



AAC No. 5 of 2018
Dated: 27th April, 2018

GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
DIRECTOR GENERAL OF CIVIL AVIATION

AIRWORTHINESS ADVISORY CIRCULAR

Subject: Certification of Transit/ Extended Transit Inspections at Foreign Locations by Foreign Aircraft Maintenance Organizations.

1. Introduction

- 1.1 Rule 56 of the Aircraft Rules, 1937 permits an aircraft registered in India when operating outside India to be maintained by, or under the supervision of, and certified by a person approved for the purpose by the appropriate authority of the Contracting State in accordance with the minimum requirements of the Convention and recognized by DGCA as sufficient for the purpose. Further, in case of a country other than a Contracting State, the said rule permits the aircraft to be maintained and certified by a person who possesses qualifications which are recognized by the Director-General as sufficient for the purpose.
- 1.2 Further, Rule 133B provides for the approval of maintenance organization. CAR 145 provides detailed requirements for approval of such organisations. Rule 133BA provides for acceptance of foreign approved maintenance organisations. CAR Section 2 Series E Part XI details the requirements for acceptance of these Foreign Aircraft Maintenance Organizations (FAMO) by DGCA, India under the said rule.
- 1.3 This Airworthiness Advisory Circular (AAC) lays down the procedures to be followed for approving/acceptance of FAMO for transit/ extended transit inspections including defect rectification, invoking/ revoking of MEL on Indian registered aircraft while operating outside India.
- 1.4 The FAMOs, which have already been accepted by the Indian operators under provision of AAC 02 of 2007, may continue to provide maintenance till 31st October 2018; by which time the operators will need to ensure that the FAMOs carrying out maintenance of their aircraft are either approved under CAR 145 or accepted by DGCA under CAR Section 2 Series E Part XI.

- 2. Procedure to be followed by Operator before outsourcing maintenance to a foreign approved maintenance organization**
- 2.1 The Operator shall ensure that before a FAMO carries out any maintenance work on aircraft registered in India, the organization is approved under CAR 145 or accepted by DGCA, India under CAR Section 2 Series E Part XI.
- 2.2 Operators may outsource maintenance of their aircraft up to Transit/ Extended Transit Inspections including defect rectification, MEL invoking/revoking, components replacement, to a FAMO.
- 2.3 Before contracting such maintenance to an FAMO, the operator shall carry out an audit of the organization to ensure that the FAMO has:
- (i) FAA/ EASA/ State CAA approval for maintenance of the type of aircraft;
 - (ii) Necessary infrastructure, facilities, tools and equipment, maintenance data etc.; and
 - (iii) the Certifying staff are appropriately qualified and authorized for the inspection with a minimum one-year experience for the task.
 - (iv) In case of type of Aircraft which is not endorsed in the FAMO's EASA/ FAA/ NAA approval:
 - a) The FAMO is equipped with the necessary infrastructure, manpower, facilities, tools and equipment required for undertaking maintenance of such aircraft.
 - b) The certifying staff have licence with type endorsement on similar type of aircraft and have completed the Level III aircraft type training on the new aircraft, and are authorized for the inspection.
 - (v) In case of a location, which is not endorsed in the FAMO's EASA/ FAA/ State CAA approval, the operator shall ensure the following:
 - a) The FAMO is equipped with the necessary infrastructure, manpower, facilities, tools and equipment required for undertaking maintenance of such aircraft.
 - b) The certifying staff are appropriately qualified and authorized for the inspection.
 - c) The FAMO will need to obtain approval under CAR 145 to cover the type of aircraft.
- 2.4 Any discrepancies found during the audit, affecting airworthiness and safety shall be communicated to the Operator for closure.
- 2.5 The operator shall sign a maintenance contract with the FAMO for the certification of aircraft in accordance with CAR M, detailing the terms of contract and organization responsibility.

2.6 Upon being satisfied with the capability of the particular line station and signing of the maintenance contract, the Quality Manager should forward following documents to DGCA, Hqrs and RAO:

- (a) the audit report;
- (b) closure report of audit findings, if any;
- (c) Copy of the maintenance contract / IATA standard ground handling agreement etc. (if required);
- (d) a list of maintenance personnel (Certifying Staff)
- (e) Amendment to the CAME

3. Commencement of maintenance by a foreign approved maintenance organization

3.1 Before commencing the maintenance on Indian registered aircraft, the operator shall provide training to the FAMO certifying staff covering aircraft differences, documentation and procedures.

3.2 The Operator shall provide the following documents to the FAMO:

- (i) Operator's documentation, procedures etc.,
- (ii) The applicable maintenance data including MEL.
- (iii) Procedure for reporting of delays, incidents and accidents is documented and provided to the inspecting organization.
- (iv) Procedures for handling ramp inspection finding by Foreign CAA.

4. Procedure to be followed by FAMO

4.1 FAMO desirous of undertaking line maintenance of aircraft of Indian operators shall apply to DGCA for obtaining DGCA approval under CAR 145 or acceptance of their maintenance approval in accordance with CAR Section 2 Series E Part XI on Form FM1 along with requisite fee.

4.2 FAMO must show that there is a need for DGCA approval/ acceptance by means of documentary evidence indicating that a relevant Indian customer has placed one or more work orders or intends to place such work orders on the FAMO. Documentary evidence may be in the form of a letter of intent, a work order or a contract.

4.3 Further requirements, guidelines and procedures for initial issue of DGCA approval /acceptance, to FAMO, addition of additional line station, renewal of acceptance etc. are detailed in CAR 145/ CAR Section 2 Series E Part XI respectively.

4.4 The procedures to be followed by DGCA, Hqrs for approval / acceptance of FAMO is detailed in Airworthiness Procedures Manual Part II Chapter 3 / 3 (H) respectively.

5. Surveillance/ Audit of FAMO

5.1 Internal Audits by the Operator:

- 5.1.1 The Quality Manager of the operator should develop procedure to carry out periodical planned audits to ensure proper compliance of the documented procedures by FAMO. This shall be reflected in the CAME.
- 5.1.2 A report should be raised and appropriate corrective action shall be taken against each findings.
- 5.1.3 If any finding of serious nature (Level-1) is detected during the audits, the same should be intimated by the auditor/operator to the DGCA, HQrs immediately. Such findings should be addressed promptly. The root cause analysis along with the measures taken to prevent such finding in future shall be intimated in writing by operator to DGCA, Hqrs.

5.2 Surveillance by DGCA:

- 5.2.1 Directorate of Airworthiness will carry out planned/unplanned surveillance inspection of FAMO shall be carried out as per procedures detailed in APM Chapter 9.

6. Record keeping

- 6.1 The operator should maintain records of all approval details pertaining to line station. The records should include, as a minimum:
 - (a) Updated list of foreign Line Stations with organization carrying out the maintenance at these stations;
 - (b) Initial Audit reports of these foreign line stations;
 - (c) Reports of the audit conducted by the Operator at these foreign line stations.

This supersedes AAC 2 of 2007.

Sd/-
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