

CIVIL AVIATION AUTHORITY, PAKISTAN

Air Navigation Order

No. : 91. 0027

Date : 4th October, 1999

Issue : Three

FLIGHT INSPECTION OF AIR CARRIERS

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1. Authority

- 1.1 This Air Navigation Order (ANO) is issued by the Director General Civil Aviation Authority in exercise of the powers vested in him under Rule 4 of the Civil Aviation Rules, 1994 (CARs 94).

2. Applicability

- 2.1 The ANO applies to Flight Inspection and surveillance activities of Air Carriers and flight crews engaged in Regular Public Transport Operations holding Air Licenses and Air Operator Certificates (AOC) issued under Part X1 of Civil Aviation Rules, 1994. Air Navigation Order No. 91.0027 Issue Two stands cancelled with enforcement of this Air Navigation Order.

3. Background

- 3.1 Continuing surveillance by the State of an AOC holder's operations is inherent in the system of certification and is an essential part of the State's responsibility to ensure that the required standards of operations are maintained in order to provide a safe and reliable commercial air transportation service to the public.
- 3.2 En-route inspections are one of the most important ways for an authority to fulfil the requirements of the International Convention on Civil Aviation in terms of continuing surveillance of operators. The objective(s) is to ensure that the standards required under an AOC are being maintained.
- 3.3 Surveillance activities are carried out in the total environment of the air transportation system and all elements both internal and external to the operator are included in these activities. Cockpit and cabin en-route inspections are the most efficient methods for accomplishing the required Functions. These functions are vital to the continued life of an AOC.

4. Scope

- 4.1 Flight Operations Inspectors of CAA that are type rated and **current** (as determined by the Director General) on the type of aircraft are hereby authorized to undertake examination or checks of an aircraft's crew including but not limited to a proficiency check or a check for the issuance of a type rating. Flight Inspectors with a valid licence and with a rating on the type are authorized to conduct inspections of the operating procedures. The operation of an aircraft including but not limited to cockpit and cabin en-route inspections or the aircraft equipment or of the ground organization of tilt air carriers.
- 4.2 CAA Inspectors are also authorized to perform any other required examinations/inspections/checks and any additional checks that may be required by the Director General to fulfil the requirements of the International Convention on Civil Aviation and the Civil Aviation Rules, 1994.
- 4.3 The information in this ANO does not limit the emergency authority of the pilot in command to exclude any person from the flight deck in the interests of safety. However, when a pilot in command exercises that authority, he shall make an immediate report to the CAA in writing outlining the situation and the reason(s) for such action. This report must be transmitted to CAA as soon as possible from the **time of occurrence and at the latest within 24 hours.**

5. Procedures

- 5.1 Chief Flight Standards will schedule surveillance activities in accordance with the required work program and as directed by the Director General. Amendments shall be made as required to satisfy any regulatory requirements.
- 5.2 Each operator shall ensure that their operations manual contains a simplified procedure to ensure that when notification is made by CAA to an operator for a surveillance activity, that a ticket and boarding card is provided to the Inspector in sufficient time and at a place convenient to the Inspector to permit him to meet with the crew at the time they report for work or as soon as practicable and proceed with the crew to the aircraft.

The following shall be the guidance for notification: CAA will continue to provide the operator with notification in as far in advance as possible. However, CAA shall be entitled to do a "No Notice" inspection at any time at any place as determined by the Director General. In such a case, the operator's procedures must be placed in their operations manual and shall be sufficiently flexible to accommodate this "No Notice" requirement.

- 5.3 Each operator shall ensure that when such a notification is received that, in addition to the ticket and boarding card, that a flight deck 'jump seat' and a headset or cabin seat if a cabin en-route is planned is made available for the Inspector's use during the performance of the surveillance activities.
- 5.4 Whenever, in performing the duties of conducting an inspection, an Inspector presents his identification to the operator and/or pilot in command of an aircraft operated by a certificate holder, the Inspector must be given free and uninterrupted access to all facilities but not limited to the pilot's compartment of that aircraft.
- 5.5 In the event that the operator has scheduled training for that particular flight that would require the forward seat. The Inspector would then utilize the second seat if available and in addition in the normal surveillance activities, also make relevant observations on the conduct of the training.
- 5.6 In order to minimize disruptions to the operator, Inspectors will evaluate situations where possible conflicts arise over the use of the jump seat(s). If, after evaluation, an Inspector determines that the use of the seat would cause the operator a disruption to a required activity such as a line check and the en-route check could reasonably be rescheduled, he will so indicate. However, where the Inspector has a specific requirement to be performed on a particular flight or a particular aircraft such as surveillance of a particular crew or aeroplane, the Inspector shall conduct the inspection.
- 5.7 In case an aircraft is not equipped with a cockpit or flight deck jump seat, a cabin seat may be required for the conduct of a cockpit en-route inspection. An effort will be made to inform the operator as soon as possible that a suitable cabin seat will be required to preclude interruption to the operations.

6. Delegation

- 6.1 Under authority vested in him by rule 5 of the Civil Aviation Rules, 1994 the Director General has delegated the authority to Chief Flight Standards to carry out surveillance and certification activities with respect to the operation of aircraft and licence holders employed by Airline Licence holders, applicants and holders of an AOC. This includes inspection of the operation of the aircraft and/or the performance of the crew.
- 6.2 All CAA Officers possessing identification issued to them by the Director General identifying them as Flight Operations, Flight Engineer Inspectors or otherwise shall be deemed to be "Authorised Persons" within the meaning in Rule 5 of the CARs, 1994 for the performance of duties and Functions assigned to them under the authority of Rules 4 and 236 of CARs, 1994.
- 6.3 The Director General may also exercise himself the said powers available under the above-mentioned rules, as and when deemed necessary.

7. Identification

- 7.1 The Flight Inspectors, before conducting any inspections, checks and examinations, shall identify themselves with the Flight Inspectors identity card.



(AMINULLAH CHAUDARY)

Director General

Civil Aviation Authority

Dated: 04 October, 1999