



Dear Customers and Friends:

We hereby inform you that the Mexican Civil Aviation Authority (DGAC) is conducting random ramp inspections on foreign aircraft visiting Mexico.

Per recent experience, DGAC has established these inspections to prevent cabotage as they have detected some operators declare their flights as private when they are charter. Another purpose of these inspections is to verify that operators are complying with their aircraft maintenance and crew training programs.

It is very important that operators, Private or Charter, have their original aircraft and pilot documents as detailed below:

- 1) Airworthiness Certificate
- 2) Registration Certificate
- 3) Worldwide and/or Mexican Insurance stating Private use when flying Far Part 91 and Charter use when flying Far Part 135. When flying Far Part 135, it is mandatory to have both insurances: worldwide and Mexican.
- 4) Pilot's licenses: both sides and stating aircraft type rating.
- 5) Pilot's medical certificates: valid document according to crew role (Pilot in Command or Second in Command), type of flight and according to pilot's age.
- 6) If holding Multiple Entry Authorization (MEA), this document must be on board.
- 7) For Charter operations, the following additional documents are required:
 - a. Air Operator Certificate (AOC): Copies are accepted considering this document might include many tail numbers (fleet).
 - b. FAA OST 4507 FORM copies are accepted considering this document might include many tail numbers. Alternatively, the appropriate exemption document, if it exists.
 - c. If holding a Mexican Indefinite Blanket Permit (IBP), this should be accompanied by the Mexican AOC, and the Yearly Verification for it to be considered valid. Copies are accepted considering this document might have many tail numbers.
- 8) The logbook (maintenance logbook) stating the most recent information about maintenance performed on the aircraft.



- 9) The authorization to operate as a mobile radio aeronautic station; (Aircraft radio station license/authorization).
- 10) The Flight Manual.
- 11) Noise Certificate.
- 12) The Minimum Equipment List (MEL) when the type certificate indicates it.
- 13) Mexican AIP.
- 14) The preflight checklist.
- 15) If full or partial (inbound/outbound Mexico) route involves overflying the ocean, then a life raft and/or life jackets are required to be on board, according to the type of aircraft. Please note this is also a usual requirement, but Mexican CAA will also be double checking for this
- 16) Weight and Balance Manifest.
- 17) First Aid Kit.
- 18) Jeppesen Manuals, (at least electronic format).
- 19) If operating Far Part 91 – Private flights, it is required to present a document stating the purpose of the flight, to include the name of the lead passenger and to declare its connection with the aircraft (owner, employees, etc). If accompanied, letter must 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 present this letter, **having it notarized is not necessary.**

While there is no formal list of requirements to be presented at the time of inspection, those mentioned above are highly recommended. It is very important to be clear that DGAC has not been specific about the aircraft/pilot requirements, so it falls on the criteria of each inspector. They might ask for more or fewer documents than listed above.

These inspections are random on any foreign aircraft. Whether operating Private or Charter, operators will have to prove before DGAC if their flights are Private or Charter, as applicable, by their countries of origin.



Regardless of whether landing authorizations are single or multiple, inspection will still apply.

If operators do not comply with the requirements, a warning or a fine will apply per the Mexican Civil Aviation Law.

Inspections have started up again on the 24th of June and will continue until the 27th of August, 2019.

We sincerely hope this information is very helpful and we will provide more insights based on any new updates.

A handwritten signature in black ink, appearing to read 'Augusto', is positioned above the printed name.

César Augusto Rosales Calvo
Manager OCC
Manny Aviation Services