



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**

File No. AV.15011/2/2013-AS  
Dated 5<sup>th</sup> August, 2013

## **Air Safety Circular No. 08 of 2013**

Subject: **Clarification regarding Implementation of CAR Section 5 Series F Part I.**

### **1. Introduction:**

- 1.1. Para 8 of CAR Section 5 Series “F”, Part I requires that the operator shall have dedicated flight safety department having adequate number of competent personnel for implementation of flight safety awareness and accident/incident prevention programme appropriate to the size and scope of operations, that addresses the broad range of risk involved in commercial aviation to include, but not limited to, flight, maintenance and ground safety.
- 1.2. The guidance material for flight safety organization set up is given in Appendix ‘C’ to the above CAR. The flight safety department shall obtain approval of DGCA. A person of Indian nationality either a flight crew member or aviation engineer shall be appointed as the ‘Chief of Flight Safety’ after approval of the DGCA. In addition, organization shall nominate Deputy Chief of Flight Safety for approval of DGCA.
- 1.3. Para 1.4 of Appendix ‘C’ to the CAR states that “in smaller operations, the Chief of Flight Safety function might be an additional function of a current manager. “

### **2. Clarification:**

- 2.1. For the purpose of the said CAR small operator would mean an organisation with fleet strength upto three (03) aircraft. In such organisations, Accountable Executive/ Manager Operations/ Manager Quality who have qualification and experience as given in the CAR may be given the additional responsibility of

Flight Safety by the organisation to act in accordance with CAR Section 5 Series F Part I. All such cases shall be intimated to DGCA. However, no approval would be required from DGCA.

- 2.2. In such cases DGCA may at its discretion direct an organisation to replace such person for flight safety functions, if he/ she is unable to discharge functions in accordance with the above mentioned CAR.
- 2.3. This is applicable only in case of non-scheduled operation permit holders.
- 2.4. With regard to provision contained in Appendix 'D' to CAR Section 5 Series F, Part I, it is to clarify that in case of NSOP operators, one CVR and one DFDR for each aircraft is to be analysed per quarter.



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Distribution:

1. All Non Scheduled Operators
2. State Governments.