

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Denarau Island, Nadi, Fiji
22 — 26 October 2018*

AGENDA ITEM 3: AVIATION SAFETY

**ACCEPTANCE OF FOREIGN APPROVED MAINTENANCE
ORGANISATION**

Presented by India

INFORMATION PAPER

SUMMARY

This Information Paper presents the steps taken by India for the Acceptance of Foreign Approved Maintenance Organisation (FAMO) and provides information on the regulations and the guidance material laid down for the acceptance of FAMOs.

ACCEPTANCE OF FOREIGN APPROVED MAINTENANCE ORGANISATION

1. INTRODUCTION

1.1 Airlines nowadays enter into contractual arrangements for maintenance services outside India. ICAO Standards require the State of Registry to approve maintenance organisations (AMO). Consequently, AMOs performing maintenance on an international basis face a multiplicity of requirements and are required to maintain multiple procedures manuals, quality assurance systems and personnel requirements, and undergo multiple inspections from the various States whose operators use its services. This practice is not only considered inefficient but may have a significant burden (including financial) to an AMO and also does not provide for a stable platform for standardization of maintenance practices.

1.2 The above practice not only places significant burden on the AMOs in terms of maintaining multiple certificates/ approvals but also places burden on the foreign State authorities whose approvals they are required to hold as the State may not have enough resources to carry out its safety oversight responsibility without a demonstrable improvement in safety. It is also recognised that the State having the direct responsibility for the approval of the AMOs is in a better position for oversight.

1.3 ICAO recognizing the above need has recently adopted Amendment 108 to ICAO Annex 8 which lays down the standards to enhance the promotion of the mutual recognition of AMOs.

1.4 This Paper describes the regulatory requirements established and guidance developed by India for the recognition and acceptance of foreign approved maintenance organisations for maintenance of Indian-registered aircraft.

2. DISCUSSION

2.1 Rule 133BA of the Aircraft Rules, 1937 provides the acceptance of foreign approved organization for the purpose of maintenance of aircraft, engine and components or training in accordance with the requirements specified by the Director-General.

2.2 Detailed requirements for the acceptance of a foreign approved maintenance organization have been stipulated in the Civil Aviation Requirements (CAR) Section 2 Series E Part XI. The foreign approved maintenance organization for obtaining DGCA acceptance must:

2.2.1 Show that there is a need for DGCA Acceptance;

2.2.2 Hold a valid FAA Part 145 repair station / EASA Part 145 approval;

2.2.3 Have an effective working independent quality monitoring (audit) system; and

2.2.4 Prepare and submit a “DGCA Supplement” to their applicable FAA Repair Station Manual or EASA Part 145 Maintenance Organisation Exposition (MOE);

2.3 *Acceptance Process:*

2.3.1 The Competent Authority (i.e. FAA or EASA) who has issued the approval recognised by DGCA, may be requested by DGCA to make recommendations in respect of the FAMO’s application, and may visit the facility before making such recommendation. In absence of a positive recommendation from the Competent Authority concerned, if requested, may result to the non-acceptance by the DGCA of the FAMO applicant.

2.4 ***Validity of Acceptance and its renewal:***

2.4.1 The validity of the acceptance is limited to two years. The continuation of the validity of the Certificate of Acceptance is subject to completion of an audit by the DGCA which is undertaken anytime within the validity period of the certificate.

2.5 ***Revocation of Certificate of Acceptance and Appeal Procedure:***

2.5.1 If it is determined that there is a safety failure or significant failure to comply with the conditions to the certificate, the DGCA may revoke the Certificate of Acceptance either in complete or partially. In such cases, the FAMO may appeal to the DGCA, within 30 days. The Certificate of Acceptance shall remain in temporary suspension pending the outcome of any appeal and a special DGCA audit may be carried out.

2.5.2 In case of revocation of the FAMO Certificate/ Approval by the FAA/ EASA (as appropriate), the DGCA Certificate of Acceptance shall stand automatically invalid. There shall be no right of appeal to DGCA when the relevant Competent Authority revokes or limits any approval/ certificate it issued to the FAMO holding DGCA Certificate of Acceptance.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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