifications			
<b>b.</b>	<b>Training</b>			



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Item	Status		Remarks
	Sat	Unsat	
c. Competence			
d. Adequacy in strength (number)			
8. Suitability of accommodation			
9. Availability of appropriate information			
10. Reliability of system to convey current information to crew			
11. Responsive to changed inputs			
Remarks:			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 11(DGCA/OP/CL/011)**

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**CHECKLIST – 11 – Inspection of Loading and Load Control**

Name of the Applicant .....  
 [When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A</b>	<b>Load System</b>			
1.	Approved by Weight Control Authority			
2.	System appropriate for operations in regard to ease of use, speed of use, appropriate units and divisions used			
3.	Instructions given in the Operations Manual			
4.	If computer is used:			
	System checked for accuracy (applicant should demonstrate)			
	Manual backup system is available			
<b>B.</b>	<b>Approval Load and Trim Personnel</b>			
1.	Properly appointed by the Operator and approved by DGCA			
2.	Approval process, training syllabus and competency checks contained in a company controlled document			

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Item	Status		Remarks
	Sat	Unsat	
<b>3.</b> Appropriate training and competency check is provided			
<b>4.</b> Competency checked during inspection			
<b>5.</b> Responsibilities in defined in Operational Manual			
<b>C.</b> <b>Load Sheet</b>			
<b>1.</b> Signed by pilot or approved load/ trim sheet personnel			
<b>2.</b> Contains all information for proper weight and balance control			
<b>3.</b> Copy carried in the aircraft and one left at the place of departure			
<b>D.</b> <b>Communications Systems:</b> <b>satisfactory communication system provided between load/trim personnel and:</b>			
1. Passenger check-in			
2. Cargo acceptance			
3. Aircraft loaders			
4. Fuel suppliers			
5. Crew			
<b>E. Cargo Loading</b>			



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Item	Status		Remarks
	Sat	Unsat	
1 System to ensure cargo loaded in correct holds			
2 Cargo restraint adequate			
Remarks:			
.....		.....	.....
Name of the Inspector		Signature	Date

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**CL - 12(DGCA/OP/CL/012)**

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### **CHECKLIST – 12 – Inspection of Training Facilities**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A</b>	<b>Class Room &amp; Training Areas</b>			
1.	Number & Size adequate for the purpose			
2.	Student accommodation			
a.	Seating/Writing			
b.	Visibility			
c.	Hearing			
d.	Minimal visual and aural distractions			
3.	Heating/Cooling/Ventilation/Lighting			
4.	Equipment as specified by syllabus available, such as blackboards, whiteboards, viewgraphs, projectors, video etc.			
<b>B.</b>	<b>Special Equipment [ Syllabus-identified training aids adequate for purpose ]</b>			
1.	Briefing Rooms [Rooms to conduct briefing for competency/proficiency checks for flight training:]			
2.	Number/size appropriate to task			

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Item	Status		Remarks
	Sat	Unsat	
3. Adequately furnished / equipped			
4. Briefing Room for cabin crew to conduct pre flight briefing			
<b>C. Recording System Security</b>			
1. Controlled access			
2. Privacy / Tampering			
3. Adequate/ effective/ Usable			
<b>D. Course Records</b> Adequate to monitor effectiveness of training system			
<b>E. Individual Training Records</b> Detailed records kept with respect to each operating crew member, recording at least;			
1. Each ground training course completed or attempted, including results for each phase or subject and the final assessment of the standard achieved			
2. Each endorsement training course completed or attempted, including results for each phase of training, the number of time each exercise was undertaken and the results of checks or tests			
3. Each flight or simulator proficiency check completed or attempted, including the number of times each exercise was undertaken and the results of the tests or checks			
4. Any other period of training over and above that prescribed, undertaken in an aircraft or simulator, including the exercises completed or attempted and an assessment of the standard achieved			

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Item	Status		Remarks
	Sat	Unsat	
<b>F. Examination Facilities</b>			
1. Exam rooms/area adequate for purpose			
2. Equipment adequate for purpose			
3. Secure storage for exam papers			
Unused papers			
Completed papers			
<b>G. Administration</b>			
1. Adequate accommodation/ Facilities			
2. Adequate support services			
Training schedules co-ordinated with operational			
4. Adequate qualified staff available to conduct training courses			
5. Facilities available for the production of required training course notes and material			
<b>Remarks:</b>			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 13(DGCA/OP/CL/013)**

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### **CHECKLIST – 13 – Inspection of Aircraft**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A.</b>	<b>Flight-deck items</b>			
1.	Required radio and navigation equipment			
2.	All equipment required by regulations			
3.	All control switches, indicators and gauges visible and accessible to appropriate crew			
4.	Observer's seat			
a.	<b>View of operating crew</b>			
b.	Equipped with intercom, oxygen and full harness			
5.	Fleet standard layout of instruments and equipment (changes if any)			
6.	Secure flight-deck Door			
<b>B.</b>	<b>Safety and Security Equipment</b>			
1.	Life preservers / vest – accessible to flight / cabin crew			
2.	Life rafts (If applicable) meet stowage requirements			
3.	Signalling equipment (if life raft required)			
4.	Survival equipment carried			

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Item	Status		Remarks
	Sat	Unsat	
5. PBEs for cabin crew appropriately located			
6. PBEs for flight crew appropriately located or smoke goggles and oxygen available			
7. Torches at each crew station			
8. PBE accessible throughout cabin			
9. Oxygen supplies comply with the CAR			
10. Safety Briefing Cards			
11. Fire extinguishers-required number, approved type, location suitable, serviced and certified OK			
12. First Aid Kits			
13. Medical Kit / universal precautionary kit			
14. Megaphones			
15. Crash Axe			
16. Lighting (Floor & Safety sign) ( Escape path lighting)			
17. Safety belts/ harness/ Kangaroo Belts			
18. Communication Equipment PA/ Interphone			
19. Passenger Seats			
20. ELT – no;s as required			
21. Life Jackets for pax , infants			
22. Emergency Response Kit ( For handling of DG Incidents)			
<b>C. Cabin Crewmember Seating</b>			
1. Distributed uniformly throughout cabin			

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Item	Status		Remarks
	Sat	Unsat	
2. As near as practicable to emergency exists			
3. Each section of cabin under surveillance			
4. Seat equipped with shoulder harness			
5. Access to intercom when seated			
<b>D. Crew rest</b>			
1. Seating rest adequate (comfortable, quiet, private)			
2. Bunk rest approved (comfortable, quiet, private)			
<b>E. Cabin Layout</b>			
1. Passenger number not more than 5% above that for initial emergency evacuation demonstration			
2. No major configuration change to that in place for initial emergency demonstration			
3. Passenger seats do not obstruct emergency exists or Aisles/ can be used as a strong hold in case of turbulence , decompression			
4. Passenger seating does not exceed maximum number approved in type certificate			
5. Passenger Seats are provided with seats belts			
6. Lavatory Fire Protection Arrangements ( Waste bin extinguisher, Smoke detector)			
7. Weight Placards/Exit Signs/ Decals for emergency equipment/ No Smoking, Fasten seat belt signs/ Life jacket location			
8. Carry-on Baggage Restraints			



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Item	Status		Remarks
	Sat	Unsat	
Remarks:			
Inspector's Name	.....	Signature	Date

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**CL - 14(DGCA/OP/CL/014)**

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### **CHECKLIST – 14 – Determination of Landing Minima**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	Operator understands obligations in regard to calculation of “Aircraft Landing “Minima”			
<b>B.</b>	<b><i>Operations Manual</i> contains information on:</b>			
1.	Additions to “aerodrome Operating Minima”:			
	<ul style="list-style-type: none"> <li>• Full Annex 6 considerations for precision Approaches OR</li> <li>• Pressure error correction only OR</li> <li>• + 50 ft</li> </ul>			
<b>C.</b>	<b>If operations planned to overseas destinations:</b>			
1.	Operator has expertise to determine if overseas minima			
2.	<b>Operator will have the services of a delegate to calculate overseas minima</b>			
<b>D.</b>	<b>If Jeppesen charts are to be used:</b>			
1.	Operator has a training package for crew familiarization (for example, Jeppesen video series)			
2.	Approved minima shown unambiguously			



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	Sat	Unsat	
<b>Remarks:</b>			
Name of the Inspector	.....	.....	..... Signature Date

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**CL - 15(DGCA/OP/CL/015)**

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**CHECKLIST – 15 – Inspection of Operations Ports**

Name of the Applicant: .....

Name of the Operating Port:.....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A.</b>	Company Documentations			
1.	Specific regulated take-off & landing charts			
2.	Special obstacle avoidance procedures			
3.	Route qualification briefing			
4.	Accuracy of <i>Operations Manual</i> information			
5.	Reference Library (where crew are based)			
<b>B.</b>	<b>Aerodromes</b>			
1.	<b>Type (Licensed/Military)</b>			
2.	Lighting activation			
3.	<b>Electric Lighting</b>			
<b>a.</b>	<b>Runway</b>			
<b>b.</b>	Taxiway			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>c.</b>	Apron			
<b>d.</b>	Wind indicator			
<b>e.</b>	Obstacle lighting			
<b>4.</b>	Electronic or visual slope guidance			
<b>5.</b>	Navigation aid and instrument procedures			
<b>6.</b>	Approved QNH source			
<b>7.</b>	Approved Met observers			
<b>8.</b>	Adequate data on obstacle gradients, movement areas, hazards etc			
<b>9.</b>	Runway inspections and bird scaring			
<b>10.</b>	Movement areas suitable			
<b>11.</b>	Suitability for type of aircraft operated			
<b>12.</b>	Movement Area			
<b>a.</b>	Runway			
<b>b.</b>	Taxiway			
<b>c.</b>	Apron			
<b>d.</b>	Pavement Strength			
<b>13.</b>	Runway width			
<b>14.</b>	Runways strip			
<b>C.</b>	<b>Airspace</b>			
<b>1.</b>	Controlled Airspace			



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Item	Status		Remarks
	Sat	Unsat	
2. Terminal Control Area			
3. Obstacle Limiting Areas/Surfaces			
D. <b>Dispatch</b>			
1. <b>NOTAM and Weather</b>			
2. Flight notification			
3. Communications			
4. Operational Documents			
5. Suitable “work area”			
6. Crew rest			
E. <b>Local Load Control Systems</b>			
1. Pax handling			
2. Freight handling			
3. Load sheet preparation			
4. Trained/approved load and trim sheet personnel			
5. Passenger lists			
6. Scales for weighting baggage and cargo at each port or each base			
7. Cargo manifests			
F. <b>Marshalling/Parking</b>			
1. Designated marshallers			

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Item	Status		Remarks
	Sat	Unsat	
2 Standards signals			
G Dangerous Goods			
1 Handling, acceptance, cargo examination			
2 Staff trained & properly authorized			
H Airside			
1 Passenger safety			
I Refuelling			
1 Refuelling Precautions			
2 Aircraft location			
3 Refuelling equipment mobile			
Fire extinguishers			
J. <b>Inspection of Passenger Handling and Public Safety</b>			Use the Checklist - 2
Remarks:			
.....		.....	.....
Name of the Inspector		Signature	Date

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**CL - 16(DGCA/OP/CL/016)**

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**CHECKLIST – 16 – Assessment of Training and Checking Manual**

Name of the Applicant : .....  
 [When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	Does the Manual contain information on the following items and is that information suitable for the proposed operation:			
	1. Structure of the training & checking organization			
	2. The method of assignment of duties and responsibilities of all ground, flight and other appointment within the training and checking organization			
	3. The interrelation of ground and flight training			
<b>B.</b>	For each Ground Course			
	1. <b>Course outline</b>			
	2. Detailed syllabus			
	3. Examination cover the requirements of DGCA requirements			

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Item	Status		Remarks
	Sat	Unsat	
<b>4. Completion standards</b>			
<b>5. Specimen record forms</b>			
<b>6. Documents and Certificates</b>			
<b>C. For each flight or simulator training program and/or proficiency test</b>			
<b>1. Aircraft Training Programme</b>			
a. Course outline			
b. Syllabus covers the requirement of DGCA			
c. Completion standards			
d. Specimen record forms			
e. Document and Certificates			
<b>2. Simulator Training Programme</b>			
a. Course outline			
b. Syllabus covers the requirement of DGCA			
c. Completion standards			
d. Specimen record forms			
<b>D. Documents and certificates</b>			
Responsibility during training and checking flights, including (if applicable) route checks and licences renewal proficiency tests			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>E.</b>	<b>Supervisory, Training and Check Pilots</b>			
<b>1.</b>	Minimum qualification and experience			
<b>2.</b>	Training Programme			
	a. Course Outline			
	b. Detailed syllabus as appropriate			
	c. Completion standard			
	d. DGCA approval process			
	e. Specimen record forms			
<b>G.</b>	Minimum crew complement and minimum crew qualification for specified types of training			
<b>H.</b>	Training checklists and occasion on which their use is authorized			
<b>I.</b>	Maximum numbers and qualification of persons to be carried on training flights comply with			
	General restrictions , limitations , specifications or safety precautions applicable to flight training or checking – for example fuel, load ,minimum weather conditions, persons to be carried onboard, safety pilot etc			
<b>J.</b>	Prescribed methods of conducting various training sequences, including			
	<b>1.</b> Techniques and standards to be achieved			
	<b>2.</b> Methods, special procedures and limitations relating to practice and simulated emergency and abnormal flight operations			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>K.</b>	Procedure to be followed when a satisfactory standard is not achieved			
<b>L.</b>	Tests and Checks			
	1. At least two checks of competency in each year which will ensure the continued competency of pilots over the complete year			
	2. Provision of instrument rating renewal			
	3. Route Check			
	4. All Weather Operations			
	5. Special requirements (EDTO, RVSM, TCAS etc)			
	6. Safety & Emergency procedures			
	7. Transport of Dangerous Goods			
	8. Security			
<b>M.</b>	Use of Examiners			
	1. Selection procedure			
	2. Number			
<b>N.</b>	<b>Cabin Crew Training Manual approved by the DGCA</b>			
<b>Remarks:</b>				
<p>.....</p> <p>Inspector's Name</p> <p>.....</p> <p>Signature</p> <p>.....</p> <p>Date</p>				

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**CL - 17(DGCA/OP/CL/017)**

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**CHECKLIST – 17 – Flight Check System (Cockpit Check Systems)**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
A.	<b>Checklists encompass at least those items in <i>Flight Manual/POH</i> checklists</b>			
B.	Any differences from the flight Manual/POH justified by the applicant and are satisfactory			
C.	Checklist accessible to all flight crew during flight			
D.	Checklist printing is legible under adverse visual conditions			
E.	Checklist presented in durable form			
F.	<b>Instructions for the multi-crew use of checklists indicate clearly which duties are to be performed by each crewmember and the appropriate challenges, actions required and responses to be used.</b>			
G.	Checklists, expanded and abbreviated are published as part of the <i>Operations Manual</i> .			
H.	Operations Manual instructions provide procedures to ensure the validity of aircraft copies			



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Item	Status		Remarks
	Sat	Unsat	
I. Operations Manual instructions provide adequate procedures in the use of checklists			
J. Abbreviated checklists are consistent with expanded checklists			
<b>Remarks:</b>			
.....		.....	.....
Name of Inspector	Signature		Date

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**CL - 18(DGCA/OP/CL/018)**

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### **CHECKLIST – 18 – Flight Operations Inspectors Final Report**

Name of the Applicant .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A.</b>	<b>Formal Application</b>			
<b>B.</b>	<b>Declaration of Conformance to CARs</b>			
<b>C.</b>	<b>Key Personnel Satisfactory:</b>			
1.	Accountable Manager			
2.	Chief Executive Officer			
3.	<b>Head of Flight Operations</b>			
4.	Head of Training and Checking			
<b>D.</b>	<b>Document Evaluation</b>			
1.	Operations Manual (CL-03)			
2.	Aircraft Flight Manual (CL-05)			
3.	Dangerous Goods Manual			
4.	Cabin Safety Manual			
5.	Training & Checking Manual (CL-16)			
6.	Other Manuals (EDTO, CAT I/II/III, MEL, etc)			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>E.</b>	<b>Inspections</b>			
1.	Organisational Structure and Staffing Inspection (CL- 04)			
2.	Administration Facility Inspection (CL -04)			
3.	Records System Inspection (CL-07)			
4.	Crew Scheduling Inspection (CL -09)			
5.	Inspection of Facilities for provision of Operational Information to crew (CL-06)			
6.	Inspection of Operational Support Services (CL-10)			
7.	Load Control Inspection (CL-11)			
8.	Passenger handling and Public Safety Inspection (CL-02)			
9.	Training Facilities Inspection (CL-12)			
10.	Inspection of Operating Ports Inspection (CL-15)			
11.	Demonstration of emergency Evacuation Procedures			
12.	Ditching Demonstration			
13.	Fuel Policy Inspection (CL-08)			
14	Aircraft Inspection (CL-13)			
15.	Determination of Landing minima (Cl-14)			
16.	Proving Flight (CL-19)			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>F.</b>	<b>Approvals / Exemptions / Directions</b>			
<b>G.</b>	<b>Persons Requiring Approval</b>			
1.	Head of Training and Checking			
2.	Training and Checking Pilots / Check Flight			
3.	Persons Appointed to Conduct Emergency Procedure Tests			
4.	Ground Instructors			
5.	Approved Load and Trim Sheet Personnel			
6.	Approved Dangerous Goods Course Instructors			
<b>H.</b>	<b>Organisations Requiring Approval</b>			
1.	Training and Checking Organisation			
2.	Delegations			
<b>I.</b>	<b>Facilities Requiring Approval</b>			
1.	<b>Pilot Engineering Ground Training Facilities</b>			
2.	Audio-Visual Briefing Facilities			
3.	Accreditation of Flight Simulators			
<b>J.</b>	<b>Other Approvals</b>			
1.	Area Navigation System			
2.	Extended Range Operations			
3.	All Weather Operations and Auto land			

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Item	Status		Remarks
	Sat	Unsat	
4. Flight (Cockpit) Check Systems (CL-17)			
5. Dangerous Goods Training Courses			
K. <b>Conditions to be included on AOC (Attach list)</b>			
L. <b>Aerodromes and Routes Assessed as Satisfactory (Attach list)</b>			

**Recommendations:** I am satisfied that the applicant has complied with, or is capable of complying with, the provisions of the Aircraft Act, the Civil Aviation Requirements that relate to safety, including provisions about the competence of persons to do anything that is covered by the Air Operators Permit.

I recommended that:

.....

Signature ..... Date ...../...../.....

Name of the Team Leader Flying Operations

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**CL - 19 (DGCA/OP/CL/019)**

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### **CHECKLIST – 19 – Proving Flight**

Name of the Applicant .....

<b>Application for Airline Licence</b>			
<b>Members of the Inspection Team</b>		1. 2. 3.	
<b>Aircraft Type</b>		<b>Aircraft Regn. No.</b>	
<b>Sector</b>		<b>Date</b>	

**Note: This Checklist is required to be filled separately for each sector**

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A</b>	Flight Time Limitations Crew schedules in accordance with flight and duty limits			
2.	<b>Pre/ Flight Documents (available and correct)</b> ► Met and NOTAMS..... ► Flight Plans..... ► Fuel load in accordance with <i>Operations Manual</i> ..... ► Aircraft performance data..... ► Landing / Overflight approvals from States concerned.....			
3.	<b>Aircraft and Operational Documents (on board)</b> i Certificate of Registration; ii Certificate of Airworthiness; iii Airworthiness Review Certificate (ARC);			



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Item	Status		Remarks
	Sat	Unsat	
iv A document attesting Noise Certification of the aeroplane/ helicopter;			
v Air Operator's Permit;			
vi Licences for each member of the flight crew;			
viii Journey Log Book or equivalent documents approved by the DGCA;			
ix Operations Manual;			
x Minimum Equipment List;			
xi Flight Manual ;			
xii Cabin Crew Manual;			
xiii Cockpit and Emergency Check List unless these form part of Flight Manual, carried on board;  Note: Checklists for take off, cruise and landing phases shall be displayed in the cockpit unless the lists form a part of the Flight Manual, carried on board.			
xiv Aeroplane/ Helicopter search procedure checklist;			
xv Maintenance Release/Certificate to release to service;			
xvi LOPA (Layout of Passenger Arrangement);			
xvii Emergency and Safety Equipment Layout;			
xviii. Route guides;			

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Item	Status		Remarks
	Sat	Unsat	
xix. Current and suitable navigation charts/maps for the planned flight route and all other routes along which it is reasonable to expect that the flight may be diverted;			
xx. Weight Schedule ;			
xxi. Load and Trim Sheet;			
xxii. If carrying passengers, a list of their names and places of embarkation and destination;			
xxiii. If carrying cargo, a manifest and detailed declarations of the cargo; and			
xxiv. If carrying dangerous goods, a list of such goods. This list must be specifically brought to the notice of Pilot-in-Command, before the flight.			
<b>4.</b> <ul style="list-style-type: none"> <li>► Passenger Handling and Loading</li> <li>► Method of passenger weight calculation in accordance with <i>Operations Manual</i>.....</li> <li>► Handicapped persons not assigned to emergency exit rows.....</li> <li>► Procedures for identifying handicapped passenger.....</li> <li>► Handicapped, sick or injured persons not hazardous to other occupants.....</li> <li>► Passenger safety on tarmac vehicles, props, jet blast "Carry on" baggage in accordance with <i>Operations Manual</i>.....</li> <li>► Method of baggage weight calculation in accordance with <i>Operations Manual</i>.....</li> </ul>			
<b>5.</b> <ul style="list-style-type: none"> <li>► <b>Baggage and Cargo Loading / Unloading</b></li> <li>► Baggage / Freight loaded in assigned locker...</li> <li>► Cargo restraint.....</li> <li>► Handling of Dangerous Goods.....</li> </ul>			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
6.	<b>Load Control</b> <ul style="list-style-type: none"> <li>► Communications with                             <ul style="list-style-type: none"> <li>• Flight deck crew.....</li> <li>• Baggage loader.....</li> <li>• Passenger check-in.....</li> <li>• Refueller.....</li> </ul> </li> <li>► Compilation of load sheet.....</li> <li>► Last Minute Changes (LMCs) to flight crew.....</li> </ul>			
7.	<b>Refuelling Procedures</b> <ul style="list-style-type: none"> <li>► Proximity of buildings and aircraft.....</li> <li>► Refuelling equipment is mobile.....</li> <li>► No-smoking signs on tarmac.....</li> <li>► Two or more fire extinguishers available.....</li> <li>► Refuelling with Pax on board                             <ul style="list-style-type: none"> <li>• Pax briefing completed.....</li> <li>• Cabin attendant at designated station s prepared for evacuation.....</li> <li>• Seat belt signs off.....</li> <li>• Emergency signs armed.....</li> <li>• Areas outside aircraft exits clear of service vehicles.....</li> <li>• Aircraft and refuelling equipment earthed.....</li> </ul> </li> </ul>			
8.	<b>Pre-Flight Procedures</b> <p>Flight Crew drills and procedures in accordance with <i>Operations Manual</i></p> <ul style="list-style-type: none"> <li>• Walk-around inspection.....</li> <li>• Use of checklist.....</li> <li>• Confirmation of load control documents..</li> <li>• Confirmation of dangerous Goods info...</li> <li>• Calculation of take-off performance...</li> <li>• Airways clearance/navigation systems preparation.....</li> </ul>			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
►	<p>Flight deck to cabin communications in accordance with <i>Operations Manual</i>.....</p> <p>Cabin crew drills and procedures in accordance with <i>Operations Manual</i></p> <ul style="list-style-type: none"> <li>• Check of emergency equipment.....</li> <li>• Passenger restraints and seats upright.</li> <li>• Stowage of loose articles and pax service items.....</li> <li>• Aisles and exits clear.....</li> <li>• Briefing of handicapped passengers.....</li> </ul> <p>Passenger briefing cards</p> <ul style="list-style-type: none"> <li>• Correct.....</li> <li>• In place.....</li> </ul>			
9.	<p><b>Taxi/Pre-take-off Procedures</b></p> <p>► Pushback procedures.....</p> <p>► Flight deck/ground communication.....</p> <p>► Use of checklist.....</p> <p>► Crew briefing as per <i>Operations Manual</i>.....</p> <p>► Arming of cabin slides.....</p> <p>► Passenger oral briefing covers</p> <ul style="list-style-type: none"> <li>• No smoking (including Toilets).....</li> <li>• Seat belts.....</li> <li>• Emergency exits.....</li> <li>• Use of Oxygen.....</li> <li>• Flotation devices.....</li> <li>• Survival equipment (if carried).....</li> </ul> <p>► Check of passenger seat belts.....</p> <p>► Cabin to flight deck communication.....</p> <p>► On time departure/Scheduled turnaround time...</p>			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
10.	<b>Flight Phase</b> <ul style="list-style-type: none"> <li>▶ <b>Flight deck drills and procedures</b> in accordance with <i>Operations Manual</i> <ul style="list-style-type: none"> <li>• Monitoring of flight path.....</li> <li>• Adherence to clearances.....</li> <li>• Crew coordination.....</li> <li>• Use of checklist.....</li> <li>• Altimetry/height awareness.....</li> <li>• Navigation.....</li> <li>• Communications.....</li> <li>• Aircraft Systems Operations.....</li> <li>• Fuel Management and recording.....</li> <li>• Weather considerations.....</li> <li>• Operational Control Considerations.....</li> <li>• Monitoring/Human Factors.....</li> <li>• Turbulence penetration.....</li> <li>• Descent planning.....</li> <li>• Approach briefing (inspector to nominate instrument approach procedure).....</li> <li>• Approach /speed control.....</li> <li>• Procedures at minima.....</li> <li>• Airfield layout knowledge.....</li> <li>• ATC requirements and procedures.....</li> <li>• En route knowledge.....</li> </ul> </li> <li>▶ <b>Cabin crew duties and procedures</b> in accordance with <i>Operations Manual</i> <ul style="list-style-type: none"> <li>• Passenger control.....</li> <li>• Response to flight deck signals.....</li> <li>• Handling of service carts.....</li> <li>• Location of emergency equipment.....</li> <li>• Limitation of emergency equipment.....</li> <li>• Fire extinguishers.....</li> <li>• Oxygen.....</li> <li>• Protective breathing equipment (PBE)...</li> <li>• Response to simulated emergency.....</li> <li>• Onboard cabin fire.....</li> <li>• Bomb threat procedures.....</li> <li>• Toilet fire.....</li> </ul> </li> </ul>			

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		Sat	Unsat	
	<ul style="list-style-type: none"> <li>• Handling of incapacitated pax.....</li> <li>• Handling of disorderly pax.....</li> <li>• Response to turbulence warning (simulate if necessary).....</li> <li>• Knowledge of emergency procedures...</li> <li>• Ditching.....</li> <li>• Crash landing.....</li> <li>• Emergency evacuation.....</li> <li>• Stowage of equipment prior to landing...</li> <li>• Slide disarming procedures.....</li> </ul>			
11.	<b>Aircraft and Equipment</b> <ul style="list-style-type: none"> <li>► Belt/no-smoking signs.....</li> <li>► Life jackets.....</li> <li>► Rafts/emergency beacon (if required).....</li> <li>► Galley equipment/security.....</li> <li>► PA/Intercom equipment.....</li> <li>► Fixed oxygen system.....</li> <li>► Portable oxygen system.....</li> <li>► Protective breathing equipment.....</li> </ul>			
12.	<b>Intermediate airport/Turn-around (Flight crew considerations)</b> <ul style="list-style-type: none"> <li>► Airfield layout/Knowledge.....</li> <li>► Parking arrangements/Procedures.....</li> <li>► Refuelling arrangements/procedures.....</li> <li>► Update of operational information           <ul style="list-style-type: none"> <li>• Met.....</li> <li>• NOTAMS.....</li> <li>• Flight plans.....</li> </ul> </li> <li>► Recording/ rectification of defects.....</li> <li>► Use of the MEL (simulated problem).....</li> <li>► Maintenance arrangements.....</li> </ul>			
13.	<b>Airport Facilities Capable of Supporting the Services</b> <ul style="list-style-type: none"> <li>► Passenger handling.....</li> <li>► Baggage and cargo handling.....</li> <li>► Tarmac vehicle control.....</li> <li>► Maintenance arrangements.....</li> </ul>			

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Item	Status		Remarks
	Sat	Unsat	
14. <b>Security Arrangements</b> <ul style="list-style-type: none"> <li>▶ Control of access to the cockpit.....</li> <li>▶ Security arrangement in the cabin.....</li> <li>▶ Sterility of passengers.....</li> <li>▶ Sterility of Cargo.....</li> <li>▶ Sterility of Cabin (with reference to items introduced from outside such as catering, newspapers, servicing etc).....</li> <li>▶ Preventive measures of any onboard unlawful interference.....</li> </ul>			
15. <b>Meets scheduled turn-around times</b>			
16. <b>Capacity of to notify relevant persons of operational changes</b>			
17. <b>Overall operational control including support from contracting parties</b>			
<b>Remarks:</b>			
.....	.....	.....	
Inspector's Name	Signature	Date	

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**CL - 20 (DGCA/OP/CL/020)**

**Certification of Applicants for Air Transport Operations in India**

**CHECKLIST – 20 – Maintenance Organizational Structure and Staffing**

Applicant : ..... Location ..... .

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

Item	Status		Remarks
	Sat	Unsat	
<b>A.</b> Organizational Structure			
1. Organization suitable with regard to the size and scope of the proposed operation			
2. <b>Chain of command appropriate to ensure airworthiness and maintenance control of aircraft</b>			
3. Numbers of management positions including Maintenance controller(s) is adequate for the size and scope of the proposed operation			
<b>B.</b> <b>Qualified and Competent Employees</b> Organization has sufficient number of suitably qualified and competent employees to control and perform the following functions			
1. Maintenance planning			
2. Recording of flight hours and cycles			
3. Preservation and transfer of maintenance records			
4. Accomplishment and control of Airworthiness Directives			

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Item	Status		Remarks
	Sat	Unsat	
5. Analysis of effectiveness of maintenance program			
6. Management of MEL/CDL time limits (if applicable)			
7. Technical Library			
8. Maintenance training			
9. Monitoring of maintenance activities carried out by a Contractor			
10. Reliability Program (if applicable)			
11. Defect reporting and Investigations			
12. Stores Control			
13. Amendment of MCM (if applicable)			
14. Internal audit and administrative support			
Remarks:			
Name of Airworthiness Inspector	.....	Signature	Date

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**CL - 21 (DGCA/OP/CL/021)**

Certification of Applicants for Air Transport Operations in India

**CHECKLIST – 21 – Maintenance Control Manual (CAME)**

Applicant:..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	Item	Status		Remarks
		Sat	Unsat	
<b>A.</b>	<b>General</b>			
1.	Does the manual identify itself as <i>Maintenance Control Manual (CAME)</i> ?			
2.	Does the manual state the operator's name			
3.	If the operator does not hold the C of R for the aircraft, does the manual state the name of its C of R holder?			
4.	Are all the aircraft to which this manual is applicable identified by their type designations and registration markings?			
5.	Is the manual in loose-leaf format with each page bearing page identification and revision dated?			
6.	Does the manual have amendment record sheet?			
7.	Is there a list of effective pages?			
8.	Are the manual contents adequately indexed?			
9.	Are there adequate methods of recording revisions?			

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Item	Status		Remarks
	Sat	Unsat	
10. Is there a Foreword or Introduction indicating that the procedures contained in the manual apply to aircraft engaged in commercial operation and requiring employees and contractors to abide by the contents of the manual?			
11. Is there a distribution list for the manual?			
12. Does each copy of the manual bear a manual control number?			
13. Does the manual include instructions for its amendments, which adequately cover?			
a. Procedures for notifying the Maintenance Controller of the need for amendment and the details of any proposed changes?  <b>Note:</b> This procedure should provide for notifications to be made both by the Operator's staff and by the contracting maintenance organization's staff			
b. Procedures for investigating any proposed changes to verify that are technically sound and in compliance with CARs and Circulars			
c. Procedures for notifying DGCA regarding amendments			
d. Procedures for ensuring that all holders of the manual are notified of amendments and that all copies of the manual are amended			
<b>B. Organization</b>			
1. Does the manual have a section, which provides the details of and describes the duties and responsibilities of the maintenance control organization?			
2. Is the organization suitable with regard to the size and scope of the proposed operation?			
3. Is the chain of command appropriate to ensure airworthiness and maintenance control of aircraft?			
4. Is the numbers of management positions, including maintenance controller(s) is			

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Item	Status		Remarks
	Sat	Unsat	
adequate for the size and scope of the proposed operation			
<b>5.</b> Is the maintenance controller(s), for each type of aircraft, nominated by the operator and approved by DGCA?			
<b>a.</b> What other duties does this person have in the operator's organization?			
<b>b.</b> Taking into account those other duties, is it likely that maintenance controller will be able to satisfactorily exercise maintenance control functions?			
<b>c.</b> Is a copy of maintenance controller's approval included in the manual?			
<b>d.</b> Are officiating arrangements when the approved Maintenance Controller is not readily available to perform duties, satisfactory?			
<b>6.</b> Has the organization sufficient number of suitably qualified and competent employees to perform the following functions			
<b>a.</b> Maintenance planning?			
<b>b.</b> Recording of flight hours and cycles?			
<b>c.</b> Preservation and transfer of maintenance records/			
<b>d.</b> Accomplishment and control of Airworthiness Directives?			
<b>e.</b> Analysis of effectiveness of maintenance program?			
<b>f.</b> Management of MEL/CDL time limits (if applicable)?			
<b>g.</b> Maintenance Training?			
<b>h.</b> Liaison with maintenance contractor(s) and DGCA?			
<b>i.</b> Monitoring of maintenance activities carried out by a contractor?			
<b>j.</b> Reliability program (if applicable)?			

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k. Defect reporting and investigations?			
l. Amendment of MCM?			
m. Technical library?			
n. Internal audit and Administrative support?			
o. Are the persons who will be responsible for the above functions in the absence of the persons normally responsible, named for the function?			
<b>C. Procedures</b>			
<b>1. Maintenance Release / Technical Log</b>			
a. Is the maintenance release identified in the maintenance control manual as such?			
b. Has the maintenance release been designed to accommodate?			
i. The name of the certificate of approval holder issuing the maintenance release			
ii. The identify and signature of the person authorized to sign it			
iii. Place, date and time of issue			
iv. The aircraft type and registration			
v. The type of operations for which it is issued			
vi. The aircraft's TTIS on a daily basis			
vii. The date and TTIS when the maintenance release ceases to remain in force			
viii. All requirements and conditions relating to maintenance during the period it remains in force			
ix. Endorsements in relation to defects and permissible un-serviceabilities?			

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	Sat	Unsat	
x. When the Maintenance release does not make provisions for the endorsement referred above are alternative documents approved			
c. Are the procedures for the following included in the MCM, including any persons overseas, for:			
i. Issue and signing of the maintenance release within India and overseas, as applicable			
ii. Specify the persons who may sign it			
iii. Indicate by cross reference to the system of maintenance for particular aircraft type, when it must be issued?			
iv. Specify what certification action must be taken before the Maintenance Release is issued			
v. Give instructions on the procedures for issuing the Maintenance Release?			
d. Recording and clearing of defects on the maintenance release – do the procedures:			
i. Require all defects and major damage to be recorded			
ii. Ensure inclusion of the statement " <i>aircraft is unairworthy</i> " when circumstances of the kind specified in Aircraft Rules and CAR exist			
iii. Ensure that the endorsements will only be cleared in accordance with rules			
iv. Provide for cancellation of an endorsement made under Rules in accordance with rules			
v. Ensure endorsement of the Maintenance Release with details of conditions and other information applicable to defects or damage which are permissible unserviceability			
vi. Ensure that all persons using the Maintenance Release are instructed in its use			
vii. Ensure that, when issued the Maintenance Release is available to the pilot			
viii. Retention of the Maintenance Release required by rules			

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<b>ix.</b> Procedures for amendment of the maintenance release			
<b>x.</b> Is sample of the Maintenance Release / Technical Log included in the manual?			
<b>2.</b> <b>Time/Cycle Recording and Maintenance Records, Retention and access</b>			
<b>a.</b> Are the following procedures for flight hours and cycles recording satisfactory/			
<b>i.</b> How the maintenance control personnel have access to the current flight hours cycle information in general and on a daily basis in particular?			
<b>ii.</b> How it is processed?			
<b>b.</b> Does the manual specify what documents are for the recording of maintenance completed?			
<b>i.</b> If documents other than Aircraft, Engine, Propeller or Radio Log books are used, does the manual clearly specify?			
<b>ii.</b> All of the documents to be used, and include samples of those documents			
<b>iii.</b> Adequate procedures for their use			
<b>iv.</b> Have all such documents been assessed for suitability?			
<b>v.</b> Does the manual contain procedures to ensure complete, up-to-date and accurate maintenance records keeping? That is, what data or information are required to be recorded and what are the recording period requirement for each of them			
<b>vi.</b> Does the manual clearly specify the periods for which records are to be retained and adequate procedures for custody and retention?			
<b>vii.</b> Are procedures to ensure that all records, or copies of those records that contain certifications, are received from the approved maintenance organization(s) satisfactory?			

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ix. Are procedures for transfer of maintenance records satisfactory- that is, which records have to be transferred to the C of R holder and who is responsible for the coordination of the transfer?			
3. Accomplishment and Control of DGCA Mandatory Modifications (Airworthiness Directives)			
a. Are the procedures for DGCA mandatory modification/AD information sources and distribution satisfactory?			
b. Are the procedures for making decisions on the applicability of, and the planning for compliance with DGCA mandatory modifications/ ADs satisfactory?			
c. Do the procedures ensure			
i. All non-recurring DGCA mandatory modifications/ ADs will be complied with			
ii. All recurring DGCA mandatory modifications/ ADs will be complied with within the initial compliance time			
iii. All recurring DGCA mandatory modifications/ ADs will be incorporated into the system of maintenance to ensure recurring compliance			
iv. All required certifications for DGCA mandatory modifications/ ADs are made			
v. DGCA mandatory modifications/ AD compliance status can be established from the maintenance records			
vi. DGCA mandatory modifications/ AD compliance will not be confirmed prior to the required compliance time			
vii. An aircraft will not be flown if an applicable DGCA mandatory modifications/ AD is not complied with			
viii. Where maintenance has been subcontracted, it is clear where responsibility lies for compliance with DGCA mandatory modifications/ ADs			
4. Aircraft weight and Balance Control			

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a. Has the operator provided an appropriately qualified weight control authority (WCA) holder?			
b. Are procedures for recording of aircraft mass alternation satisfactory			
c. Are procedures for aircraft mass control during modification satisfactory?			
d. Are procedures for preparation and approval offloading data satisfactory?			
e. Does the applicant has procedures for issue of aircraft's load data sheet each time:			
i. The aircraft is re-weight or the weight and balance is validated			
ii. The weight and balance tolerances recorded in the weight and balance record are exceeded			
iii. There is a change to the aircraft's fixed equipment which affects the aircraft's weight and balance			
iv. Are procedures for ensuring that the current load data sheet to be incorporated in the aircraft's <i>Flight Manual</i> or alternative approved document and aircraft's logbook and is accessible to the pilot in command to assist the correct loading of the aircraft satisfactory?			
v. Are procedures for conducting aircraft weighting in compliance with CAR and are satisfactory?			
<b>5. Configuration Deviation List (CDL)/Minimum Equipment List(MEL)</b>			
a. Does the operator have an approved MEL for each aircraft?			
b. If so, is the MEL incorporated into the approved system of maintenance for each aircraft?			
c. Where the operator uses one document to include the MELs for a number of aircraft, does the MEL refer to individual aircraft differences, if any?			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
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<b>d.</b>	Is the procedure for using the MEL satisfactory?			
<b>e.</b>	Is the procedure for using the CDL satisfactory?			
<b>f.</b>	Is the procedure for acceptance of aircraft, with permissible unserviceability covered by the MEL, by the flight crew satisfactory?			
<b>g.</b>	Is procedure for management of the MEL time limits satisfactory?			
<b>6.</b>	<b>Defect Reporting</b>			
<b>a.</b>	Does the manual provide a system for investigation and reporting of defects?			
<b>b.</b>	Does the manual adequately cover?			
<b>i.</b>	Procedures for notifying the Maintenance Controller of the occurrence of a defect?			
<b>ii.</b>	Procedures and responsibilities for analysing the defect reports?			
<b>iii.</b>	Procedures for investigation of a defect			
<b>iv.</b>	Procedures for notification of the defects to DGCA?			
<b>v.</b>	Maximum time period for notification to the Maintenance controller and to DGCA of the occurrence of a defect?			
<b>vi.</b>	Has the operator defined deferred defect policy?			
<b>vii.</b>	Has the operator established procedures to be followed in order to be sure that the deferment of any defect will not lead to any safety concern?			
<b>Viii.</b>	Are specimens of all documents used include in the manual?			
<b>7.</b>	<b>System of Maintenance</b>			
<b>a.</b>	If the operator is not the holder of the C of R, is a satisfactory agreement in place to ensure the C of R holder's responsibilities are met?			

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b. For each aircraft type operated, does the manual contain a page stating the inspection schedule to be observed?			
c. Does the manual include (or reference to) an approved System of Maintenance (SOM) appropriate to the aircraft's configuration for each type of aircraft?			
d. Does the SOM take into account			
i. The equipment currently fitted to the aircraft?			
ii. The manufacturer's recommendations for the type of operation?			
e. Does the SOM include procedures for performing routine and non-routine maintenance, inspections, repairs, modifications and servicing at base and line stations or a reference to that system such as:			
i. Parking aircraft in high winds			
ii. Short-term storage			
iii. Long-term storage			
iv. Towing			
v. Emergency procedures			
vi. Run-up/taxi personnel authorisations			
vii. Aircraft ground run-up			
viii. Taxing aircraft			
ix. Jacking, lifting and hoisting			
x. Use of landing gear ground lock			

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xi. Aircraft cleaning, including material used for cleaning and flame-proofing materials after dry cleaning			
xii. Engine change			
xiii. Propeller change			
xiv. Cylinder change			
xv. High oil consumption			
xvi. Oxygen and nitrogen servicing			
xvii. Are procedures to keep the SOM current, in relation to the manufacturer's and DGCA's requirements satisfactory?			
xviii. Are procedures to ensure that certain aircraft systems and navigation equipment are fully serviceable for appropriate categories of approach and landing operations, satisfactory?			
xix. Does the operator receive the manufacturer's service information?			
xx. Does the operator have adequate procedures to assess and act promptly upon the manufacturer's service information?			
xxi. Does the manual contain satisfactory procedures for analysis of effectiveness of the system of maintenance?			
<b>8. Technical Data</b>			
a. Are there satisfactory procedures in the manual that amendments to manuals that must be approved by DGCA are approved prior to incorporation into manuals			
b. Does the manual include procedures for :			
i. The supply of amendments			
ii. Maintenance personnel to be notified of amendments?			

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iii. Supply of additional technical information relevant to the work undertaken?			
c. Are there procedures to ensure maintenance manual information recorded on microfilm, microfiche or disk is checked at regular intervals and at all locations for amendment status and legibility?			
d. Does the manual contain procedures to ensure maintenance personnel are made aware of and have access to temporary amendments?			
e. Have arrangements been made for all technical drawings to be suitably stored and for procedures to ensure that only correct issues are released?			
f. Has a person been made responsible for maintaining a drawing register and for notifying departments of superseded issues?			
g. Are there provisions for the supply of manuals/sections of manuals, schedules, service information etc. at each location, and procedures to ensure such information is kept up to date?			
h. Are facilities available for microfiche and compact disc viewing and printing available at each location			
i. Have adequate arrangements been made for regular servicing and repair of the equipment?			
j. Are arrangements in place to ensure that all relevant service information is received in a timely manner?			
<b>9. Monitoring of maintenance Control Activities</b>			
a. Does the manual sets out procedures for:			
i. Ensuring the Maintenance Controller is kept informed of the aircraft current time in service, defects, unscheduled component changes, unscheduled maintenance and the operations planned for the aircraft?			

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ii. Monitoring that all maintenance is carried out by an appropriately approved maintenance organization			
iii. The maintenance controller to ensure all requested maintenance has been completed by the maintenance contractor using the current edition of approved maintenance data?			
iv. Monitoring that all contracted maintenance is carried out in accordance with the contract, including sub-contractors used by the maintenance contractor?			
v. Liaison between the aircraft's maintenance controller and the maintenance contractor where the operator has contracted out maintenance?			
vi. Where a number of aircraft types are operated, with same type(s) under the control of one Maintenance Controller and others, a different Maintenance Controller, and the MCM has been sub-divided, provisions should be made to ensure that each Maintenance Controller receives all applicable parts and amendments when issued			
<b>10. Aircraft Servicing, Spares Holding and Stores Control</b>			
a. Does the manual provide a system to ensure materials used in servicing of the aircraft at all locations			
i. Conform to the appropriate specification?			
ii. Are protected from damage, deterioration and contamination?			
iii. Are controlled to ensure shelf-life limits are observed?			
b. Are procedures to ensure that superseded parts are obtained from acceptable sources within the criteria of CAR satisfactory?			
c. Are procedures to ensure that superseded spares, or those without or of unknown modifications status, are removed from aircraft			

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d. Are procedures to ensure compliance with DGCA mandatory modifications/ ADs and other mandatory requirements, while parts are in storage, satisfactory?			
<b>11. Training Policy</b>			
a. Does the manual contain a satisfactory training policy for all staff engaged in aircraft maintenance or maintenance control including pilots authorised for maintenance, as required by Rules?			
b. Is the operator's training program approved by DGCA? ( If yes please note details otherwise advise operator to get the same approved by DGCA)			
<b>12. Contractual Arrangements</b>			
a. Does the manual describes contractual arrangements for maintenance of aircraft between the operator and holder(s) of certificate(s) of approval in a manner which covers the following functions:			
i. Custody and maintenance of aircraft records			
ii. Planning of maintenance			
iii. Conduct and certification of maintenance			
iv. Provision of maintenance facilities and maintenance data?			
v. Defect reporting and investigations			
vi. Amendment of the manuals			
b. Clearly indicates which party to the contract is primarily responsible for the particular functions			
c. Indicates the duties of the parties in respect of functions for which they are not primarily responsible?			

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d. Are the responsibilities of the person who is to control maintenance specified in the manual in a detailed and comprehensive manner which adequately cover the following responsibilities			
i. Satisfactory functioning of the control, certification and recording systems specified in the manual?			
ii. Ensuring that maintenance contractors continue to provide adequate facilities and equipment and to hold adequate and current edition of data for maintenance of the operator's aircraft			
iii. Ensuring that the conditions of maintenance contracts are adhered to?			
iv. Liaison with DGCA			
<b>D. Recommendations</b>			
1. Is the manual presented in a logical, well edited and readily comprehensible format?			
2. Does the manual adequately describe the organizational arrangements for control and conduct of aircraft maintenance?			
3. Would any of the procedures specified in the manual conflict with the requirements of the rules or CARs?			
4. Are there any procedures in the manual not covered by this checklist? (If yes, describe the system in the attached <i>Remarks Sheet</i> , and indicate whether the procedures are satisfactory and recommended for acceptance)			



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Remarks:			
Name of the Inspector	.....	Signature	..... Date

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**CL - 22 (DGCA/OP/CL/022)**

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**CHECKLIST – 22 – Technical Data**

**Applicant :**..... **Location** .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	<b>Are there procedures in place to ensure that amendments to Manuals that must be approved by DGCA are approved prior to incorporation into manuals?</b>			
<b>B.</b>	<b>Is the technical library to personnel?</b>			
<b>C.</b>	<b>Has a person been appointed to be responsible for the technical library?</b>			
<b>D.</b>	Are arrangements in place for			
<b>1.</b>	The supply of amendments?			
<b>2.</b>	Maintenance personnel to be notified of amendments?			
<b>3.</b>	Supply of addition technical information relevant to the work undertaken?			
<b>E.</b>	Is there a system in place to ensure maintenance manual information recorded on microfilm, microfiche or disk is checked at regular intervals and at all locations for amendment state and legibility?			
<b>F.</b>	Are procedures in place to ensure maintenance personnel are made aware of and have access to temporary amendments?			

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<b>Item</b>	<b>Status</b>		<b>Remarks</b>
	<b>Sat</b>	<b>Unsat</b>	
G. Have arrangements been made for all technical drawings to be suitably stored and for procedures to ensure that only correct issue are released?			
H. Has a person been made responsible for maintaining a drawing register and for notifying departments of superseded issues?			
I. Are there provisions for the supply of manuals/sections of manuals, schedules, service information etc. at each location, and procedures to ensure information is kept up to date?			
J. Are facilities available for microfilm, microfiche and compact disc viewing and printing available at each location?			
K. Have adequate arrangements been made for regular servicing and repair of the equipment?			
L. Are arrangements in place to ensure that all relevant service information is received in a timely manner?			
Remarks:			
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**CL - 23 (DGCA/OP/CL/023)**

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**CHECKLIST – 23 – Fuelling of Aircraft**

Applicant : ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	Does the operator have procedures to ensure compliance with the Aircraft Rules and CAR, if applicable including:			
1.	The location of aircraft during fuelling and de-fuelling			
2.	Passenger safety and precautions			
3.	Aircraft electrical system safety precautions			
4.	Safety precautions external to the aircraft			
5.	Action to be taken in the event of a fire hazard			
6.	Ground Operation of aircraft radar equipment			
7.	Fuel spillage precautions during starting and ground operations			
<b>B.</b>	Fuel Quality Control			
1.	Does the operator have provisions in place to :			
a.	Ensure fuel quality and quantity are correct			
b.	Check fuel supplier audit reports or audit fuel quality			
c.	Prevent contamination of dispensed fuel			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>d.</b>	Record the fuelling at each refuelling location where fuel is uplifted indicating company and person responsible for monitoring the fuel supplier			
<b>e.</b>	Institute a fuel sampling programme			
<b>f.</b>	Guide and train flight crew, fuel distributor and ground staff			
<b>g.</b>	Conduct the fuel quality audit programme			
<b>2.</b>	Have the fuel servicing procedures been incorporated into operator's ground handling and servicing procedures manual or similar document which is available to flight and ground staff			
<b>C.</b>	<b>Fuelling Overseas or in Remote Areas</b>			
<b>1.</b>	Where the operator is likely to refuel overseas or in remote areas are adequate measures in place to ensure that the quality and quantity of fuel uplifted is correct?			
<b>2.</b>	Do these measures take into account			
<b>a.</b>	Since hydrant system re-fuelling in locations subject to monsoonal flooding may not be a safe practice, is re-fuelling restricted to tanker re-fuelling only? (Where the normal filtering system can be closely monitored)			
<b>b.</b>	Other operator's experience?			
<b>c.</b>	If testing shows that fuel does not contain an antistatic additive, are procedures in place to ensure that passengers are disembarked before re-fuelling?			



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d. The need for any special precautions?			
Remarks:			
.....	.....	.....	
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**CL - 24 (DGCA/OP/CL/024)**

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**CHECKLIST – 24 – Maintenance Facilities**

Applicant : ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A.</b>	Base facilities			
1.	Do the facilities include			
a.	Suitable premises to provide protective cover for largest type of aircraft proposed?			
b.	Suitable premises, tooling, equipment, test apparatus and technical data/			
c.	Storage facilities which ensure segregation of aircraft components and materials , including protection against deterioration, contamination or damage?			
d.	A person or position appointed to coordinate and control all activities carried out at the base or port?			
e.	A system to control the quality of work?			
f.	A record and maintenance planning system?			
g.	Sufficient qualified employees at each base or out-station to perform and certify for the maintenance?			
h.	An engineering organisation for the control of design, modification and repair to aircraft and aircraft components? (This may be met through the operator's main base or by contract with another organisation.)			

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<b>B.</b> Out-station Facilities			
1. Are there sufficient numbers of suitably qualified staff at each out-station to perform the tasks allocated to it?			
2. Are shift arrangements in place?			
3. Are arrangements in place to ensure incoming shifts are made fully aware of any outstanding or incomplete task(s)?			
4. Are instructions included so that scheduled or planned maintenance is only allocated to stations with sufficient staff, aircraft down-time, facilities and suitable conditions?			
5. Are arrangements in place to ensure that each out-station will be provided with			
a. A list of the technical date provided for the station?			
b. An amendment service and periodic check of currency?			
c. A list of station spares holding with an indication of which items are held for priority purposes?			
d. Company procedures and technical instruction appropriate to the aircraft type?			
e. Extracts from the maintenance instructions covering the maintenance to be performed at each station?			
f. Access to deferred and repetitive defect information and trouble-shooting information?			
g. Details of any subcontracts for out-station support, fuel supply, loading and ground handling?			
6. Are maintenance facilities and working accommodation appropriate to the scale of work and undertakings of the station, including unscheduled maintenance?			

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7. Is ground support equipment appropriate, including equipment for ground de-icing and anti-icing of aircraft as necessary?			
8. Are all procedures related to facilities documented and available to those who need to know?			
<b>C. Overseas Maintenance Facilities</b>			
1. Where the operator anticipates operations outside Indian territory, are procedures in place to ensure that all maintenance performed on the aircraft outside Indian territory			
a. Will be carried out by persons specified in CARs?			
b. Will be carried out in accordance with the aircraft's approved system of maintenance or, if an approved SOM is not required for the aircraft, in accordance with CAR?			
c. Will be certified in accordance with rules/CAR			
d. That maintenance releases will be issued <b>only</b> by a person authorised by DGCA			
e. Provisions for overseas maintenance are documented and available to those who need to know including flight crew?			
<b>Remarks:</b>			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 25 (DGCA/OP/CL/025)**

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**CHECKLIST – 25 – Weight & Balance Control**

Applicant : ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

Item	Status		Remarks
	Sat	Unsat	
<b>A.</b> Has the operator provided an appropriately qualified weight control authority (WCA) holder			
<b>B.</b> Are procedures for recording of aircraft mass alteration satisfactory?			
<b>C.</b> Are procedures for aircraft mass control during modification satisfactory?			
<b>D.</b> Are procedures for preparation and approval of loading data satisfactory?			
<b>E</b> Does the applicant have procedures for the issue of an aircraft's load data sheet each time?			
<b>1.</b> The aircraft is re-weighted or the weight and balance is validated?			
<b>2.</b> <b>The weight and balance tolerances recorded in the weight and balance records are exceeded?</b>			
<b>3.</b> There is a change to the aircraft's fixed equipment, which affects the aircraft's weight and balance?			
<b>F.</b> Are there satisfactory procedures for ensuring that the current load data sheet will be incorporated on to the aircraft's flight manual (or alternative approved document) and the aircraft's logbook, and are these procedures accessible to the pilot in command to assist with			



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correct loading of the aircraft?			
<b>G.</b> Are procedures for conducting aircraft weighing satisfactory and do they comply with CARs			
Remarks:			
Name of the Inspector	.....	.....	Date

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**CL - 26 (DGCA/OP/CL/026)**

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**CHECKLIST – 26 – Aircraft Servicing, Spares Holding & Stores Control**

Applicant : ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	<b>Aircraft Servicing</b>			
1.	<b>Are procedures in place and available to those who need to know to ensure that materials used in servicing of the aircraft at all locations</b>			
a.	Conform to the appropriate specifications?			
b.	Are protected from damage, deterioration and contamination?			
c.	Are controlled to ensure shelf-life limits are observed?			
<b>B.</b>	<b>Spares Holding</b>			
1.	Are provisions in place for sufficient spares to be available at each location?			
2.	<b>Has account been taken of the operator's MEL (if applicable)?</b>			
3.	Are numbers of spares adequate for support in relation to routes, frequency of flights and numbers of aircraft?			
4.	Are procedures in place to ensure that all spares are obtained from acceptable sources.			
5.	Are procedures in place for review of spares holdings at regular intervals at all locations?			

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<b>C. Stores Control Procedures</b>			
1. Are procedures in place to ensure:			
a. That all spares are stored so that they remain airworthy?			
b. That parts are used in rotation?			
c. Control of return to stores of items which are no longer needed, especially where the item has been installed in the aircraft and subsequently removed?			
d. The removal of components from completed assemblies is rigidly controlled?			
e. Control of shelf life of spares, materials and consumable products?			
f. Traceability of parts?			
2. Are procedures in place at all locations to ensure?			
a. Redundant items are removed?			
b. Superseded parts, or those without or of unknown modification status, are removed for replacement or updating?			
3. Are procedures in place to ensure compliance with DGCA Mandatory modifications/ Airworthiness Directives and other mandatory requirements, while parts are in storage, before affected parts are installed on an aircraft?			
Remarks:			
Name of the Inspector	.....	.....	.....
	Signature		Date

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**CL - 27 (DGCA/OP/CL/027)**

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**CHECKLIST – 27 – Minimum Equipment List / Configuration Deviation List**

Applicant : ..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
<b>A.</b>	Deviation List			
<b>1.</b>	<b>Does the operator have an approved MEL for each aircraft type?</b>			
<b>2.</b>	If so, is the MEL incorporated into the operator's <i>Operations Manual</i> , documented and available to those who need to know, and included in the <i>Maintenance Control Manual</i> where required?			
<b>3.</b>	Where the operator uses one document to include the MELs for a number of aircraft, does the MEL refer to individual aircraft differences, if any?			
<b>4.</b>	Is the procedure for using the MEL satisfactory?			
<b>5.</b>	<b>Is the procedure for using the CDL satisfactory?</b>			
<b>6.</b>	Is the procedure for acceptance of aircraft with inoperative item(s) covered under the MEL/CDL by the crew satisfactory?			



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7. Is the procedure for management of the MEL/CDL time limits satisfactory?			
Remarks:			
..... Name of the Inspector		..... Signature	..... Date

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**CL - 28 (DGCA/OP/CL/028)**

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**CHECKLIST – 28 – Maintenance Release**

Applicant:..... Location .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
A.	<b>Has the operator published a maintenance release (MR)?</b>			
B.	Is the maintenance release identified in the <i>Maintenance Control Manual</i> as such?			
C.	<b>Has the maintenance release been designated to accommodate:</b>			
1.	The name of the certificate of approval holder issuing the maintenance release?			
2.	The signature of the person authorised to sign it?			
3.	<b>Place, date and time of issue?</b>			
4.	The aircraft type and registration?			
5.	<b>The aircraft's Total Time in Service (TTIS)</b>			
6.	The date and TTIS when the maintenance release ceases to remain in force?			
7.	<b>All requirements and conditions relating to maintenance during the period it remains in force?</b>			
D.	Are the procedures included in the <i>Maintenance Control Manual</i> and available to those who need to know, including any persons overseas, for:			
1.	Issue and signing of the maintenance release?			
2.	Use of the maintenance release?			

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3. Ensuring all persons using the maintenance release are instructed in its use and have ready access to a copy of the procedures for its use?			
4. Ensuring that, when issued, the maintenance release is available to the pilot and a copy retained by the person issuing it?			
5. Retention of the maintenance releases required by rules/ CAR?			
6. Amendment of the maintenance release?			
<b>Remarks:</b>			
..... Name of Inspector		..... Signature	..... Date

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**CL - 29 (DGCA/OP/CL/029)**

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**CHECKLIST – 29 – Accomplishment, and Control of Mandatory Modifications/  
Airworthiness Directives**

Applicant : ..... Locality : .....

[When an item is marked to be unsatisfactory, indicate reasons under the Remarks column in detail]

Item	Status		Remarks
	Sat	Unsat	
A. Are the procedures for DGCA Mandatory Modifications/ AD information sources and distribution satisfactory?			
B. Are the procedures for making decisions on the applicability of, and the planning for, compliance with DGCA Mandatory Modifications/ ADs satisfactory?			
C. Are procedures in place to ensure that all applicable DGCA Mandatory Modifications/ Airworthiness Directives (ADs) are complied with and certified within the compliance times specified in the DGCA Mandatory Modifications/ ADs?			
D. Are the necessary technical personnel available?			
E. Do the procedures ensure-			
All non-recurring DGCA Mandatory Modifications/ ADs will be complied with?			
All recurring DGCA Mandatory Modifications/ ADs will be complied with within the initial compliance time?			
All recurring DGCA Mandatory Modifications/ ADs will be incorporated into the System of Maintenance to			

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	<b>Sat</b>	<b>Unsat</b>	
ensure recurring compliance?			
All required certifications for DGCA Mandatory Modifications/ ADs are made?			
DGCA Mandatory Modifications/ ADs compliance status can be established from the maintenance records?			
DGCA Mandatory Modifications/ ADs compliance will be confirmed prior to the required compliance time?			
An aircraft will not be flown if an applicable DGCA Mandatory Modification/ AD is not complied with?			
Where maintenance has been subcontracted, it is clear where responsibility lies for compliance with DGCA Mandatory Modifications/ ADs?			

**Remarks:**

.....  
Name of the Inspector

.....  
Signature

.....  
Date

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**CL - 30 (DGCA/OP/CL/030)**

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**CHECKLIST – 30 – Airworthiness Inspection of Aircraft**

Applicant: .....

Aircraft Registration ..... Aircraft Serial

Number.....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

	Item	Status		Remarks
		Sat	Unsat	
<b>A.</b>	<b>General</b>			
1.	Aircraft has a Type Certificate			
2.	Serial Number matches with the documents			
<b>B.</b>	<b>Compliance with the Conditions of Certificate of Airworthiness</b>			
1.	Aircraft registration marking is correctly applied			
2.	Fire-proof plate is correctly installed			
3.	Placarding for correctness and legibility in accordance with			
a.	Applicable ADs			
b.	<b>CTA/TCDS</b>			
c.	Flight Manual			
d.	Modifications etc			
e.	Aircraft data plate and aircraft records align			
4.	Correct installation of role equipment iaw the approved data for the equipment			
5.	General condition of the aircraft			

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		<b>Sat</b>	<b>Unsat</b>	
<b>C.</b>	<b>Operational Equipment and Avionics</b>			
1.	Basic operational requirements for the type of Operation			
a.	Provision for oxygen (if applicable)			
b.	Emergency and lifesaving equipment			
c.	Basic Operational equipment			
2.	Check that the following avionics equipment as fitted on the aircraft as specified in the CAR			
a.	<b>IFR operations systems</b>			
b.	Radio communication system			
c.	Survival radio equipment			
d.	Radio Navigation System			
e.	Traffic Alert and Collision Advance System			
f.	Airborne weather radar			
g.	SSR(transponder)			
h.	GPWS/EGPWS			
i.	GPS			
<b>D.</b>	<b>Aircraft Configuration, Interior and Exterior</b>			
1.	Passenger seats do not obstruct emergency exits or Aisles			
2.	Passenger seating does not exceed maximum number approved in type certificate			
3.	Aircraft configuration is in accordance with weight and balance report(s)			
4.	Exits outlined externally			
5.	Slip resistant route on wing			

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		<b>Sat</b>	<b>Unsat</b>	
<b>6.</b>	Operating instructions are placarded on door			
<b>7.</b>	Escape tape/rope and attachment points are secure			
<b>8.</b>	Exit locator sign present and operable			
<b>9.</b>	Exit can be opened from inside and outside			
<b>10.</b>	Visual means to inspect locking mechanism			
<b>11.</b>	Unobstructed passageway between compartments			
<b>12.</b>	On one aisle aircraft, no more than three seats abreast on each side			
<b>13.</b>	Seat backs are locked upright where they may obstruct to an exit			
<b>14.</b>	Seat back provides a firm handhold			
<b>15.</b>	Self stowing mechanism of shoulder harness is operable, if installed			
<b>16.</b>	Inertia type shoulder harness operate and lock engage			
<b>17.</b>	Slip resistant surface on galley floor			
<b>18.</b>	Lavatory floor has a slip resistant surface			
<b>19.</b>	Slide-inflatable			
<b>a.</b>	Floor brackets and girt bar are serviceable			
<b>b.</b>	Pressure gauge or other means, is visible and reading indicates serviceable			
<b>c.</b>	Slide cover/ stowage is secure			
<b>20</b>	Slide Rafts			
<b>a.</b>	Correct capacity with respect to persons on board			
<b>b.</b>	Pressure is visible and reading indicates serviceable			
<b>c.</b>	Slide cover / stowage is secure			
<b>d.</b>	Floor brackets and girt bar are serviceable			



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Item	Status		Remarks
	Sat	Unsat	
E. Maintenance Release is valid for the operation			
Remarks:			
..... Name of the Inspector		..... Signature	..... Date

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**CL - 31 (DGCA/OP/CL/031)**

Certification of Applicants for Air Transport Operations in India

**CHECKLIST – 31 – Inspection of Maintenance Systems**

Applicant: .....

Aircraft Registration ..... Aircraft Serial

Number.....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

Item	Status		Remarks
	Sat	Unsat	
<b>A. Maintenance System</b>			
1. In case the operator has aircraft on wet lease, is a satisfactory agreement in place to ensure the C of R holder's responsibilities are met?			
2. Does the aircraft have an approved System of Maintenance (SOM) appropriate to the aircraft's configuration?			
3. Does the aircraft have a maintenance schedule appropriate to the aircraft's configuration?			
4. Does the SOM/maintenance schedule take into account			
a. The requirement fitted to the aircraft?			
b. The manufacturer's recommendations?			
c. CARs, ADs, etc.?			
5. Where the manufacturer offers a choice f maintenance schedules, can all conditions be met for the selected schedule?			
6. Are airworthiness requirements for aging aircraft above MTOW 5700 kg applicable to the aircraft			

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Item	Status		Remarks
	Sat	Unsat	
7. Do other of this type or with similar equipment have a history of poor reliability?			
8. Are procedures in place to keep the SOM / maintenance schedule current, in relations to the manufacturer's and DGCA's requirements?			
9. Does the operator receive the manufacturer's service information?			
10. Does the operator have adequate procedures to assess and act promptly upon the manufacturer's service information?			
11. Can conditions recommended by the manufacturer, if any, be met?			
12. Is a reliability program required?			
<b>B. Reliability Programs</b>			
1. Is a condition-monitoring or reliability program required?			
2. If yes, is it approved by DGCA?			
3. If so, has a direction under CAR been issued to provide periodic reporting to DGCA of:			
a. A summary of defects and corrective action taken?			
b. A summary of unscheduled component removals?			
c. A summary of in-flight engine shutdowns?			
d. A summary of in-flight propeller feathering (if applicable)			
e. A summary of delays/cancellations/diversions due to technical/maintenance reasons?			
f. The aircraft, engine and propeller hours for the reporting period and the total time in service of the airframe, engine and propeller?			
g. The number of unscheduled engine removals and reasons for removal?			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>h.</b>	The unscheduled engine removal rate per 1000 engine hours?			
<b>i.</b>	The in-flight engine shutdown rate per 1000 engine hours?			
<b>j.</b>	The in-flight propeller feathering rate per 1000 propeller hours (if applicable)?			
<b>4.</b>	Are the investigation procedures to be undertaken in the event of an unsatisfactory reliability of condition alter in place?			
<b>5.</b>	Does the operator's training program include a Reliability program?			
<b>6.</b>	Does the operator have procedures for reporting required information to DGCA and/or the manufacturer?			
<b>C.</b>	<b>Cargo Restraint Equipment</b>			
<b>1.</b>	Are maintenance tasks of cargo restrain equipment and/or Unit Load Devices (ULDs) adequate and included in the approved system of maintenance of the aircraft?			
<b>2.</b>	Are maintenance tasks of cargo restraint equipment adequate and included in a separately controlled system within the maintenance program of the fleet of aircraft and that is approved by DGCA?			
<b>3.</b>	Are procedures in place for the control of maintenance of cargo restraint equipment?			
<b>4.</b>	Are procedures in place to ensure the effectiveness of restraint capabilities of			
<b>a.</b>	Containers (ULD)?			
<b>b.</b>	Pallets?			
<b>c.</b>	Nets?			
<b>d.</b>	Straps?			
<b>e.</b>	Other restraint equipment?			
<b>5.</b>	Are procedures in place to ensure no item/unit is used which is damaged beyond the manufacturer's specified limits?			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>6.</b>	Are instructions in place to ensure cargo is correctly loaded into the aircraft , onto pallets and into containers and to ensure the correct methods of restraint are used?			
<b>7.</b>	Do contracts with cargo agencies state clearly how cargo is to be loaded and restrained?			
<b>8.</b>	Are procedures in place to enable monitoring of the contractor's performance?			
<b>9.</b>	Are controls in place to ensure that ULDs and pallets are maintained as aircraft components?			
<b>10.</b>	Is documentation covering these procedures available to those who need to know?			
<b>D.</b>	<b>Role Equipment</b>			
<b>1.</b>	Does the operator have procedures in place to ensure			
<b>a.</b>	That equipment attached to the aircraft for role equipment is maintained as aircraft components?			
<b>b.</b>	Compliance with the maintenance requirements of role equipment?			
<b>c.</b>	That installation and removal of role equipment is carried out in accordance with approved data?			
<b>d.</b>	Maintenance control of role equipment?			
<b>2.</b>	Does the role equipment require flight manual supplement?			
<b>3.</b>	Does the operator have procedures to ensure all conditions for flight manual supplement(s) (if any) are complied with?			
<b>4.</b>	Is documentation available, to those who need to know?			
<b>Remarks:</b>				
.....		.....		.....
Name of the Inspector		Signature		Date

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**CL - 32(DGCA/OP/CL/032)**

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**CHECKLIST – 32 – Time-In-Service and Maintenance Records**

**Applicant:** .....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	Are the following procedures for hours and cycles recording satisfactory?			
<b>1.</b>	How the maintenance control personnel have access to the current flight hours and cycle information			
<b>2.</b>	How it is processed			
<b>B.</b>	Does the operator have procedures and documentation in place to ensure complete, up-to-date and accurate maintenance records are kept? (including the type of company document(s) that are required to be recorded, the recording period requirement for each of them, and the person responsible for retention of those documents)			
<b>C.</b>	Are procedures to ensure that all records, or copies of those records that contain certifications, are received from the approved maintenance organization(s) satisfactory?			
<b>D.</b>	Are procedures for maintenance records preservation satisfactory? This includes the means provided to protect the records from deterioration, as well as the specific procedures in place to guarantee that the records will not be altered during the retention period			



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Item	Status		Remarks
	Sat	Unsat	
E. Are there satisfactory procedures for the transfer of maintenance records? That is, which records have to be transferred to the C of R holder and who is responsible for the coordination of the transfer?			
F. Are these procedures adequately documented and available to those who need to know?			
<b>Remarks:</b>			
..... Name of the Inspector		..... Signature	..... Date

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**CL - 33 (DGCA/OP/CL/033)**

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**CHECKLIST – 33 – Contractual Arrangements**

Applicant: .....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>A.</b>	<b>General</b>			
1.	Are contractual arrangements in place for engineering support and maintenance?			
2.	Are full details of the division of responsibilities included in the agreement between the two parties?			
3.	Are the following matters addressed in the agreement?			
a.	General arrangements for the support of the operation by the maintenance organization?			
b.	Arrangements for liaison between the operator and the maintenance organization?			
c.	How maintenance is to be performed at the approved location of the maintenance organization?			
d.	Provision of sufficient appropriately licensed maintenance personnel?			
e.	Training of maintenance personnel including, where necessary, the operator's personnel?			
f.	Arrangements for maintenance and ground handling at the operator's out-stations, including major unscheduled maintenance?			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>g.</b>	Control and development of the System of Maintenance or maintenance schedule as appropriate?			
<b>h.</b>	The management and operation of reliability programs?			
<b>i.</b>	The preparation of documentation needed to implement the maintenance schedule?			
<b>j.</b>	Arrangements for approval of changes to the maintenance schedule?			
<b>k.</b>	Defect reporting to the manufacturer and DGCA?			
<b>l.</b>	Airworthiness control, including the control of deferred and repetitive defects?			
<b>m.</b>	Maintenance of log books and other records?			
<b>n.</b>	The transmission of daily flight information, or equivalent, from the operator to the maintenance controller			
<b>o.</b>	Procedures for the receipt, assessment and incorporation of manufacturer's service bulletins/information, modifications and manufacturer's technical data in to the aircraft's System of Maintenance?			
<b>p.</b>	Compliance with mandatory requirements?			
<b>q.</b>	Provision for acceptance and storage of spares, materials and consumable products?			
<b>r.</b>	Availability of tools and equipment?			
<b>s.</b>	Provision for suitable maintenance facilities where maintenance is to take place?			
<b>t.</b>	Quality auditing of the maintenance arrangements?			
<b>u.</b>	Are the following matters addressed?			

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	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		<b>Sat</b>	<b>Unsat</b>	
<b>i.</b>	Person in the maintenance organization to be contacted for maintenance control purposes?			
<b>ii.</b>	Where a maintenance controller is not required, the person in the operator's organization responsible for liaison with the maintenance organization?			
<b>iii.</b>	The responsibilities of each organization if more than one maintenance organization is contracted?			
<b>iv.</b>	Has the contract been examined?			
<b>B. Contracting Out-station Support</b>				
<b>1.</b>	Is there an agreement between the operator and the contract maintenance organization for out-station support?			
<b>2.</b>	Are arrangements documented by the operator and the maintenance organizations, so that responsibilities, procedures and communication paths are made clear to all personnel concerned?			
<b>3.</b>	Are these included in the operator's MCM and the maintenance organization's procedures manual as applicable?			
<b>4.</b>	Does the organization contracting the maintenance hold a certificate of approval or equivalent approval for the maintenance in an ICAO Contracting State?			
<b>5.</b>	Do the qualifications of the maintenance personnel employed by the line maintenance contractor conform to the requirements of CAR, as applicable?			
<b>6.</b>	Are there procedures to ensure continuing satisfactory performance by contracted organization(s)?			
<b>7.</b>	Are there arrangements for the training of maintenance staff?			
<b>C. Contracting Ground Handling</b>				



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Item	Status		Remarks
	Sat	Unsat	
1. Has the operator entered into a ground handling agreement?			
2. If yes, does an agreement exist detailing the tasks to be performed on behalf of the operator?			
3. Are there provisions to be maintenance and flight crew are aware of terms of the agreement that affect their responsibilities?			
4. Are there arrangements to ensure continuing satisfactory performance by contracted organization(s)?			
5. Are there arrangements for the training of ground handling staff?			

**General Remarks:**

.....  
Name of the Inspector

.....  
Signature

.....  
Date

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**CL - 34 (DGCA/OP/CL/034)**

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**CHECKLIST – 34 – Assessment of Head of Maintenance**

**Applicant:** .....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

	Item	Status		Remarks
		Sat	Unsat	
A.	Is the applicant capable of establishing an operator's engineering support structure for aircraft maintenance control?			
1.	Is the applicant able to demonstrate a working knowledge of the Act, the pertinent CARs and airworthiness requirements governing continued airworthiness of the aircraft or aircraft fleet?			
2.	Is the applicant able to demonstrate adequate technical understanding of the maintenance control requirements of aircraft operated by the operator, including the ability to assess Instructions for Continued Airworthiness issued by the aircraft, engine and component manufacturers?			
3.	Does the applicant have knowledge and understanding of the operator's Maintenance Control Manual?			
4.	Does the applicant have a proven working knowledge of aircraft maintenance planning/scheduling?			
5.	Does the applicant have a sound knowledge and understanding of the legislative framework relating to aircraft engineering and maintenance?			



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Item	Status		Remarks
	Sat	Unsat	
B. Does the applicant have the ability and experience to liaison within the operator's organization, and with contracting maintenance organization(s), manufacturer's of aircraft, engine, components and with DGCA on matters governing airworthiness?			
<b>Remarks:</b>			
.....	.....	.....	
Name of the Inspector	Signature		Date

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**CL - 35 (DGCA/OP/CL/035)**

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**CHECKLIST – 35 – Inspection of Defect Reporting System**

**Applicant:** ..... **Location** .....

[When an item is marked to be unsatisfactory, give details thereto in the Remarks Column]

	<b>Item</b>	<b>Status</b>		<b>Remarks</b>
		Sat	Unsat	
A.	Are procedures for defect reporting satisfactory?			
B.	Are procedures and responsibilities for analysing the defect reports satisfactory?			
C.	Does the operator have procedures for liaison with manufacturers and DGCA?			
D.	Has the operator defined a deferred defect policy?			
E.	Has the operator established a procedure to be followed in order to be sure that the deferment of any defect will not lead to any safety concern?			
F.	Are these procedures adequately documented and availability to those who need to know?			
<b>Remarks:</b>				
.....		.....	.....	
Name of the Inspector		Signature	Date	

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**CL - 36 (DGCA/OP/CL/036)**

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**CHECKLIST – 36 – Airworthiness Team Leader’s Final Report**

<b>Name of Applicant:</b> .....		
<b>Item</b>	<b>Tick</b>	<b>Initials</b>
<b>1. Formal application Complete</b>		
<b>2. Compliance Statement Complete</b>		
<b>3. Document Evaluation</b>		
<ul style="list-style-type: none"> <li>Maintenance Control Manual [ CL-21 ]</li> </ul>		
<b>4. Inspections</b>		
<ul style="list-style-type: none"> <li>Organizational Structure and Staffing [ CL-20 ]</li> <li>Head of Aircraft Maintenance [ CL-34 ]</li> <li>Inspection of aircraft [ CL-30 ]</li> <li>Technical Data [ CL-22 ]</li> <li>Weight and Balance Control [ CL-25 ]</li> <li>Accomplishment and Control of Airworthiness Directives[CL-29]</li> <li>Fuelling [ CL-23 ]</li> <li>Maintenance Control [ CL-24 ]</li> <li>Time-in-Service and Maintenance Records [ CL-32 ]</li> <li>Defect Reports [ CL-35 ]</li> <li>Maintenance Systems [ CL-31 ]</li> <li>Aircraft Servicing, Spares Holding and Stores Control [ CL-26 ]</li> <li>Maintenance Facilities [ CL-24 ]</li> <li>Contractual Arrangements [ CL-33 ]</li> <li>Maintenance Release/Aircraft Technical Log [ CL-28 ]</li> <li>Configuration Deviation List/ Minimum Equipment List [ CL-27 ]</li> </ul>		
<b>5. Certification</b>		
Maintenance Controller / Head of Maintenance Operator’s Maintenance Personnel Training		

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Program		
<b>6. Conditions (if any) to be included on AOP (Attach list)</b>		
<b>7. Completion Certificate and Airworthiness Recommendations:</b>  I am satisfied that the applicant has complied with, or is capable of complying with, the provisions of the Aircraft Act, 1934, Aircraft Rules, 1937 and Civil Aviation Requirements and the directives/instructions issued by DGCA in respect of matters relating to safety, including provisions about the competence of persons to do anything that is covered by the Air Operators Permit and I certify that the applicant has satisfied all airworthiness requirements for issue of the Air Operators Permit.		
<b>Signature.....</b>	<b>Date ...../...../.....</b>	
<b>Team Leader Airworthiness</b>		

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## APPENDIX E – Format of Air Operator's Permit and Operations Specifications

<b>AIR OPERATOR PERMIT</b>		
1	<b>STATE OF OPERATOR<sup>2</sup></b>  <b>DIRECTOR GENERAL OF CIVIL AVIATION, OPP. SAFDARJUNG AIRPORT, NEW DELHI, INDIA – 110003</b>  <b>(ISSUING AUTHORITY)<sup>3</sup></b>	1
AOP # <sup>4</sup> : Expiry Date <sup>5</sup> :	<b>OPERATOR NAME<sup>6</sup></b> Dba trading name <sup>7</sup> : Operator address <sup>8</sup> :  Telephone <sup>9</sup> :  Fax:  E-mail:	<b>OPERATIONAL POINTS OF CONTACT<sup>10</sup></b>  Contact details, at which operational management can be contacted without undue delay, are listed in  11
This certificate certifies that _____ <sup>12</sup> is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the operations manual and the _____ <sup>13</sup> .		
Date of issue <sup>14</sup> :	Name and signature <sup>15</sup> : Title	

Notes.—

1. *For use of the State of the Operator.*
2. *Replace by the name of the State of the Operator.*
3. *Replace by the identification of the issuing authority of the State of the Operator.*
4. *Unique AOC number, as issued by the State of the Operator.*
5. *Date after which the AOC ceases to be valid (dd-mm-yyyy).*

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6. Replace by the operator's registered name.
7. Operator's trading name, if different. Insert "dba" before the trading name (for "doing business as").
8. Operator's principal place of business address.
9. Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.
10. The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters as appropriate.
11. Insert the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference, e.g.: "Contact details are listed in the operations manual, Gen/Basic, Chapter 1, 1.1" or "... are listed in the operations specifications, page 1" or "... are listed in an attachment to this document".
12. Operator's registered name.
13. Insertion of reference to the appropriate civil aviation regulations.
14. Issuance date of the AOC (dd-mm-yyyy).
15. Title, name and signature of the authority representative. In addition, an official stamp may be applied on the AOC.



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## OPERATIONS SPECIFICATIONS

(Subject to the approved conditions in the operations manual)

### ISSUING AUTHORITY CONTACT DETAILS

Telephone \_\_\_\_\_ Fax: \_\_\_\_\_ E mail: \_\_\_\_\_

AOC<sup>#2</sup> \_\_\_\_\_ Operator name<sup>3</sup> \_\_\_\_\_ Date<sup>4</sup> \_\_\_\_\_ Signature \_\_\_\_\_  
 Dba trading name: \_\_\_\_\_

Aircraft model<sup>5</sup>:

Type of operations: Commercial air transportation Passengers  Cargo  Other<sup>6</sup> \_\_\_\_\_

Area (s) of operations<sup>7</sup>:

Special limitations<sup>8</sup>:

## OPERATIONS SPECIFICATIONS

(Subject to the approved conditions in the operations manual)

SPECIAL AUTHORIZATON	YES	NO	SPECIFIC APPROVALS	REMARKS
Dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility landing	<input type="checkbox"/>	<input type="checkbox"/>		
Take-off	<input type="checkbox"/>	<input type="checkbox"/>		
Operational credit (s)			CAT <sup>10</sup> : _____ RVR: _____ m DH: _____ ft  RVR: _____ m 12	
RVSM <sup>13</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
EDTO <sup>14</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Threshold time <sup>15</sup> : _____ minutes Maximum diversion time <sup>15</sup> : _____ minutes	
Navigation specifications for PBN operations <sup>16</sup>	<input type="checkbox"/>	<input type="checkbox"/>		17
Continuing airworthiness	<del>XX</del>		18	
EFB	<del>XX</del>		19	
Other <sup>20</sup>				

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Notes.—

1. Telephone and fax contact details of the authority, including the country code. E-mail to be provided if available.
2. Insert the associated AOP number.
3. Insert the operator's registered name and the operator's trading name, if different. Insert "dba" before the trading name (for "doing business as").
4. Issuance date of the operations specifications (dd-mm-yyyy) and signature of the authority representative.
5. Insert the Commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>.
6. Other type of transportation to be specified (e.g. emergency medical service).
7. List the geographical area(s) of authorized operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
8. List the applicable special limitations (e.g. VFR only, day only).
9. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
10. Insert the applicable instrument approach operation classified as Type B (CAT II, IIIA, IIIB or IIIC). Insert the minimum RVR in metres and decision height in feet. One line is used per listed approach category.
11. Insert the approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.
12. List the airborne capabilities (i.e. automatic landing, HUD, EVS, SVS, CVS) and associated operational credit(s) granted.
13. "Not applicable (N/A)" box may be checked only if the aircraft maximum ceiling is below FL 290.
14. Extended range operations (ETOPS) currently applies only to twin-engined aircraft. Therefore the "Not applicable (N/A)" box may be checked if the aircraft model has more than 2 engines. Should the concept be extended to 3 or 4-engined aircraft in the future, the "Yes" or "No" checkbox will be required to be checked.
15. The threshold distance may also be listed (in NM), as well as the engine type.
16. Performance-based navigation (PBN): one line is used for each PBN specification authorization (e.g. RNAV 10, RNAV 1, RNP 4), with appropriate

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*limitations or conditions listed in the “Specific Approvals” and/or “Remarks” columns.*

17. *Limitations, conditions and regulatory basis for operational approval associated with the performance-based navigation specifications (e.g. GNSS, DME/DME/IRU). Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation Manual (Doc 9613).*

18. *Insert the name of the person/organization responsible for ensuring that the continuing airworthiness of the aircraft is maintained and the regulation that requires the work, i.e. within the AOC regulation or a specific approval (e.g. EC2042/2003, Part M, Subpart G).*

19. *List the EFB functions with any applicable limitations.*

20. Other authorizations or data can be entered here, using one line (or one multi-line block) per authorization (e.g. special approach authorization, MNPS, approved navigation performance).

*Additional information that may be listed in the Operations Specifications associated with the air operator Permit/certificate.*

*The following additional items may be included in the operations specifications:*

- a) *special aerodrome operations (e.g. short take-off and landing operations or land and hold short operations);*
- b) *special approach procedures (e.g. steep gradient approach, instrument landing system precision runway monitor approach, localizer-type directional aid precision runway monitor approach, RNP approach, etc.);*
- c) *single-engine passenger transport at night or in instrument meteorological conditions; and*
- d) *operations in areas with special procedures (e.g. operations in areas using different altimetry units or altimeter setting procedures).*

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### **APPENDIX F – Certification of Applicants for Air Service Operations Work Sheet**

<b>Name of Applicant</b>	
<b>Name of the Representative</b>	
<b>Date and Time</b>	<b>Location</b>
<b>Reason for visit (Use both columns)</b>	
1.	4.
2.	5.
3.	6.
<b>Action of DGCA Inspectors (Use both Columns)</b>	
1.	4.
2.	5.
3.	6.
<b>Signature of DGCA Inspector(s)</b>	<b>Date</b>

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## APPENDIX G – Introducing a type of aircraft that is not already in service in India – Special additional requirements

### 1. Items for Consideration

The following items must be considered where an applicant is planning to introduce a new type in to service in India.

#### 1.1 Application.

- a. Formal application.
- b. Applicable fee.

#### 1.2 Aircraft.

- a. Type / Model
- b. Certification
- c. Number / delivery dates
- d. Dates of entry in to service
- e. Valid Insurance Certificate

#### 1.3 Flight Deck.

- a. Configuration.
- b. Instrument / nav. / comm. fit
- c. Oxygen / smoke masks
- d. Microphones / ICS
- e. Checklist presentation
- f. Stowage facilities
- g. Special equipment
- h. Safety equipment

#### 1.4 Cabin.

- a. Configuration
- b. Galleys
- c. CA seating
- d. PA / ICS
- e. Safety equipment
- f. Special equipment
- g. Emergency evacuation demonstration.

#### 1.5 Flight Crew Training:

- a. Initial group
  - i.number
  - ii.status / qualifications
  - iii.proposed training

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- iv. venue / organization / dates
- v. concessions sought

- b. Second group
  - i. number
  - ii. status / qualifications
  - iii. proposed training
  - iv. venue / organization / dates
  - v. concessions sought
- c. Mainstream
  - i. proposed training
  - ii. venue / dates
- d. Flight Simulator:
  - i. Type / Model / Visual system
  - ii. Number / acceptance dates
  - iii. Accreditation dates
  - iv. Date of entry in to use
  - v. Certificate of approval of the State of Manufacturer.

#### **1.6 Inspector involvement**

- a. proposed training
- b. venue / organization / dates
- c. approval of initial group training
  - i. ground
  - ii. simulator
  - iii. flight
  - iv. observation associated with concessions sought
- d. approval of second group training
  - i. ground
  - ii. simulator
  - iii. flight
  - iv. observation associated with concessions sought

#### **1.7 Cabin crew training**

- a. proposed training

#### **1.8 Operations**

- a. Proposed route structure
- b. EDTO aspects
- c. Destination aspects

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- d. Navigation aspects
- e. Meteorological aspects
- f. Special handling
- g. Special ATC requirements
- h. Noise abatement aspects
- i. Special ground handling
- j. Flight planning handling
- k. Low weather aspects
- l. Normal landing minima
- m. Cat I/II/III aspects
- n. Circling
- o. Low visibility take-offs
- p. Automatic flight
- q. Auto land
- r. Auto go-around
- s. FMES/PDES
- t. Special requirements
- u. Ditching certification
- v. Nav system approval
- w. Data collection
- x. Aerodrome compatibility
- y. Aircraft size and weight

### **1.9 Documentation**

- a. Airplane Flight manual
- b. Operations manual
- c. Training manual
- d. Maintenance manual
- e. MMEL/MEL

### **1.10 Maintenance aspects**

- a. Engineering licence
- b. Requirements
- c. Experience
- d. Engineering training
- e. Training of Company personnel
- f. Training of DGCA Inspectors
- g. Maintenance Review Board
- h. System of Maintenance
- i. Support equipment

### **1.11 Maintenance trainer**

- a. Type/ model

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- b. Number/ acceptance date
- c. Date of entry into use
- d. Certificate of approval of the State of Manufacture

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## APPENDIX H - Recommended Qualifications for Nominated Post Holders

### 1. Nomination of Post Holders

- 1.1. Nominated post holders must satisfy Director General of Civil Aviation, India that they possess the appropriate experience and licensing requirements (if applicable) which are listed below.
- 1.2. In particular cases (as an exception) the Director General of Civil Aviation, India, may accept a nomination which does not meet requirements in full. In such a circumstance the nominee should be able to demonstrate his experience/ qualifications which the DGCA will accept as been comparable. Such acceptance will depend upon the ability of nominee to perform effectively the functions associated with the post and the scale of operation.
- 1.3. The nominated post holders should have practical experience and expertise in the application of aviation safety standards and safe operating practices.
- 1.4. To enable the Director General of Civil Aviation, India to clearly identify the persons responsible for different aspects of the operation, the applicant must nominate and seek approval for those personnel selected for following positions. The nomination shall be accompanied by a complete and accurate resume of the person nominated.
- 1.5. Any subsequent change in approved Nominated post holders should be effected only with the approval of Director General of Civil Aviation, India.

### 2. Positions:

#### 2.1. Accountable Manager (General Manager / Chief Executive Officer)

Responsible for the overall functioning of the operation, who has corporate authority to ensure that all operations and maintenance activities can be financed and carried out to the standard required by the Director General of Civil Aviation, India.

#### 2.2. Director Flight Operations

Responsible for the conduct and standard of flight operations

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**2.3. Director Engineering and Maintenance**

Responsible for the conduct and standard of engineering and maintenance

**2.4. Director Training**

Responsible for the conduct and standards for all training as required in Operations Manual Part D, for persons involved with aircraft operations

**2.5. Director Ground Operations**

Responsible for the conduct and standard of ground operations.

**2.6. Director Security**

Responsible for the standard of operator security

**2.7. Director In Fight Services (Cabin Safety)**

Responsible for cabin crew (cabin safety functions). This post holder shall function under the authority of the Director Flight Operations.

**2.8. Director Quality**

Responsible for the airline quality system

**2.9. Director Flight Safety (FS)**

Responsible for the airline flight safety.

**2.10. Director Safety management (SMS)**

Responsible for the airline Safety Management system

**2.11. Chief Pilots for Each Fleet**

Responsible for the safe operation of an aircraft fleet

*Note 1: Some of the above positions may be combined, depending on the size and complexity of the Operation, if the management structure is acceptable to Director General of Civil Aviation, India.*

*Note 2: It is not obligatory to use the titles above; however, the offices responsible for the duties listed in paragraph above must be clearly identified.*

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*Note 3: As the qualifications and level of experience of the nominated post holders will vary according to the scope and size of the proposed operation, DGCA Inspectors will use judgment in deciding whether or not particular experience and qualifications are acceptable.*

### 3. Desirable qualifications of nominated post holders

#### 3.1. Accountable Manager (General manager / Chief executive Officer)

To be agreed with Director General of Civil Aviation, India.

#### 3.2. Director Flight Operations

The nominee shall have at least the following or comparable qualifications.

- 2000 hours flight time in operations identical or substantially similar to those proposed
- 1000 hours in command of aircraft of the same type or a type substantially similar to the major type of aircraft proposed to be operated.
- Indian Licence, rating(s) appropriate to the proposed category of operation.
- Before the commencement of revenue services, hold a P1 endorsement on the major type of aircraft proposed to be operated. Should the fleet change in the future, the head of line operations must maintain a first class endorsement on at least one major type in current operation.

*Note: It is not necessary that the head of line operations actually operates the company's aircraft in revenue service, although the person appointed may choose to do. The requirement is that the head of line operations be personally experienced in the manner in which the company requires its major type of aircraft to be operated.*

- The candidate's performance within the past 5 years, should be such that there is no doubt as to his character, integrity or judgment in relation to flight operations. He should also have a history of maintenance of and compliance with regulatory requirements.

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### 3.3. Director Engineering and Maintenance

- The Head of Maintenance/ Engineering or Director Maintenance (as applicable), is responsible to the DGCA for ensuring that the terms and conditions stipulated in the CAME approved by the DGCA are complied with. This will guarantee that responsibility for taking corrective action for any deficiencies that will be identified by the DGCA is vested at the highest level in the organization management structure, thus ensuring that the executive authority is in place for safe practices.
- The holder of this position should be approved by the DGCA and it must be filled with an officer who satisfies the requirements as stipulated in CAR M.

### 3.4. Director Training

- 1000 hours flight time in operations identical or substantially similar to those proposed
- 1000 hours in command of aircraft of the same type or substantially similar to those proposed to be operated.
- 500 hours as an unrestricted check pilot on the same type of aircraft or an aircraft substantially
- Hold a license and rating(s) appropriate to the proposed operations
- Shall have held an examiner approval in the preceding 5 years on one of types of aircraft to be operated, and
- The candidate's performance within the past 5 years should be such that there is no doubt as to his character, integrity or judgment in relation to flight operations and maintenance of regulatory requirements.

### 3.5. Director Ground Operations

- The Manager Ground Handling will be nominated by the airline & the DGCA will accept the person provided he has the basic knowledge of the following:
- Knowledge of the SMS programme of the airline
- Knowledge on passenger handling
- Knowledge baggage handling
- Knowledge on Cargo/Mail handling
- Knowledge Aircraft handling & Loading
- Knowledge Load control

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- Knowledge Airside management & Safety
- Knowledge Aircraft movement control
- Knowledge Ground handling agreements
- Knowledge of airport handling ground support equipment specifications

### 3.6. **Director Security**

- As required and acceptable by Bureau of Civil Aviation Security (BCAS).

### 3.7. **Director In Fight Services (Cabin Safety)**

- Two years experience in a reputed airline as a manager in In-flight services section; or
- Five years experience as an instructor handling cabin crew in an airline; or
- Person acceptable to the DGCA with knowledge in related regulations pertaining to aviation.

### 3.8. **Director Quality**

- The Manager Quality Assurance is responsible to CEO to manage the Quality standards of the organization, administer and monitor the standards necessary to ensure full compliance with the terms of approval. Vest all requirements pertaining to the airworthiness of aircraft, its equipment and supporting facility.
- The position should be filled with a person holding the qualifications as stipulated in CAR M and shall be approved by DGCA.

### 3.9. **Director Flight Safety (FS)**

- Director Flight Safety's responsibility and qualifications are stipulated in CAR Section 5 Series F Part I.

### 3.10. **Director Safety Management (SMS)**

- Safety Manager's prime responsibility is to encompass an effective Flight Safety Programme in the airline. The requirements for the Safety Manager shall be as stipulated in CAR Section 1 Series C Part I.

### 3.11. **Chief pilots for each fleet**

- To be agreed with DGCA.

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## **APPENDIX I – Pre Certification Facility Inspections**

### **1. General**

- 1.1 DGCA inspectors will conduct pre-certification inspections to ensure that the requirements of Rules and CARs are met with respect to facilities, staff and equipment. Facilities and equipment provided for staff must be adequate to allow them to carry out their duties in compliance with regulations.
- 1.2 The following paragraphs provide guidance to the operator preparing for a pre-certification inspection.

### **2. Management and Executive Staff**

- 2.1 The duties and responsible of managers and senior executive must be clearly defined in writing, and chains of responsibilities firmly established. Furthermore, it is important that the operational management should have proper status in the organization. The number and nature of appointments will vary with the size and complexity of the organization and the DGCA must be satisfied that the management organization is adequate and properly matched to the operating network and commitments.
- 2.2 The correct balance must be established with respect to the amount of flying performed by managerial pilots. They must be allowed to fly with sufficient frequency in order that their flying performance is maintained at an acceptable level.
- 2.3 The DGCA must be given notice of any intended change in appointments or functions.

### **3. Administration Facilities**

- 3.1 It is important that office services of a suitable nature and size are provided. Clerical staff, typists, duplicating equipment, etc., must be sufficient to ensure that operational instructions and information can be produced and circulated to all concerned without delay. Where the provision of printing facilities for manuals, manual amendments and other necessary documentation is not warranted by the size of the company, efficient alternative arrangements must be in existence.

### **4. Record Keeping**

- 4.1 The quantity and scope of records which must be kept should not be

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underestimated. Some records, for example those covering crew flight and duty times require constant updating and continuous access. Adequate staff must be employed to ensure accurate maintenance of records in the areas of operations, operations personnel, loading, servicing and aircraft maintenance. Operations and / or maintenance may be required around the clock, accordingly, records staff may be required to cover shifts.

4.2 Although an efficient operation is mainly a commercial concern to the company there are times when the DGCA is interested in the level of efficiency achieved. One such occasion concerns the ability of certain company personnel to access records.

#### **5. Retention of records**

5.1 The minimum retention period for training records must ensure that a person's pertinent training and qualification status can be determined for any given date during the request period, which may vary between airlines but could up to 36 months. The minimum retention period must ensure that record of any training and/ or qualification that is a prerequisite for a crew member's current (including the previous 12 calendar months) assignment is maintained until superseded by like training or qualification . For example, sufficient LOFT exercise must be provided such that a pilot is not confronted with the same scenario on subsequent LOFT exercises. These exercise require review on a cyclical basis, accordingly, the nature of the review process will in turn determine the length of time the records are required to be maintained.

5.2 Records of aircraft loading and fuel must be kept for 3 months. Records of cyclic events are to be retained such that a full and complete record of the current cycle is available. For example, records of a captain's route qualification will be updated each time the captain re-qualifies on a route; the previous history of the captain's experience of that route or aerodrome is not required. With respect to records of a crew member' s flight times, the record must go back at least 12 months to ensure compliance with all relevant orders.

5.3 Passenger and crew list must be accurately maintained to identify all persons on an aircraft in the event of an accident. However, the DGCA does not require retention of passenger lists after a flight has arrived safely.

5.4 For each aircraft operated, maintenance records as must be accurate and up to date.

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## **6. Operations Library**

- 6.1 At each operating base/ line station the operator should maintain at adequate and appropriate library of Aviation Regulations, requirements, AIP, Company Operations Manual, Flight Supplement, IAP Charts, Enroute Charts, Aircraft Flight Manuals, Aircraft Operating Manuals, Standard Operating Procedures, maps, and other documents needed for reference and planning purposes, and for carriage in flight. The library should be kept in an orderly manner.
- 6.2 Maps, charts and flight guides should cover the whole of the region for which the operator is or wishes to be certificated.
- 6.3 Arrangements should be made for the amendment of manuals, flight guides etc, and for notifying the amendments to the aircraft crew and other operating staff concern. A record should be kept of the distribution of the manuals and amendments.

## **7. Crew Scheduling**

- 7.1 The commercial aspects of efficient scheduling is the operator's business. The DGCA's interest is in adherence to flight and duty time regulations and the scheduling of only qualified crew. Accordingly, the operator must have facilities to ensure that these requirements are met.

## **8. Crew room**

- 8.1 Arrangements must be in place to ensure crew members are provided with manual amendments, document revisions and operational notices in an appropriate and timely manner. One acceptable method is to place boxes or pigeon holders, one for each crew member based at that location, in or close to the crew room. The crew room notice board can form a suitable point of contact between the company and its flight crew for urgent operational messages.
- 8.2 A convenient location for the flight crew – If the Crew Room is adjacent to the scheduling office, it is an arrangement which would allow close liaison between the scheduler and the technical crew members.

## **9. Operations Planning**

- 9.1.1 An operations planning facility must be provided to satisfy the following activities;

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- 9.1.1 To conduct planning of new routes or new aircraft types on exiting routes in advance of the operations (An operation planning room should be provided and stocked with maps, charts, documents and manuals).
- 9.1.2 To ensure control of aircraft documents and operational documents issued to crewmembers.
- 9.1.3 To ensure the integrity of data which is fed to an aircraft automatic navigation system (that is, any aircraft navigation system which does not require the crew to insert the co-ordinates of each way point).
- 9.1.4 To provide the crew with documents with which they can check the accuracy of computer stored information.
- 9.1.5 To provide the crew with fuel consumption figures and aircraft performance data for take-off, en-route and landing.
- 9.1.6 The operations planning room and its library are normally controlled by a company operations officer who should liaise closely with operations management.

9.2 The company officer responsible for the remaining functions above must be nominated and the appointment must be acceptable to the DGCA. In accepting the company proposal for operations planning, the DGCA will assess the suitability both of the personnel involved and of the facilities provided to them. The proposed type of operation, geographical area of operations, and the size of the airline are considerations.

## **10. Flight Planning Facilities**

- 10.1 There are two operations with respect of flight planning. Preparation of the flight plan may be undertaken by a specialist and checked by the captain, or the plan may be prepared by the captain. The method chosen depends on the qualifications of and the responsibilities given to the specialist officer concerned. The flight plan may be prepared manually, or where approved by the DGCA, by computer. In the latter case facilities should also permit manual flight planning to cover non-availability of the computer.
- 10.2 A company operating its own flight planning facility will need to collect weather and operational information (NOTAM) from the various sources. The flight planning facility will need to transmit the completed flight plan both to air traffic control and to company personnel at intended ports of call. Alternative means of transmission of the flight plan, for example by telephone, should be

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considered, although not mandatory, display of weather diagrams would be beneficial, as would a system whereby arriving crew brief the flight planning office on the weather conditions they encountered.

## **11. Operational control**

11.1 While operating aircraft operational control will rest solely with the pilot in command. Operators should consider the guidance they wish to provide their pilots to help them exercise this responsibility. Operators should also review the operational information service provided by the DGCA and provide any additional information they consider necessary.

## **12. Load Control**

12.1 The operator is responsible for establishing an approved system of load control, and the proposed system must be approved by the DGCA and described in the operations manual. Subsequent variations to the system also require approval.

12.2 Calculation of aircraft weight and balance using the approved system may be the responsibility of the flight crew, although it is more usual to employ a separate load control officer. Whichever method is used a reasonable accurate aircraft weight is needed at the flight planning stage for comparison with performance chart to determine limiting conditions. To allow for last minute changes, which are accepted as being unavoidable, it is permissible to have a traffic officer bring the final version of the load sheet to the flight deck, immediately prior to closing the doors.

12.3 If a separate load control facility is used, a means of communication between the flight planning facility and the load controller is required so that the zero fuel weight can be passed to the flight planner and fuel loads transmitted to load control. The personnel employed in load control facility shall be competent and approved for the purpose.

12.4 It is important that the load be placed aboard the aircraft in the manner assumed by the load control calculations. Close liaison between load and the loading staff will be necessary to achieve this.

12.5 General cargo and baggage should be protected against breaches of security while being loaded, and provision must be made for the safe loading and security of dangerous goods.

## **13. Passenger Handling & Facilities**

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- 13.1 Passenger handling facilities will be inspected only as they affect safety and security. The comfort and convenience of passengers are left to the commercial judgment of the company and to building regulations which will address aspects such as provision of toilets and fire safety.
- 13.2 The DGCA will determine the acceptability of the following areas;
  - a. Passenger protection from blast, propellers, moving aircraft, and moving vehicles/equipment.
- 13.3 The possibility of falling from passenger loading devices.
  - a. The feasibility of timely evacuation, if it is planned to refuel aircraft with passengers aboard.
- 13.4 It will be necessary for the facilities to be inspected during both daylight and in nighttime. Facilities, notices and procedures which are obvious and effective in daylight hours can be confusing and inadequate in the hours of darkness.

#### **14. Training Facilities**

- 14.1 Training facilities and instructors will be scrutinized. Training will generally be an ongoing requirement and the amount of associated effort is easy to underestimate.
- 14.2 Traffic and loading staff must be trained on handling dangerous goods and on security requirements, whilst servicing and loading staff must be indoctrinated in Ramp safety. Little in the way of training aids is required as the practical skills are best taught on the job. Consequently, the facilities, which must be provided to train traffic, loading and servicing staff, are in general limited to the usual classroom accommodations and equipment. However, sufficient classroom accommodation must be provided so that the training of ancillary ground staff does not lead to conflict with training of flight crew, cabin crew and dispatchers.
- 14.3 The DGCA will consider the following when classroom facilities are being inspected;
  - a. The visibility to the students of the instructor, training aids and the board;
  - b. The sound system so that the students hear the training;
  - c. The visual or aural distractions;
  - d. The reflections on the board or visual aids;
  - e. Considering the passage of the sun throughout the day, and
  - f. Considering the effect of night lighting.
  - g. The adequate heating, cooling and/ or ventilation;

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14.4 If flight simulator training is proposed, the simulator facilities will require detailed assessment and approval.

14.5 The instructors will require specific approval to conduct their proposed tasks. Such staff should be prepared to demonstrate competence in the area of their proposed expertise by showing the following;

- that they understand the subject or the principles of operation of the equipment involved.
- that they are proficient in operating the equipment ( if equipment is involved).
- that they are proficient in operating such training aids as may be available for the subject.
- that they can impart information to the class or student.
- that they can adequately assess the results achieved by the class or student.

14.6 The DGCA inspectors are required to individually assess instructors in the following categories;

- Ground instructors employed to teach flight crew technical training courses or parts thereof.
- Flight simulator instructors.
- Check pilots or check flight engineers.
- Cabin Crew
- Dangerous Goods

## **15. Aircraft Servicing**

15.1 Aircraft servicing falls in to the following areas;

- Passenger and commercial servicing (for example, cabin cleaning and galley replenishment).
- Re-fuelling
- Toilet servicing.
- Potable water replenishment.
- Baggage handling / loading.
- Push-back of aircraft.

15.2 Push-back of the aircraft (if planned) deserves special attention. Close co-ordination between the flight deck and the ground handler is essential, and this aspect deserves special coverage in the Ops Manual. The inspectors of the

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DGCA will observe push-backs from both the flight deck and from ground during the pre-certification process.

- 15.3 The servicing of aircraft toilets and drinking water are not glamorous jobs, but carelessness can have safety implications. Company procedures should adequately address these areas.
- 15.4 Inspectors will check that safe ground handling practices are carried out during the proving flights.

## **16. Inspection of Aircraft**

- 16.1 The aircraft, which are proposed to be used in revenue operations, will be inspected by flight operations inspectors and airworthiness inspectors of the DGCA. The basis of this inspection is as follows;
  - a. To determine that the cabin layout and equipment meets safety standards.
  - b. To ensure that the communications and navigation equipment is appropriate to the proposed operation.
  - c. To ensure that the flight deck controls and equipment match the description in the operations manual and conform to the aircraft checklist.
- 16.2 The aircraft inspections may be carried out at any time prior to certification but it would be desirable to have the aircraft inspected before they are used for training or route proving to gain maximum benefit to the operating and training personnel. The emergency evacuation and ditching demonstrations shall be conducted only after the aircraft are inspected to the satisfaction of the DGCA.
- 16.3 Each aircraft in the fleet will be inspected even where a number of supposedly identical machines are acquired. Portions of the inspections may be combined with surveillance of training or proving flights and consideration must be given to the use of applicable items of equipment at night.
- 16.4 Inspection of the safety equipment in the flight deck and cabin is to ensure the equipment meet the safety intention of the regulations. Airworthiness inspectors will determine that the equipment are of certified standard and Flight Operations and Cabin Safety Inspectors will establish that the equipment is positioned so that it is available at the appropriate time, that

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warnings / cautions are obvious and unambiguous and that operations manual materials is pertinent.

## 17. Inspection of operating ports (Stations)

- 17.1 It is usual for an operator to have one main base and major or minor ports. The main base will usually contain the company headquarters, training establishments, and be the majority of company personnel including flight crewmembers. The ports or destinations, which the applicant intends to serve, will be either major ports or minor ports depending on the facilities provided. Pre-certification inspection of facilities will tend to concentrate on the main base.
- 17.2 A port would be considered a major one if;
  - a. Flight crew are based at the port; or
  - b. Maintenance (other than transient maintenance) is scheduled.
- 17.3 The DGCA will normally inspect all company port facilities before the AOP is issued. Inspection at a minor port may require only a few minutes and this may be possible during the turn-round of a proving flight. The inspection of a major port will occupy a much longer period, which will vary with the functioning of the port.

## 18. Proving/Validation Flights

### 18.1 Proving flight readiness check (Table-top exercise)

The readiness check is a ground exercise that gives the AOP applicant the opportunity to test the concerns held by DGCA and decide if they are ready for the proving flight. If the AOP applicant or the DGCA project team identifies the need to modify or amend certain elements in the procedures, the amendments will need to be completed to DGCA's satisfaction before the proving flight is conducted. (Appendix O – Proving Flight Readiness Check)

Where the readiness check demonstrates that the AOP applicant's processes and procedures function as planned, the DGCA Project Team and the AOP applicant will work on finalising the conduct of the proving flight.

### 18.2 Conducting a readiness check

During the readiness check the DGCA project team will:

- Create sample scenarios including non-normal situations.

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- Intimate the AOP applicant, a suitable time and location for the readiness check.
- Brief all DGCA participants on their roles during the readiness check

Depending on the AOP applicant's responses during the readiness check, the team members will discuss with the AOP applicant whether further preparation or amendments to their processes and procedures need to be made, prior to the conduct of a proving flight.

The DGCA Project Manager will notify the AOP applicant of the decision as soon as possible after the readiness check. If the project team concluded the AOP applicant is not ready, the applicant will be advised of their decision and the reasons for the decision.

The specific scenarios used during the readiness check will not be the same as those prepared for the proving flight. A successful outcome of the readiness check will not have any bearing on the actual proving flight.

#### 18.3 Proving flight planning.

DGCA Project Manager will give a written notice that clearly outlines the matters relating to the proving flight containing a proposed date for the conduct of the proving flight, the areas to be assessed and route the proving flight will follow.

After receiving the notice, the AOP applicant will provide a detailed plan for the conduct of the proposed proving flight. The plan should include specific schedules for the en-route phase, showing departure and arrival dates, times and destinations.

#### 18.4 Conditions applicable to proving/validation flights

The following conditions apply to proving/validation flights:

- i. Flight shall be operated with the normal compliment of regular flight and cabin crew.
- ii. Compliance with safety regulations at all times. If a DGCA Inspector believes that safety may be jeopardised, the exercise will be terminated.
- iii. Adequate time must be planned at each aerodrome to allow for inspection of the AOP applicant's:
  - a. Ground staff, procedures and facilities
  - b. Dispatch preparation
  - c. Aircraft loading

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- d. Passenger processing
- e. Aircraft servicing
- iv. A proving flight must include a representative selection of the destinations intended to be serviced.
- v. Carriage of passengers: Revenue passengers or revenue cargo must not be carried on proving flights. The operator will be required to carry non-revenue passengers that could be company staff or invited guests to simulate a normal passenger load. Non-revenue company cargo or equipment may also be carried. Validation (revenue) flights may be conducted for the purpose of air operator re-certification and special authorizations, such as RVSM, MNPS, EDTO, etc.

#### 18.5 Scope of the proving/validation flight assessment

The following functions (where applicable), should be demonstrated in accordance with the provisions of the Operations Manual during proving flights:

- Compliance with an approved flight crew flight and duty time system
- Flight planning
- Suitability of aircraft performance information
- Demonstration of all operational planning
- Flight dispatch
- Recording and rectification of defects encountered and where applicable the use of the maintenance release and the MEL
- Ground support and communications
- Passenger handling
- Ground operations including baggage and/or cargo loading and unloading
- Load control including weight & balance
- Refuelling procedures
- Pre-flight walk around
- Aircraft pushback (when used)
- Scheduled turn-around times and on-time departures
- In-flight fuel management and recording in accordance with Operations Manual
- Flight and cabin crew compliance with duties and company procedures
- Flight and cabin crew decision making
- Normal, and abnormal, situations
- Critical system failures
- Critical communication systems
- Communication with aeronautical service providers
- Capacity to notify relevant persons of operational changes
- Suitability of route qualification training
- Turn around procedures

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- Capacity of aerodrome facilities to support the services
- Operational control
- The management of the operation, including support from contracted parties

#### 18.6 Finalisation of plan for proving/validation flight

A meeting of all team members participating in the flight phase and those involved at the operator's main base will be held for finalising the proving flight plan and to coordinate inspection activities to ensure that all the planned checks will be accomplished during the proving flight phase with minimum distraction.

#### 18.7 Conduct of proving/validation flight

A meeting of the DGCA team and the AOP applicant's nominated staff will be held prior to the flight. The purpose of this meeting is to ensure that the AOP applicant's staff is fully aware of the process the project team will follow and the objectives to be achieved during the proving flight(s).

The DGCA team will normally allow the proving flight to run without intervention — that is, the crew will not normally be required to divert from the flight plan. DGCA Inspectors may, however, request demonstrations of specific operations, such as a particular form of departure, arrival or instrument approach. DGCA Inspectors may also ask questions of flight deck and cabin crew to confirm the crewmembers' knowledge and familiarity with company procedures.

In addition, flight crew members are expected to demonstrate adequate knowledge of the layout of airfields, parking and fuelling arrangements at the various destinations and ATC requirements en route.

Cabin crew are expected to demonstrate their familiarity with safety-related company procedures. Areas covered may include:

- Passenger handling arrangements
- In-flight emergency procedures
- Actions when encountering unexpected turbulence
- The handling of incapacitated passengers.

#### 18.8 Scenarios

DGCA team will introduce "scenarios", or simulated exercises, mainly cabin/

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passenger in nature that are typical with day-to-day passenger operations.

There will also be some abnormal exercises and an emergency exercise to test the cabin and flight crew's ability to implement appropriate actions. The operator's crew may be questioned on their actions and their knowledge of company procedures. None of these scenarios will impact on the profile, or progress of the flight.

The DGCA team must prepare suitable scenarios simulating unusual conditions that should be demonstrated—for example:

- The handling of disabled passengers
- Passenger incapacitation in flight
- A cabin fire
- Cabin crew knowledge on the location and operation of emergency equipment
- Actions when encountering unexpected turbulence

It is important that scenarios are pre-planned, realistic and achievable, and that all crew are aware of the simulated nature of the demonstration.

Safety is paramount and should any crew member or DGCA person believe that safety may be jeopardised as a consequence of a scenario, it shall be terminated. Similarly, if any person on the flight becomes distressed with the conduct of a scenario, the exercise shall be terminated.

The Pilot-in-command has absolute authority to take whatever action deemed appropriate, in consideration of the conduct and safety of the flight. The DGCA team will ensure that this has been discussed and understood at the pre-flight meeting.

DGCA inspector(s) shall introduce each scenario with the words, "this is a simulated exercise", or words to this effect. DGCA shall conclude each scenario with the words, "This simulated exercise is complete", or words to this effect. If a message relating to a scenario is passed down a line of communication, it shall be identified as a simulated exercise.

18.9 At the completion of the proving/validation flight, the DGCA team will meet to decide whether further proving/validation flights are required and the need for and extent of corrective action required by the AOP applicant.

The DGCA team shall assess the AOP applicant against one of the three outcomes listed below.

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1. Outcome 1 - Another proving/validation flight is required
2. Outcome 2 - Any areas of deficiencies can be addressed without further proving/validation flights
3. Outcome 3 - The result was satisfactory

Outcome 1: The DGCA team finds deficiencies in the AOP applicant's compliance with Operations Manual processes and procedures or regulatory requirements. If the DGCA determines the deficiencies are such that on-ground testing would not be appropriate to verify the AOP applicant has satisfactorily addressed the deficiencies then the applicant will be deemed to have failed the proving flight and a further proving flight will be necessary.

Outcome 2: The DGCA team finds deficiencies in the AOP applicant's compliance with Operations Manual processes and procedures or regulatory requirements. If the DGCA determines a ground exercise can verify the outcome of remedial action additional proving flights may not be required. The AOP applicant will rectify the deficiencies and DGCA will verify the deficiencies have been addressed satisfactorily before the proving flight is accepted.

Outcome 3: The proving flight meets the standard DGCA expects an AOP applicant to achieve. No further proving flights required.

The DGCA team will then meet with the AOP applicant to discuss the outcome and the resolution of any deficiencies found.

18.10 The DGCA team will complete Appendix D – Checklist 19 confirming all the planned assessments have been completed. For EDTO demonstration, checklist in CAP 8200 shall be followed.

## **19. Emergency Evacuation Demonstrations.**

There are two categories of emergency evacuation demonstrations: full-scale evacuation and partial evacuation.

A. Full scale demonstration will normally not be required. However the procedure detailed below is given for reference.

Full scale Evacuation Demonstration. The primary purpose of a full-scale evacuation demonstration is to ensure that the airplane design and seating configuration will permit the safe and complete evacuation of all passengers through 50 per cent of the installed emergency exits within a specified time

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frame. Adequacy of the crewmember compliment and operational procedures and training is also evaluated.

A full-scale evacuation demonstration requires the use of an aircraft, parked on apron or in a hanger, with a complete complement of crew members (flight deck and cabin) and each passenger seat occupied by a "passenger" participant. The crewmembers are required to simulate an aborted takeoff followed by a situation which requires the immediate evacuation of the aircraft in 90 seconds or less.

Full scale demonstrations are usually conducted by the manufacturer for the State of manufacture during the type certification process. Subsequent full-scale evacuations are only required when an airline uses a seating capacity which is greater than what has previously been demonstrated. It is unlikely that the DGCA will ever have to require an operator to perform a full-scale evacuation. Because a full-scale evacuation demonstration is a complex undertaking with an inherent risk of minor injury to the participants, in the event that a full-scale demonstration is required of an operator, the DGCA may obtain assistance from another State which is highly experienced in conducting such demonstrations.

B. Partial Evacuation Demonstration. For issuance of an AOP or variation to an AOP, the adequacy of an operator's training and procedures along with the proper functioning of emergency exits can be determined through a partial evacuation demonstration. In this demonstration, a full complement of crew members are required to carry out the procedures for an emergency evacuation, including opening a minimum of two of the emergency exits and successfully deploying the escape slides at those exits within a specified time frame. No passenger seats are occupied and no person is required to actually exit the airplane by means of an escape slide.

#### 19.1 Procedures For Partial Evacuation Demonstration.

The applicant must submit the following information for the proposed evacuation and ditching demonstration;

Letter of request to DGCA for the evacuation and ditching demonstration containing;

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- Applicable regulations requiring evacuation and ditching demonstration
- Type and model of aeroplane to be used including seating capacity
- Number of cabin attendants and their assigned positions
- Proposed date, time and location of the demonstration
- Name and telephone number of the operator's coordinator.
- Description of how the operator proposes to initiate the demonstration, signals to be used for timing the event, blocking of exits not to be used for demonstration.

The following attachments should accompany the letter of request;

- Diagram representing the aeroplane to be used indicating the designation of exits by type and exit pairs.
- Assigned seating location of each crew member during take off.
- Interior cabin configuration showing location of passenger seats, galleys, aisles, lavatories, passenger partitions, compartments and bulkheads
- Location type and description of the emergency equipment such as fire extinguishers, portable oxygen bottles and masks, megaphones, crash axes, emergency ropes, life rafts/slide rafts, individual flotation devices first aids and medical kits, pyrotechnic flares.
- Description of emergency equipment installed including the type and model of each equipment.
- Description of emergency equipment used for ditching such as slide raft and survival gear.
- Copies of crew member manual pages describing the duties and responsibilities for emergency evacuation and ditching.
- Copy of the passenger information card.
- List of flight crew and cabin crew members qualified to participate in the demonstration
- Statement of how "dark of night" conditions will be created for the evacuation demonstration.
- Description of how the operator proposes to position the aeroplane in order to allow unobstructed deployment of slides.

The following procedures will be followed in conducting a partial emergency evacuation demonstration:

- A planning meeting will be held with the operator in advance of the demonstration in order to discuss the exact procedures to be followed and the criteria for a successful demonstration.
- The operator will provide for the demonstration an aircraft of the type, model, and cabin configuration for which approval is sought, along with a qualified and current cockpit crew and two complete compliments of

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cabin crew members. The purpose of requiring two complete compliments of Cabin Crew is so that the DGCA may select, immediately prior to the demonstration, the flight attendants who will actually participate in the demonstration. This is to lessen the possibility that the operator will provide extra training to those flight attendants which it knows in advance will participate in the demonstration, so that their performance will not be representative of the level of proficiency of all of the operator's Cabin Crew.

- The demonstration will be conducted in darkness, either on an apron at night or in a hangar with the lights extinguished.
- During the steps leading to the commencement of the timing of the demonstration, the airplane's electrical system will be fully powered by either an external power unit or the APU.
- Crewmembers will simulate complete preparation for takeoff, including the execution of all checklists up to and including the takeoff checklist. Engine operation will be simulated. Cabin Crew will be seated at their normal stations for takeoff.
- The cockpit crew will simulate the commencement of the takeoff roll followed by a high-speed, aborted takeoff due to an engine fire or other appropriate simulated malfunction.
- The evacuation of the airplane will be signalled through the failure normal electrical power (by disconnecting the external power unit or APU). Interruption of normal power will be a clear signal to all involved that the timing of the demonstration has commenced. Outside, the aircraft's external lights (taxi lights, anti-collision lights, position and logo lights) will extinguish. Inside, normal cabin lighting will extinguish and all emergency exit lights and floor-level lighting (if installed) will illuminate if functioning properly.
- Immediately upon failure of the normal electrical system the flight attendants will be required to unbuckle their safety harnesses, leave their jump seats, ascertain which exits are usable, open the usable exits, and deploy the escape slides. In order for the demonstration to be successful, the total time which elapses from the interruption of electrical power until full deployment of all activated slides must not exceed 15 seconds. Slides are not considered fully deployed until they reach the ground and are inflated to a firmness which would safely support the egress of passengers.

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- To monitor, time, and evaluate the demonstration, DGCA personnel will be positioned in the cockpit and at each exit inside of the airplane and outside the airplane at each exit. The DGCA inspector who is responsible for the timing of the demonstration will be positioned outside of the airplane with a stop watch. He will commence timing when the external lights of the aircraft are extinguished. After precisely 15 seconds, he will call "time" to all participants and the demonstration will be considered complete. He will then confer with the DGCA team members who were stationed at the exits both inside and outside of the airplane to confirm whether or not procedures were properly followed and that the slides were adequately deployed by the time 15 seconds elapsed.
- A minimum of two emergency exits will be used. The operator's personnel inside the airplane should not know in advance which exits will be used and which will be rendered unusable. One method for indicating to the Cabin Crew immediately after the commencement of the demonstration which exits are unusable is to station DGCA personnel with bright flashlights outside of those exits. When the exterior lights of the airplane are extinguished and the timing begins, those DGCA personnel will shine their flashlights directly on the windows of the emergency exits which are to be considered inoperable, thus simulating a fire on that side of the airplane. An alternate method will be the inspector located inside the aircraft blocking the exit by a pre-briefed signal. In accordance with their procedures, Cabin Crew must look through the window of an emergency exit to make sure that it is usable before opening it and deploying the escape slide for use by passengers. In this case, if the cabin attendant approaches an exit and observes a light shining on the window/blocked exit, he or she will consider it inoperative and choose an alternative exit to be opened.

### 19.3 Evaluation Of The Partial Evacuation Demonstration.

Specific points to be noted during the evacuation demonstration are

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- Adherence by flight and cabin crew members to the execution of assigned duties and responsibilities both in the aircraft and on the ground;
- Effectiveness of the Pilot in Command in the exercise of command responsibilities;
- Succession to command in event of casualties;
- Effectiveness of crew members in performing their assigned evacuation duties; and
- Shortcomings, deficiencies or delays encountered.

If the applicant cannot satisfactorily demonstrate emergency evacuation for each particular type, model and configuration of aircraft within 15 seconds, the applicant will be required to take steps to correct the deficiency which could include the following:

- revising evacuation procedures;
- improving crew training;
- modifying or changing the equipment used;
- changing the passenger compartment arrangement; and
- reducing total passenger seating capacity.

#### 19.4 Emergency Evacuation Demonstration Report.

A sample of the report form which may be used for documenting the emergency evacuation demonstration follows;.

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**DGCA India  
Air Operator Partial Emergency Evacuation  
Demonstration Report**

1. Name of operator:
2. Date/time of demonstration:
3. Aircraft type/model:
4. Number of installed seats:
5. Crewmember names: (List name and crew position of each participant)
  
6. Results:  Satisfactory  Unsatisfactory
7. Remarks: (Include description of which exits were used and whether or not slides were deployed within 15 seconds of commencement of drill)

Flight Operations Inspector's Signature:

Flight Operations Inspector's Name:

Date:

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## 20. Ditching Demonstrations

Although not normally required, a ditching demonstration is required during the operational inspection phase of the certification process for each aircraft type, model and configuration which will be operated on extended flights over water routes (on any route which passes more than 50 nautical miles from land). The purpose of the demonstration is to evaluate the operator's ability to safely prepare passengers, airplane, and ditching equipment for a planned water landing. Prior to conducting this demonstration the DGCA should determine whether the aircraft has an airworthiness certification covering ditching. If the aircraft is not certificated for ditching, extended flights over water should not be authorized. During the demonstration, the following four areas are evaluated:

- Emergency training programme
- Ditching procedures
- Crewmember competency
- Equipment adequacy and reliability

Similar to the emergency evacuation, there are two types of ditching demonstrations which may be required: full-scale and partial. Since full-scale ditching demonstrations have been conducted by the manufacturer during the type certification process for most airplane types, it is likely that the DGCA will only require a partial demonstration by an applicant for an AOP with an aircraft that has been evaluated by the manufacturer. Para 19.1 contains details of the operator's application package for the exercise.

### 20.1 Partial Ditching Demonstration.

The following procedures will be followed in conducting a partial ditching demonstration:

- The demonstration must be conducted during daylight hours or in a lighted hanger/apron if conducted at night.
- All required crewmembers must be available and used
- Passenger participants (company personnel other than crewmembers who are acting as "passengers") will be used only when the operator's

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procedures require passengers to assist in the removing and launching of life rafts. If used, passengers will not receive any instructions before the demonstration except what is contained in the operator's manual.

- To commence the demonstration, the crewmembers will simulate, in a parked airplane, a normal takeoff and climb to cruise flight. Engine start will be simulated and all checklists will be accomplished. Upon the DGCA team leader's signal, the captain will order the crew to prepare for ditching. At that time, the team leader will commence timing for 6 minutes in order to give the crew time to prepare for a simulated water landing. After the simulated water landing, all liferafts must be removed from storage. This action is not specifically time; however, the crewmembers must demonstrate competency in removing the rafts from storage and the raft must be capable of being removed from the airplane for deployment in a reasonable period of time.
- When the ditching signal is given, each evacuee must put on a life preserver in accordance with the operator's manual and the flight attendants' briefing.
- Each liferaft must be removed from stowage for inspection.
- One liferaft, selected by the DGCA, will be inflated and launched and the evacuees assigned to that raft will get in it. The crewmembers assigned to the raft will locate and describe the use of each item of emergency equipment contained in the raft.

Note: For the purpose of the demonstration, "launching" a liferaft means to remove it from stowage, manipulate it out of the airplane by means of stands or ramps, and position it on the ground before inflation. Launching a sliderraft means to inflate it in the normal manner then lower it to the ground.

### 20.3 Evaluation Of The Ditching Demonstration.

The following are specific points to be noted and evaluated during the ditching demonstration:

- A sufficient number of items of emergency equipment, i.e. liferafts, inflatable slides, life jackets, medical kits, first aid kits, emergency locator transmitter, etc., are carried on board.

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- Emergency equipment is properly stowed and can be readily removed or ejected from the aircraft in the time specified.
- Means are provided and utilized to prevent emergency equipment from drifting away from survivors;
- slides, life jackets and life rafts inflate fully within acceptable time limits and other emergency equipment functions properly, including proper deployment of inflatable slides;
- Selection of emergency exits to be utilized and that such exits can be opened readily;
- Emergency procedures and related checklists are adequate and are properly used by the crew members.
- Crew is properly trained.
- Crew members are familiar with and adhere to the timely execution of their assigned duties and responsibilities;
- crew members, using available emergency equipment and following the procedures outlined in the operations manual, can facilitate the evacuation of the aircraft under those critical conditions expected during the short period of time the aircraft would remain afloat; and
- Adequate safety precautions are followed by the crew members to prevent possible injury to evacuees or themselves.

In assessing the effectiveness of the ditching demonstration the DGCA inspector should record the following:

- Time from start of ditching until each exit door or emergency exit to be utilized is open;
- Time when each life raft is launched;
- Time required to inflate each life raft; and
- Time when all life rafts are boarded.

Any deficiencies noted during the ditching demonstration regarding the evacuation procedures or related emergency equipment such as inflatable slides, emergency exits, life rafts, etc., must be rectified by the applicant. This may require additional demonstrations before these emergency procedures can be considered acceptable by the DGCA.

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## **20.4 REPORTING PROCEDURES.**

A sample of the report form which may be used for documenting ditching demonstrations follows;

**DGCA INDIA**  
**Air Operator Partial Ditching**  
**Demonstration Report**

1. Name of operator:
2. Date/time of demonstration:
3. Aircraft type/model:
4. Crewmember names: (List name and crew position of each participant)
  
5. Times.
  - a. From start of demonstration until each exit door or emergency exit to be utilised is opened:
  - b. Time when raft is launched:
  - c. Time required to inflate raft:
6. Results:  Satisfactory  Unsatisfactory

Remarks:

Flight Operations Inspector's Signature:

Flight Operations Inspector's Name:

Date:

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## **APPENDIX J – Checklist for the Issuance of an AOP**

GOVERNMENT OF INDIA  
 CIVIL AVIATION DEPARTMENT  
 OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION  
 TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI-110003

### **Checklist for Issue of Air Operator's Permit**

<b>Name of Applicant</b>				
<b>No.</b>	<b>Description</b>	<b>Yes</b>	<b>No</b>	<b>Folio</b>
1.	<b>General</b>			
	i. Statement of Intent			
	ii. Letter of NOC			
	iii. Fees for issue of SOP/NSOP			
	iv. Formal application			
	v. Security clearance for the Directors (List of Board of Directors)			
	vi. Issue of permission for import of aircraft			
	vii. Approval of the base of operation			
2.	<b>Administrative</b>			
	Completed Checklist 01A			
	Checklist 01 (completed by DAT)			
4.	<b>Preparation of AOP/ Ops Specs</b>			
	Draft AOP			
	Draft Ops Spec (to be approved by CFOI)			

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## APPENDIX K – Suggested Timelines for Completion of Certification Process

<b>S/N</b>	<b>EVENTS</b>	<b>STARTING PERIOD</b>	<b>ENDING PERIOD</b>	<b>ACTION OFFICE</b>
1.	<b>Pre-application Phase</b>			DAT
	Submission of State of Intent by the applicant			
	<i>Pre-application meeting</i>	<i>Within 2 weeks of the receipt of Statement of Intent</i>		
2.	<b>Formal application Phase</b>			DAT
	Submission of formal application for grant of AOP	D-90		
3.	<i>1<sup>st</sup> Review Meeting with Operator</i>		D-75	FSB
	<b>Document Evaluation Phase</b>	D-80	D-15	
	<i>2<sup>nd</sup> Review Meeting with Operator</i>		D-50	
4.	<b>Inspection and Demonstration Phase</b>	D-50	D-10	FSB
	<i>3<sup>rd</sup> Review Meeting with Operator</i>		D-40	
	<i>4<sup>th</sup> Review Meeting with Operator</i>		D-30	
5.	<i>Final Review Meeting with Operator</i>		D-15	DAT
	<b>Certification Phase</b>	D-10	D-5	

1. D is the estimated first day of commercial operation with new type of aircraft. The above are suggestive times for completion of the certification process.
2. The Project Manager shall be responsible for arranging and conduct of the review meetings mentioned above.
3. There may be a need to have less or more number of review meetings suggested above.

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## APPENDIX L – Renewal of an AOP

Form No. : DGCA/OP/002

 <b>GOVERNMENT OF INDIA</b> <b>DIRECTOR GENERAL OF CIVIL AVIATION</b>		<b>Application for renewal of Air Operator's Permit</b>	
1.	<b>Name of Operator</b>		
2.	<b>AOP No.</b>		
3.	<b>Validity</b>		
4.	<b>Accountable Manager (General Manager/ Chief Executive Officer)</b>		
	<b>Name</b>	<b>Telephone:</b>	
	<b>Designation</b>	<b>Fax:</b>	
<b>5.</b>	<b>If change in Board of Directors since last renewal, provide Security clearance for the new Directors</b>	<i>Attached at _____</i>	
<b>6.</b>	<b>Aircraft Details (Entered on the Permit)</b>	<i>As per Attachment A</i>	
7.	<b>Maintenance Organisation</b>		
	<b>CAMO (CAR M Subpart G) Approval No.:</b>	<b>Valid upto:</b>	
	<b>CAR 145/ CAR M Subpart F Approval No.:</b>	<b>Valid upto:</b>	
<b>8.</b>	<b>Manuals</b>	<i>As per Attachment B</i>	
<b>9.</b>	<b>Aircraft Personnel</b>	<i>As per Attachment C</i>	

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10.	<b>Summary of Internal Audit and closure of actions of findings since last renewal</b>		<i>Attached at _____</i>
11.	<b>Summary of Regulatory Audit by DGCA and closure actions of findings since last renewal</b>		<i>Attached at _____</i>
12.	<b>Fees Details</b> <i>(Amount, DD No., dated)</i>		
<p><i>Certified that the organization has continuously maintained the capability at which the permit was originally accorded by DGCA and is continually complying with the applicable Aircraft Rules, Civil Aviation Requirements, Aeronautical Information Circulars and such other instructions issued by DGCA from time to time as are relevant to the scope of permit.</i></p> <p><i>Further certified that at no time the capability of the organization has degraded to a level below that approved by DGCA</i></p>			
Date:		Signature of Chief Executive of the operator & seal	
<b>FOR OFFICE USE ONLY</b>			
13.	<b>Proposed Date of Inspection for renewal</b>	<b>Inspection Team comprising of</b>	
14.	<b>Inspection Report</b>		
14.	<b>Date of Inspection for renewal</b>		
14.	<b>Inspection Results/ Report</b>	<i>Attached at _____</i>	
<b>Renewal Action</b>			
15.	<input type="checkbox"/> <b>Recommended for renewal</b>		<input type="checkbox"/> <b>Not Recommended for renewal</b>
	<b>Name of Officer</b>	<b>Designation</b>	<b>Signature</b>
			<b>Date</b>



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## Appendix L

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## Attachment A to Form for Renewal of AOP

## Aircraft Details

*(Entered on the Permit)*

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**Attachment B to Form for Renewal of AOP**

**Manuals**

	<b>Documentation and its approval/ acceptance</b> <i>(Items marked * have the approval/ acceptance of DGCA)</i>	<b>Revision No. and Date of last revision</b>	<b>Whether approval/ acceptance of DGCA obtained (Y/N)</b>
*	Operations Manual		
*	Cabin Crewmember Safety & Emergency Procedures Manual		
*	Flight Safety Manual		
*	Safety Management Systems Manual		
*	Dangerous Goods Manual		
*	Flight Duty Time Limitation Scheme		
	Flight Crew Qualifications		
*	Aircraft Operating Manual (AOM)		
*	Normal and Emergency Checklists (SOPs)		
*	Load and Trim Sheet		
*	Runway Analysis Data		
*	Route and Airport Manual		
*	Minimum Equipment List (MEL)		
*	Configuration Deviation List (CDL)		
*	Maintenance Control Manual/ CAME		
*	Aircraft Journey Log book		
*	Maintenance Deferred Defects Log		
*	Weight and Balance Manual		
	Ground Handling Manual		
	Deicing Manual (if applicable)		
*	Maintenance Program		
*	Flight Safety Documents System		
*	Passenger Briefing Cards		
*	Training programmes (flight crew, flight despatchers and cabin crew)		
*	Simulator/ flight training device evaluation and approvals		

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	<b>Documentation and its approval/ acceptance</b> <i>(Items marked * have the approval/ acceptance of DGCA)</i>	<b>Revision No. and Date of last revision</b>	<b>Whether approval/ acceptance of DGCA obtained (Y/N)</b>
*	Aircraft flight manual		
*	Aircraft search procedure checklist		
	Company's Security Manual (approved by BCAS)		
*	Approval of Dangerous Goods Training Programme		
*	Training Manual for maintenance personnel		
*	Training Manual for flight crew, cabin crew, operations personnel and ground personnel		
	Ground Handling arrangements including Ground Handling Manual		
<b>*</b>	<b>Special authorizations</b>		
	PBN		
	EDTO		
	MNPS		
	RVSM		
	CAT II & III		

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**Attachment C to Form for Renewal of AOP**

**Aircraft Personnel**  
*(as applicable)*

<b>Sl. No.</b>	<b>Description</b>	<b>Number of Persons</b>	
		<b>Indian</b>	<b>Foreigners</b>
1.	Captains		
2.	First Officers		
3.	Second Officers		
4.	Aircraft Maintenance Engineers		
5.	Aircraft Technicians		
6.	Flight Operations Officers		
7.	Cabin Crew Members		
8.	Station Managers		
9.	Approved Instructors – Flight crew (Pilots, Cabin crew)	Pilots:  Cabin crew:	Pilots:  Cabin crew:
10.	Maintenance Release Engineers		

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### **Appendix M – Application for Amendments to the Operations Specifications**

**Form No. : DGCA/OP/003**

<b>Name of Airline/ Operator:</b>		
<b>AOP No.:</b>		
<b>Details of Amendment:</b>		
<b>Sl. No.</b>	<b>Existing Ops Spec Details</b>	<b>Proposed Amendment</b>

Supporting documents are attached:

- 1.
- 2.
- 3.
- 4.
- 5.

Date : .....  
.....  
Signature of Authorized Person

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## **Appendix N - Requirements for International Operations**

1. The airline shall be formally designated by the Government of India in accordance with the provisions of the Air Services Agreement.
2. Only those airlines whose substantial ownership and effective control are vested in the Government of India or the Indian nationals may be designated. For this purpose, the Government of India or the Indian nationals shall not be deemed to have "substantial ownership and effective control of the airline" unless they, in addition to the ownership of the major part of the assets of the designated airline, also have:
  - a. Effective control in the management of the designated airline;
  - b. Ownership and effective control of the major part of the fleet of aircraft and equipment of the designated airline.
3. The airline shall have a valid Air Operator Permit and meet the criteria for operating internationally.
4. A detailed security programme prepared in accordance with the provisions contained in Annex 17 to the Convention on International Civil Aviation, the ICAO Security Manual (Doc 8973) and instructions issued by the BCAS shall be filed with the Commissioner of Security (Civil Aviation), Janpath Bhawan, 'A' wing, 3<sup>rd</sup> Floor, Janpath, New Delhi – 110001 for approval. A copy of the approval granted by the BCAS shall be furnished to DGCA.
5. The Chief Executive of the airline shall furnish an undertaking to this office that the laws, rules, regulations and requirements of the country to which operations are proposed to be undertaken shall be complied with.
6. A certificate to the effect that local representative(s) of the airline is/are conversant with the laws and regulations of the country to which operations are proposed to be undertaken shall be furnished by the Chief Executive Officer of the airline.
7. A copy of the insurance policy covering the liability of the airline in accordance with the provisions of the Carriage by Air Act, 1972 as amended by the Carriage by Air (Amendment) Act, 2009 giving effect to the Montreal Convention, 1999.

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8. The airline shall ensure that all the pilots are familiar with laws, regulations and procedures prescribed for areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto.
9. The airline shall ensure that the pilots are conversant with the standard operating procedures of the destination airport and shall ensure that the route guides and the appropriate charts for the area of operation are carried on board.
10. The airline shall prescribe route and airport qualification requirements.
11. The airline shall develop procedures to assess the suitability of the airport for safe operations of the type of aircraft intended to be operated, particularly from the point of view of runway length and strength, one-engine Inoperative approach, take-off and climb procedures, adequacy of fire fighting and rescue facilities, clearance of enroute obstacles in case of an engine failure and other safety related conditions.
12. The airline shall establish Aerodrome Operating Minima for international flights as per the Minima approved by the competent authority of the country to which operations are proposed to be undertaken.
13. The airline shall comply with laid down requirements pertaining to the Flight Duty Time Limitation.
14. The airline shall have arrangements for carrying out pre-flight medical checks of the crew members.
15. The airline shall have trained/ qualified load and trim sheet personnel duly approved by this office.
16. All equipment as required by the route and destination must be installed.
17. A copy of the agreement regarding ground handling on type of aircraft shall be provided.
18. Arrangements for availability of essential No-Go spares like wheels, CVR/DFDR, Wx Rx shall be ensured.

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19. All the requisite Manuals such as Trouble Shooting Manual/Fault Isolation Manual, Maintenance Manual etc. shall be available at the foreign station.
20. Proving flight readiness check may be carried out before operations to a new international destination.



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**Appendix O**

**Revision 2**

**March 2014**

## Appendix O – Proving Flight Readiness Check

### PROVING FLIGHT READINESS CHECK

#### TABLETOP SCENARIO WORKSHEET

APPLICANT:  SCOPE: OPS/ AW/ CABIN  SCENARIO NUMBER:  of

#### SCENARIO:

#### EXPECTED OUTCOME:

#### ACTUAL OUTCOME:

**SAT/ UNSAT**

**DATE:**

**TEAM MEMBER (NAME):**