



May 29, 2019.

Dear Customers and Friends:

We hereby inform about the random ramp inspections performed by Mexican Civil Aviation Authority (called DGAC) that had taken place for foreign aircraft that visit our country.

Per recent experience, Mexican Civil Aviation Authority has established these inspections against the cabotage; as they have detected with some operators, which declare their flights as private when these are charter. Another purpose of these inspections is to verify that operators are accomplishing with their aircraft maintenance and crew training programs so, it is very important that operators (it does not matter if are private or charters) have their original aircraft and pilot documents as detailed below:

- a) Airworthiness Certificate.
- b) Registration Certificate.
- c) Worldwide insurance and/or Mexican Insurance (stating private use when flying FAR PART 91; stating charter use when flying FAR PART 135). When flying FAR PART 135, it is mandatory to have the both insurances: worldwide and Mexican insurance.
- d) Pilot's licenses: Both side and stating textually aircraft type rating, for example if flying Gulfstream 5; pilot must to prove the training. License is the only document accepted for this purpose.
- e) Pilots medical certificates, valid document according to crew role (pilot in command, second in command) type of flight and according to pilot age.
- f) If holding multiple entry authorization, this document will also have to be onboard.
- g) For charter operations, also on board:
- h) AOC – Copies accepted considering this document might include many aircraft (fleet).
- i) FAA OST 4507 FORM, same case, copies considering this document might include many tail numbers. Alternatively, in its case the proper exemption document.
- j) If holding Mexican Indefinite Blanket Permit (IBP), which considered as complete when includes MEXICO IBP, Mexican AOC Convalidation, and Yearly IBP Verification. These documents can be also on copies since operators can have many tail numbers on their fleets.
- k) The logbook (maintenance logbook) where stated the most recent information about maintenance performed to aircraft.
- l) The authorization to operate as a mobile radio aeronautic station; (Aircraft radio-station license/authorization).



- l) The flight manual.
  - m) The minimum equipment list when the type certificate indicates it.
  - n) Relevant information from the country's aeronautical information publication, this is the Mexican AIP.
  - o) The preflight checklist.
  - p) If route or a part of it (inbound/outbound México) overflies the ocean, then it is required to have on board life raft and/or life jackets according to each type of aircraft. (Please note this is also a usual requirement, but MEX CAA will be also double-checking about this).
  - q) Weight and Balance manifest.
  - r) First Aid Kit.
  - s) Jeppesen Manuals, (at least electronic format).
- t) If operating FAR PART 91 – PRIVATE flights, it is required to show up a document where stating the purpose of the flight and includes the name of the lead passenger and declare its connection with the aircraft (owner, employee, etc). If accompanied, letter must to declare the relationship of the passengers with the lead passenger (family, friends, employees, etc). This will prove there is no commercial purpose under any circumstance. To show up this letter, **it is not necessary to make a notarized letter.**

Even when this is not a formal list of information to show before MEX CAA while the inspections; is the best recommendation available. It is very important to be clear that DGAC has not been specific with the aircraft/pilot information to show so, according to each inspection in particular they might be ask for another information OR ask for less documents than listed above.

These inspections are random to any foreign aircraft, it does not matter if doing private or charter flights; aircraft operators will have to prove before DGAC if their flights are private or charter accordingly as they are officially authorized at their countries of origin. It does not matters if landing authorizations (issued by this same authority), are single or multiple, inspection will still apply.



If operators do not have the required information, a warning or a fine will apply considering the established in the Mexico Civil Aviation Law; according to each case in particular.

Inspections will continue until Jun 20.

We sincerely hope this information is very helpful and we will provide more details in case there will be news in these matters.

Best Regards,

A handwritten signature in black ink, appearing to read 'Augusto', is written over a large, stylized oval shape.

César Augusto Rosales Calvo  
Manager OCC  
Manny Aviation Services