SECRETARY OF COMMUNICATIONS AND TRANSPORT

Official Mexican STANDARD NOM-008-SCT3-2002, which establishes the technical requirements to be met by concessionaires and permit holders of the air transport service to the public, to obtain the certificate of air service operator, as well as the technical requirements to be met by the permit holders of the private commercial air transport service.

In the margin a stamp with the National Coat of Arms, which reads: United Mexican States.- Secretariat of Communications and Transportation.

AARON DYCHTER POLTOLAREK, Undersecretary of Transportation and Chairman of the Advisory Committee National Standardization of Air Transport, based on articles 36 sections I and XII of the Organic Law of the Federal Public Administration; 38 section II, 40 sections I, III and XVI, 41 and 47 section IV of the Federal Law on Metrology and Standardization; 4, 6 fractions II, III and VI, 12 and 17 of the Aviation Law Civil; 14, 20, 25, 109, 110, 111, 113, 121 and 193 of the Civil Aviation Law Regulations; 28 and 34 of Regulation of the Federal Law on Metrology and Standardization; 6 section XIII and 18 sections XV and XXXI of the Internal Regulations of the Ministry of Communications and Transportation and other applicable provisions, and

CONSIDERING

That the Civil Aviation Law establishes that in the provision of air transport services, the necessary measures must be adopted to guarantee the maximum security conditions, in order to protect the physical integrity of users and their property, as well as that of third parties, and for which it grants powers to the Ministry of Communications and Transportation, to require concessionaires and permit holders of the air transportation service, as well as air operators, compliance with the provisions leading to achieve this goal.

That article 6 section VI of the aforementioned law, establishes as powers of the Ministry of Communications and Transportation, to issue and, where appropriate, decree the suspension, cancellation or revocation of the Air Services Operator Certificates.

That the Civil Aviation Law states that civil navigation in the airspace over national territory is governed, in addition to the provisions of said law, by the treaties to which the United Mexican States is a party, being the case that Mexico is a signatory of the Convention on International Civil Aviation held in the city of Chicago, Illinois, United States of America, in 1944, which establishes that every air service operator must have an Air Service Operator Certificate (AOC), which must be issued by the governing Aeronautical Authority of said person, once it verifies that the necessary requirements are met to provide security to users of air transportation services and third-party goods on the ground.

That the Regulation of the Civil Aviation Law establishes that for the start of operations of a concessionaire or permit holder, the technical requirements that guarantee that the services will be provided with safety, quality and opportunity must be met.

That it is of priority interest to the Federal Government that it proceed as soon as possible to establish the technical requirements to be met by the concessionaires and permit holders of the public air transport service, as well as by the permit holders of the commercial private air transport service; in order to guarantee the safety of air operations, for which I have had the good will to issue the following:

OFFICIAL MEXICAN STANDARD NOM-008-SCT3-2002, WHICH ESTABLISHES THE TECHNICAL REQUIREMENTS TO FULFILLED BY THE CONCESSIONAIRES AND PERMIT HOLDERS OF THE SERVICE TO THE PUBLIC OF AIR TRANSPORTATION, TO OBTAIN THE SERVICE OPERATOR CERTIFICATE AIRPORTS, AS WELL AS THE TECHNICAL REQUIREMENTS TO BE FULFILLED BY THE PERMIT HOLDERS OF THE COMMERCIAL PRIVATE AIR TRANSPORTATION SERVICE

INDEX

1. Objective and field of application

This Official Mexican Standard establishes the technical requirements to be met by the concessionaires and permit holders of the air transport service to the public, in order to obtain the Air Services Operator Certificate, which will be issued by the Aeronautical Authority. Likewise, it establishes the technical requirements to be met by the permit holders of the commercial private air transport service. This Official Mexican Standard is applicable to the concessionaires and permit holders of the public air transport service, as well as to the permit holders of the commercial private air transport service.

2. Definitions and abbreviations

For the purposes of this Official Mexican Standard, the following definitions and abbreviations are considered:

2.1. Accessory: Instrument, mechanism, equipment, part, apparatus or component, including communications equipment, used as an aid in the operation or control of an aircraft, and which is not part of the basic design of a structure, engine or propeller.

2.2. Aircraft exchange agreement: Contract or agreement by which a concessionaire or permit holder of the public air transport service or permit holder of the private commercial air transport service, can operate or stop operating an aircraft of another concessionaire or permit holder of the public service of air transport or permit holder of the private commercial air transport service, in accordance with the provisions of said contract or agreement.

23. AD: Airworthiness Directive.

2.4. Aircraft: Any vehicle capable of autonomous transit in the airspace with people, cargo or mail.

2.5. Materially altered aircraft: It is that aircraft whose installed engines are different from those with which it was certified; or, said aircraft or its components have undergone alterations that affect their flight characteristics.

2.6. Fixed-wing aircraft: A mechanically propelled, heavier-than-air aircraft that owes its lift in flight primarily to aerodynamic reactions exerted on surfaces that remain stationary under given conditions.

2.7. Rotary-wing aircraft: Heavier-than-air aircraft maintained in flight by the reaction of air on one or more engine-driven rotors rotating about vertical or near-vertical axes.

2.8. Major alteration/modification: Alteration not indicated in the specifications of the type certificate of an aircraft, glider, engine, propeller, component or accessory, which can significantly affect its weight, balance, structural resistance, performance, operation of the powerplant, characteristics flight or other qualities that affect its airworthiness; that which is not performed according to recommended practices or which cannot be performed by basic operations.

2.9. Minor alteration/modification: It is that alteration or modification that is not major.

2.10. AOC: Air Services Operator Certificate.

2.11. Wet lease of aircraft: Agreement of wills through which the lessor grants the temporary use or enjoyment of an aircraft, including its flight crews and flight attendants, to the lessee, who agrees to pay for that use or enjoyment. a certain price.

2.12. Dry lease of aircraft: Agreement of wills by means of which the lessor grants the temporary use or enjoyment of an aircraft to the lessee, who agrees to pay for that use or enjoyment, a certain price. This lease does not include the flight crews and flight attendants of the
aircraft.

2.13. ATC: air traffic control.

2.14. Aeronautical Authority: The Ministry of Communications and Transportation, through the General Directorate of Civil Aeronautics.

2.15. Civil aviation authority: Authority in aeronautical matters, of a foreign country.

2.16. Main base of operations: Aerodrome where the concessionaire or permit holder of air transport, has its main facilities to provide the authorized or concessioned service.

2.17. Flight crew cabin: Area where flight crew members develop functions essential to the operation of the aircraft during flight time.

2.18. Component: Any self-contained part, combination of parts, subassemblies, or units, which perform a specific function, necessary for the operation of a system.

2.19. Air transport concessionaire: Commercial company constituted in accordance with Mexican laws, to which the Ministry of Communications and Transportation grants a concession for the operation of the air transport service for the regular national public, and is for passengers, cargo, mail or a combination of these, is subject to national routes, itineraries and fixed frequencies, as well as to the registered rates and the schedules authorized by the Secretariat.

2.20. Operations control (operational control): The authority exercised by the air transport concessionaire or permit holder, regarding the initiation, continuation, diversion or termination of a flight, in the interest of the safety of the aircraft and the regularity and efficiency of the flight. .

2.21. Airworthiness Directive: Mandatory compliance document issued by the Aeronautical Authority, government agency or accredited body, responsible for the certification of aircraft, engines, propellers and components that have presented unsafe conditions, which may exist or be developed in other products of the same type and design. Said document prescribes inspections, conditions, and limitations under which the aircraft, engines, propellers, and referred components may continue to operate.

2.22. ELT: Emergency Locator Transmitter.

2.23. ETOPS: Long-range operations with twin-engine aircraft.

2.24. hPa: Hectopascals.

2.25. IFR: Instrument Flight Rules.

2.26. IMC: Instrument Meteorological Flight Conditions.

2.27. Inspection: Physical review of the state of the aircraft and/or components.

2.28. kg: Kilograms.

2.29. km: Kilometers.

2.30. lbs: Pounds.

2.31. Release from maintenance or airworthiness or return to service: Procedure by which it is declared in the aircraft log book or corresponding documents, that the work carried out on an aircraft, component and/or accessory, complies with the technical requirements indicated by the entity responsible for the type design, manufacturer and/or by the Aeronautical Authority and that can return to its normal operation.

2.32. Configuration Deviation List (CDL): A list established by the entity responsible for the type design of an aircraft, with State of Design approval, listing the exterior parts of an aircraft type that could be dispensed with at the start of a flight and, which includes, if necessary, any information related to the consequent limitations regarding operations and correction of performances.

2.33. Minimum Equipment List (MEL): List of equipment that is sufficient for the operation of an aircraft, subject to certain conditions, when part of the equipment does not work, and that has been prepared by the concessionaire, permit holder or air operator, in accordance with the MMEL established for the aircraft type, or in accordance with more restrictive criteria.

2.34. Master Minimum Equipment List (MMEL): A list established by the entity responsible for aircraft type design, with State of Design approval, for a given aircraft type, listing items of equipment that could be dispensed with at the start of a flight. The MMEL may be associated with operating conditions, limitations or special procedures.

2.35. m: meters.

2.36. Maintenance: Any action or combination of actions of inspection, repair, alteration or correction of failures or damages of an aircraft, component or accessory.

2.37. Corrective maintenance: Actions required by an aircraft, component or accessory to restore its operating condition, in the event of a failure or damage.

2.38. Preventive maintenance: Actions required at defined intervals or events to avoid or Postponing the appearance or occurrence of a failure or damage to an aircraft, component or accessory.

2.39. Aircraft Operating Manual: Manual containing procedures, checklists, limitations, performance information, details of aircraft systems, and other information related to aircraft operations.

2.40. Aircraft Flight Manual: Manual endorsed by the State Civil Aviation Authority of the entity responsible for the type design of an aircraft, related to the certificate of airworthiness, which contains limitations within which the aircraft must be considered airworthy, as well as such as instructions and information needed by flight crew members for the safe operation of the aircraft.

2.41. NM: Nautical miles.

2.42. Aircraft engine: Internal combustion machine that transforms the calorific energy of the fuel into mechanical energy, which is used to generate the thrust or traction necessary for the aircraft to move.

2.43. Air transport permit holder: Legal or natural person, in the case of private commercial air transport service, national or foreign, to which the Ministry of Communications and Transportation grants a permit to carry out its activities, which may be the provision of the service. of international regular, national and international non-regular and commercial private air transport.

2.44. Aeronautical technical personnel: It is made up of flight personnel and ground personnel. These personnel must have the current permit, license and/or capacity certificate, granted by the Aeronautical Authority.

2.45. Pilot in command: Member of the flight crew, the highest authority on board the aircraft who is responsible for its operation and direction, as well as for maintaining order and safety of said aircraft, other crew members, passengers, baggage, cargo and mail

2.46. Repair: Maintenance action to an aircraft, component or accessory in order to restore its normal operating condition.

2.47. Major repair: Repair that cannot be carried out with accepted practices, that is, those that are found in the maintenance manuals of an aircraft, or that are carried out by elementary operations, or that if poorly carried out can appreciably affect the weight , balance, structural resistance, performance, engine operation, flight characteristics or other qualities that affect the airworthiness of aircraft.

2.48. Minor repair: That repair that is not major.

2.49. Responsible for the general operation: It is the person or collegiate body designated by the concessionaire or permit holder, as responsible for all flight operations and maintenance activities, can be financed and carried out with the highest degree of safety standards, in accordance with the provisions of the Civil Aviation Law, its respective Regulations and other applicable provisions.

2.50. General overhaul, major overhaul, major overhaul or overhaul: Those tasks indicated as such to return an aircraft, its components and/or accessories to the standards specified in the maintenance manual or equivalent, issued by the entity responsible for type design.

2.51. Secretary: The Secretary of Communications and Transportation.

2.52. Aeronautical workshop: It is that facility for the maintenance or repair of aircraft and their components, which include their accessories, systems and parts, as well as for manufacturing or assembly, as long as they are carried out for the purpose of maintaining or repairing aircraft. in the aeronautical workshop itself.

2.53. Aircraft type: Any aircraft of the same basic design.

2.54. Flight crew : Aeronautical technical personnel who are not assigned essential powers to carry out a flight, and whose main function is to assist the commander or pilot in command of the aircraft in compliance with safety and emergency provisions. in the passenger cabin of the aircraft during the operation of the flight. Likewise, it is in charge of passenger care and other functions assigned by the concessionaire or permit holder. Flight attendants will always act under the orders of the aircraft commander or pilot in command.

2.55. Flight crew: Aeronautical technical personnel, who are in charge of essential functions for the operation of the aircraft during flight time.

2.56. Verification: The visual verification or verification through sampling, measurement, laboratory tests, or examination of documents that are carried out to assess conformity at a certain time.

2.57. VFR: Visual Flight Rules.

2.58. Prolonged flights over water: Those flights that are carried out on routes over water and at a distance that exceeds that corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is less, from suitable terrain for make an emergency landing in the case of multi-engine fixed-wing aircraft that can continue the flight with one engine inactive, and the corresponding 30 minutes or 185 km (100 NM), whichever is less, for fixed-wing aircraft single-engine

3. General provisions 3.1.

Any natural or legal person, national or foreign, that provides or intends to provide services as a concessionaire or permit holder of the public air transport service or as a permit holder of the commercial private air transport service, in accordance with the Civil Aviation Law and its Regulations, must comply with the technical requirements indicated in this Official Mexican Standard.

3.2. This Official Mexican Standard regulates the issuance of the Air Service Operator Certificate (AOC) and the operation specifications as a technical complement to the permit and/or concession granted by the Ministry and, additionally, contains general requirements related to air operations and the aircraft maintenance, and other applicable requirements according to the type of service provided or intended to be provided.

3.3. The concessionaire or permit holder of air transport, national or foreign, must comply with this Official Mexican Standard when it intends to obtain authorization to start its operations, as applicable; when trying to include any additional aircraft to its concession or permit, or when trying to renew its concession or permit. Likewise, it must permanently comply with this Official Mexican Standard, while its concession or permit is in force and it is carrying out air operations.

4. Permit holders and concessionaires of the public air transport service and permit holders of the commercial private air transport service

4.1. Any natural or legal person, national or foreign, who intends to provide services as a concessionaire or permit holder of the public air transport service or as a permit holder of the commercial private air transport service, must obtain a permit or concession in accordance with the requirements established in the Civil Aviation Law and its Regulations.

4.2. Jointly or after the granting of the permit or concession referred to in numeral 4.1. above, and when the requirements established in this Official Mexican Standard are met, the Aeronautical Authority will issue the Air Services Operator Certificate (AOC), in the case of national concessionaires or permit holders and, where appropriate, will approve the operation specifications. applicable to each national or foreign concessionaire or permit holder.

4.3. Permit holders of the commercial private air transportation service do not require an Air Services Operator Certificate. However, in order to authorize the corresponding start of operations, it will be necessary for them to comply with the applicable technical requirements indicated in section 6 of this Official Mexican Standard, in the case of national permit holders of the commercial private air transport service, and section 7., in the case of foreign permit holders of the referred service, and other requirements established by the corresponding official Mexican standards.

Depending on the type of service, area and characteristics of operation, the Aeronautical Authority may exempt the permit holders of the private commercial air transport service from compliance with the requirements indicated in this Official Mexican Standard or authorize variations to their compliance. For such purposes, the interested party must submit a request in writing, where the reasons for which it is considered that they may be exempted from compliance with the requirements indicated in this Official Mexican Standard are based or, where appropriate, the way in which it is intended. meet those requirements.

4.4. Foreign permit holders must comply with the corresponding requirements indicated in this Official Mexican Standard, and may apply, in the case of permits to provide the private commercial air transport service, what is contemplated in numeral 4.3. former. In the case of certified or authorized permit holders, as the case may be, by a foreign Civil Aviation Authority or by a State with trade agreements with the United States of Mexico, the provisions of said agreements will apply.

5. Issuance and compliance with the Air Services Operator Certificate (AOC).
National concessionaires and permit holders of the air transport service to the public

(a) No national air transport concessionaire or permit holder shall use an aircraft in commercial air transport operations, unless it has an Air Services Operator Certificate (AOC) issued by the Aeronautical Authority, appropriate for the operations that are intended to be carried out. .

(b) No national air transport concessionaire or permit holder may use an aircraft in commercial air transport operations, which is not authorized under the terms and conditions of its AOC issued by the Aeronautical Authority.

(c) Every holder of an AOC must, at all times, comply with its terms, as well as with the conditions established for its issuance and the applicable requirements for the maintenance of the aircraft(s) at its service, in order to maintain said certificate. Any breach of what is described above may lead to the suspension or revocation of the AOC.

5.1. Application for the Air Services Operator Certificate.

(a) A national air transport concessionaire or permit holder must submit to the Authority Aeronautics, an application to obtain an AOC, in accordance with the following:

(1) The application must comply with the requirements indicated by the aeronautical technical publication issued by the Aeronautical Authority, in accordance with the provisions of the Official Mexican Standard NOM-011-SCT3-2001.

(2) The application must contain the information required by the Aeronautical Authority, in the corresponding aeronautical technical publication.

(b) Each applicant must submit their application for the initial issuance of an AOC, at least 75 calendar days in advance of the date for which they intend to start operations, with the exception of the following manuals, which may be submitted in advance noted below:

(1) General Operations Manual, General Maintenance Manual and Aeronautical Workshop Procedures, as well as Aviation Safety Manual, 25 business days prior to the start date of operations. General Maintenance Manual and Manual for the Prevention of Acts of Unlawful Interference, 20 business days prior to the start date of operations.

5.2. Issuance or denial of an Air Services Operator Certificate.

(a) The Aeronautical Authority may issue an AOC to a national air transport concessionaire or permit holder if, after the analysis carried out, it finds that the applicant:

(1) It is a commercial company duly registered in the United Mexican States.

(2) Has its principal base of operations and corporate offices within the United States United Mexicans.

(3) Complies with all applicable laws, regulations and standards.

(4) Is adequately and appropriately equipped to carry out safe commercial air transport operations, including the application of maintenance of the aircraft(s) at its service.

(b) The Aeronautical Authority may deny the issuance of an AOC: if the applicant is not adequately and appropriately equipped; is not capable of carrying out commercial air transport operations in a safe manner, in accordance with the applicable legislation, regulations and regulations, or fails to comply with any of the requirements indicated in this Official Mexican Standard.

5.2.1. The holder of an AOC that has been revoked may not obtain, directly or indirectly, another AOC within a period of five years, counted from the date on which the respective resolution was finalized.

5.3. Content of an Air Services Operator Certificate (AOC).

(a) The AOC shall consist of two documents:

(1) A one-page certificate, signed by the General Director of Civil Aeronautics, which must be in public view at its main base of operations or main corporate offices, and

(2) A document called the AOC Operations Specifications, consisting of several pages, which contain the terms and conditions applicable to the AOC holder.

(b) The AOC issued by the Aeronautical Authority will contain the following:

(1) The name and location of the AOC holder's principal base of operations;

(2) The issue date and validity period for each of the issued pages;

(3) A description of the type of operations authorized;

(4) The type of aircraft(s) authorized for the operation;

(5) The authorized areas of operations, and

(6) Other special authorizations, approvals and limitations issued by the Aeronautical Authority, in accordance with the applicable legal provisions both for the operations carried out or to be carried out by the AOC holder, as well as for the maintenance applied or to be applied, as appropriate.

5.4. Validity of the Air Services Operator Certificate (AOC).

(a) An AOC shall be in effect:

(1) For the period of validity indicated therein, as long as it complies with each and every one of the conditions established in this Official Mexican Standard and other applicable provisions to keep it in force.

At all times, the Aeronautical Authority may make the necessary amendments to an AOC.

(b) The amendments to the AOCs will be in force while the AOC of which they are part is in force.

5.5. Amendment to an Air Services Operator Certificate (AOC).

(a) The Aeronautical Authority may amend any AOC, if:

(1) Determines that it is necessary, in the interest of the safety of commercial air transportation and the public interest.

(2) The holder of an AOC requests the approval of an amendment, and the Aeronautical Authority determines that there is no impact on the safety of commercial air transportation and the public interest.

(b) If the Aviation Authority determines that there is an emergency situation that may affect the safety of commercial air transportation and that in order to protect the public interest, an immediate amendment to the AOC is required. Said amendment will be applicable from the moment it is notified to the holder of the AOC.

(c) The amendments established by the Aeronautical Authority, other than emergency ones, will take effect 30 calendar days after the notification made to the AOC holder, or earlier, if the AOC holder so requests and this is considered convenient by the Aeronautical Authority.

(d) The amendments proposed by the holder of an AOC must be submitted to the Aeronautical Authority, at least 30 calendar days prior to the date on which said amendment is intended to become effective.

(e) No person may carry out commercial air transportation operations for which an amendment to the AOC is required, until the applicant receives the written approval of the Aeronautical Authority.

5.6. Facilities for inspection/verification.

(a) In order for the Aeronautical Authority to determine that an AOC holder or applicant complies with what is specified in that AOC or with what he intends to be authorized in an AOC, as applicable, said holder or applicant must:

(1) Allow access to the Aeronautical Authority to any of its areas, facilities and aircraft(s);

(2) Allow the Aeronautical Authority access to any area, organization or facilities contracted to perform services related to commercial air transportation, both in the areas of operations and maintenance, and

(3) Allow the accredited representative(s) of the Aeronautical Authority, prior compliance with the corresponding legal requirements, access to the aircraft flight crew cabin during flight operations, in coordination of the pilot in command and without affecting the safety of the operation, whenever the Aeronautical Authority considers it pertinent.

(b) For the purposes of the provisions of subsection (3) above, all AOC holders or applicants must make available to the Aeronautical Authority an observer seat located in the flight crew cabin (if the aircraft has this configuration), in each of the aircraft operated or intended to be operated by the holder or applicant of an AOC, as applicable, from which the actions and conversations of the flight crew members can be easily observed.

5.7. Carrying out tests and inspections.

(a) The Aeronautical Authority will maintain a continuous inspection of the holder of an AOC, to guarantee constant compliance with the conditions and limitations established in its air service operator certificate.

(b) For the purposes of what is indicated in subsection (a) above, the holder of an AOC must allow the Aeronautical Authority to carry out the necessary tests and inspections, at any time and place, with the sole purpose of determining if said holder is in compliance with the applicable laws, regulations and regulations, as well as with the terms and conditions of its AOC.

(c) The holder of an AOC must have available at his main base of operations:

(1) All the parties that make up your current Air Services Operator Certificate;

(2) Its General Operations Manual, as mentioned in section 6.8.1. of this Official Mexican Standard, its General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable, as well as the Manuals for the Prevention of Acts of Unlawful Interference and Air Safety, and

(3) An updated list, including the position within the company and the location of the personnel responsible for the preservation of each record, document, and report that, according to the applicable legislation, regulations, and standards, must be kept by the AOC holder.

(d) The holders of an AOC have the obligation to provide the Aeronautical Authority, when it so requests them in accordance with the provisions of the Federal Administrative Procedure Law, all reports on technical, operational, financial, legal or administration, as well as the activities related to them, with the data that allow knowing the operation and exploitation of the air transport services they provide, including all the integral parts of the AOC and the manuals mentioned in subsection (c) (2) former. In the event that the holder of an AOC fails to comply with said obligation, he will receive the sanctions established in the Civil Aviation Law.

6. Technical requirements to be met by a national concessionaire and/or permit holder of the public air transport service, as well as by the permit holders of the commercial private air transport service. Continued compliance with such requirements

The technical requirements established in this section 6., must be met by the national concessionaires and permit holders of the public air transport service, who are holders of an AOC or who intend to obtain it, and by the permit holders of the commercial private air transport service. , regardless of the fact that the latter do not require obtaining the Air Services Operator Certificate.

6.1. Headquarters.

(a) Even when the holder or applicant for an AOC is not authorized or does not intend to obtain authorization, in accordance with the applicable provisions, to perform aircraft maintenance under the terms of an AOC, they must have a main base of operations .

(b) Each holder or applicant of an AOC that is authorized or intends to obtain authorization, in accordance with the applicable provisions, to perform aircraft maintenance under the terms of an AOC, must have a main base of operations and a base of main maintenance.

(c) An AOC holder or applicant may establish a main operating base and a main maintenance base, in the same location or in separate locations.

(d) All AOC holders must submit a written request to the Aeronautical Authority, when they intend to establish or change the location of each base, whether for operations or maintenance. This request must be submitted at least 30 calendar days in advance of the date on which it intends to establish or change.

6.2. Managerial or directive personnel required to carry out commercial air transport operations.

(a) All holders or applicants for an AOC must designate in writing before the Aeronautical Authority, a person or collegiate body that acts as Head of the General Operation, which will be in charge of all flight operations and flight activities. maintenance, can be financed and carried out with the highest degree of safety standards, in accordance with the provisions of the Civil Aviation Law, its respective Regulations and other applicable provisions.

(b) Every holder of an AOC that carries out or legal entity that intends to carry out commercial air transport operations, must have qualified personnel with proven experience in civil aviation, available and located in the following positions or their equivalents:

(1) Director of operations.

(2) Chief pilot.

(3) Director of Air Safety.

(4) Director of maintenance.

(5) Administrator or quality manager.

(c) The Aeronautical Authority may approve positions or number of positions different from those mentioned in subsection (b) above, if the holder or applicant of an AOC is capable of demonstrating to the Aeronautical Authority that can carry out operations with the highest degree of safety, under the direction of lower or different categories of managerial or executive personnel, due to:

(1) The type of operation involved;

(2) The number of aircraft employed, and

(3) The area of operation.

6.2.1. Complementary requirements regarding managerial or executive personnel.

(a) Every holder or applicant of an AOC must make sufficient arrangements to ensure continuous supervision of the operations, if these are carried out in the absence of any of the required management personnel.

(b) Managerial or executive personnel must be hired to work long enough, in such a way that their managerial functions are duly covered.

(c) The person who performs one of the management positions mentioned in subparagraph (b) of numeral 6.2. above, for an AOC holder, you may not serve in a position similar to any other AOC holder, unless you obtain written authorization from the Aeronautical Authority.

(d) The minimum requirements for a person to be appointed as Director of Operations or equivalent, are:

(1) Have an unlimited public transport pilot license, and have three years of experience as pilot in command, in commercial air transport operations with aircraft with a maximum takeoff weight greater than 5,700 kg. (12,500 lbs.), or

(2) Be an aeronautical engineer with a professional license registered with the General Directorate of Professions, and a minimum of three years of experience in the area of air operations of a concessionaire or permit holder.

(e) The minimum requirements for a person to be appointed as chief pilot are:

(1) Have an unlimited public transport pilot license with the appropriate capacity for at least one of the aircraft used in the operations of the holder or applicant of the COC;

(2) Have three years of experience as a pilot in command in air transport operations commercial, and

(3) The Aeronautical Authority may accept in the position of chief pilot, a person holding a commercial pilot license with an instrument flight capacity certificate instead of a person with an unlimited public transport license, if the requirements for pilot in command depending on the type of operation, require a commercial pilot license only.

(f) The minimum requirements for a person to be appointed as Director of Maintenance or equivalent, are:

(1) Hold a Class II maintenance technician license with glider and engine capability, and have three years of maintenance experience in the same category and class of aircraft used by the AOC holder or applicant, including one year of experience in airworthiness release or aircraft return to service, or

(2) Be an aeronautical engineer with a professional license registered with the General Directorate of Professions, and a minimum of three years' experience in the same category and class of aircraft(s) used by a concessionaire or permit holder.

(3) In the event that the holder or applicant of an AOC has or intends to have, as applicable, its own aeronautical workshop, the requirements of subsection (2) above are independent of those required for the person in charge of the workshop, in the corresponding regulations; however, the person in charge of the workshop may occupy the position of Director of Maintenance or equivalent, in which case he will adjust to the requirements for the person in charge of the workshop that are required in the corresponding Official Mexican Standard.

(g) An AOC holder or applicant may employ a person who does not meet the requirements or experience indicated in the preceding paragraphs of this numeral, as long as it is authorized in writing by the Aeronautical Authority, when it is demonstrated to it , that said person has comparable experience and can effectively perform the functions required for the position to be held.

6.2.2. List of aeronautical technical personnel employed or to be employed directly or through third parties.

Every applicant or holder of an AOC must submit to the Aeronautical Authority the list of aeronautical technical personnel employed or to be employed directly or through third parties, indicated in numerals 6.2.2.1. and 6.2.2.2. In the case of AOC holders, the list of aeronautical technical personnel mentioned in this section refers to the additional personnel to be employed, if applicable, required by the incorporation of some additional flight equipment. to your COC.

6.2.2.1. Flight technical personnel.

(a) Flight crews.

(1) List of pilots in their different classifications, employed or to be employed directly or through third parties during operations. The number of pilots must be in accordance with the number of aircraft and frequencies of flights operated or to be operated. The list must include, for each pilot, their name, number and type of license, as well as the capacity certificates they have, which must be in accordance with the type(s) of aircraft(s) used (s) or to use.

(b) Flight crews, in the case of aircraft with 20 or more passenger seats.

(1) List of flight attendants employed or to be employed directly or through third parties during operations. The number of these personnel must be in accordance with the number of aircraft and flight frequencies operated to operate, taking into account that for aircraft from 20 to 50 passengers, a flight attendant must be designated; for aircraft with 51 to 100 passengers, two flight attendants must be designated, and for aircraft with more than 100 passengers, one additional flight attendant must be designated for every fifty additional passengers. The list must include, for each flight attendant, their name and license number.

6.2.2.2. Ground aeronautical technical staff.

(a) Maintenance technicians.

(1) List of class I and class II maintenance technicians in their different classifications employed or to be employed directly or through third parties during operations. The number of these personnel must be in accordance with the number of aircraft and flight frequencies operated or to be operated. The list must include, for each maintenance technician, their name, category or position, license number and type, as well as the capacity certificates they have, which must be in accordance with the aircraft type(s). (s) used or to be used.

(b) Aircraft operations officer.

(1) List of official aircraft operations personnel, including those who have the restricted aeronautical radiotelephone operator capacity certificate, as applicable, employed or to be employed directly or through third parties during operations. The number of these personnel must be in accordance with the number of aircraft and frequencies operated or to be operated. The list must include, for each aircraft operations officer, their name and license number, as well as the restricted aeronautical radiotelephone operator capacity certificate, as applicable, which must be in accordance with the type of service provided or to be provided (dispatch or dispatch and flight control).

(c) Any other aeronautical technical personnel.

(1) Depending on the main characteristics of the service or services provided or intended to be provided, list of any other aeronautical technical personnel, in their different classifications, to be employed directly or through third parties during operations. The number of these personnel must be in accordance with the main characteristics of the service or services provided or to be provided. The list must include, for each person, their name, number and type of license, as well as the capacity certificates they have, which must be in accordance with the main characteristics of the service or services provided or to be provided.

6.3. Quality system.

(a) Every AOC holder or applicant must establish a quality system and designate a quality administrator or manager or equivalent, to monitor compliance and adequacy of the procedures required to ensure safe operating practices and the airworthiness of the aircraft(s).) aircraft(s) at your service. The aforementioned monitoring must include a feedback system to the Director or General Manager or equivalent, to ensure compliance with the necessary corrective actions.

(b) Every AOC holder or applicant must ensure that each quality system includes a quality assurance program, which contains procedures designed to verify that all operations are being carried out in accordance with all applicable requirements, standards and procedures. .

(c) Every holder or applicant of an AOC must describe the quality system used, in the relevant documentation that is appropriate.

(d) Notwithstanding what is indicated in subsection (a) of this numeral, the Aeronautical Authority may accept the nomination of two quality managers, one for the operations area and the other for maintenance, as long as the concessionaire or The permit holder has designated a quality management unit or establishes coordination procedures between both areas, to ensure that the quality system is applied uniformly in the overall operation of the company.

6.4. Retention and maintenance of personnel records.

(a) Each AOC holder or applicant must maintain up-to-date records detailing the qualifications and training of all of its employees, both its own and subcontracted, involved in operational control, flight operations, ground operations, and security activities. maintenance of said owner or applicant.

(b) Each AOC holder or applicant shall maintain records of those employees who are assigned duties as members of the flight crew and as aircraft operations officer, in sufficient detail to determine that such employees meet the experience requirements. and qualification to perform functions in commercial air transport operations.

(c) Additionally, each AOC holder shall maintain the following records:

(1) Records of flight times, work days and rest periods of the personnel of flight.

(2) Flight personnel records, such as training programs, emergency drills, advised flights, training qualifications, promotions, among others.

(3) Fuel and oil records.

(d) Applicants for an AOC must have or demonstrate that they have the necessary procedures and means to maintain the records indicated in subsection (c) of this numeral.

6.5. Records of flight crew cockpit voice and flight data recorders.

(a) Each holder of an AOC shall maintain:

(1) The most recent calibration or shop test, when applicable, of the flight data recorder, including the recording medium from which said calibration is derived or the record of the last shop test reading, and

(2) The correlation of the flight data recorder for an aircraft of any group of aircraft operated by the AOC holder:

(i) That they are of the same type;

(ii) On which the model of the flight data recorder and its installation are the same, and

(iii) Over which there is no difference in type design from the original installation of the instruments associated with the recorder.

(b) In the event of an accident or incident that requires immediate notification to the Aeronautical Authority, the AOC holder must keep the information recorded on the flight crew cockpit voice and flight data recorder. , until the Aeronautical Authority determines otherwise.

(c) Applicants for an AOC must have the necessary procedures and means to maintain the records indicated in subsection (a) of this numeral.

6.6. Induction program related to the procedures of the concessionaire or permit holder.

(a) No person may serve nor may any holder of an AOC appoint a person as an administrator or quality manager or equivalent, or as a maintenance director or equivalent, with the functions mentioned in numeral 6.9.1., unless the person has satisfactorily completed an induction program approved by the Aeronautical Authority, related to the procedures and policies of the concessionaire or permit holder, as applicable, which must include a complete review of the procedures pertinent to their functions, which are contained in the General Operations Manual and in the General Maintenance Manual or General Manual of Maintenance and Aeronautical Workshop Procedures, as applicable.

(b) The induction program mentioned in subsection (a) of this numeral must cover the following areas:

(1) Organization of the concessionaire or permit holder; scope of operations and maintenance carried out or to be carried out, as well as administrative practices applicable to their functions and obligations.

(2) Legislative, regulatory and normative framework, and other provisions applicable to its respective functions and obligations, as well as those of the concessionaire or permit holder.

(3) Policies and procedures of the concessionaire or permit holder related to their functions.

(4) Those appropriate sections and parts of the General Operations Manual, as well as the General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable, relative to their duties and responsibilities.

6.7. Aircraft.

6.7.1. Authorized aircraft.

6.7.1.1. Airworthiness certificate.

(a) No person may operate an aircraft in commercial air transport, unless it has its corresponding current airworthiness certificate, is in an airworthy condition, and meets the applicable airworthiness requirements for commercial air transport operations, including those related to the identification of the aircraft and equipment on board, in accordance with the corresponding official Mexican standards.

(b) The concessionaire or permit holder must have an updated control of compliance with the Airworthiness Directives and mandatory Service Bulletins, which are applicable to each of its aircraft, as indicated in the corresponding Official Mexican Standard issued by the Secretariat. Said control must be made available to the Aeronautical Authority when required. Likewise, the Aeronautical Authority may at any time verify the information necessary for the accreditation of this requirement.

6.7.1.2. Equipment on board the aircraft.

(a) It must be demonstrated that each of the aircraft at your service has the on-board equipment described in subparagraph (b) below, the above, either by means of the certificate of airworthiness issued by the Aeronautical Authority of the base aerodrome of main operations or, in the event that a copy of the certificate of airworthiness has been submitted, through the document that describes it, endorsed by said Authority.

(b) The equipment installed on board the aircraft will be as indicated below, as applicable:

(1) Equipment to perform flights subject to visual flight rules.

(2) Equipment to perform VFR flights that are performed as controlled flights.

(3) Equipment to perform flights subject to instrument flight rules or when they cannot maintain the desired attitude, without referring to one or more flight instruments.

(4) Anti-icing devices or suitable defrosters.

(5) Auxiliary power source, independent of the main electrical generating system, for fixed-wing aircraft whose maximum certificated take-off weight exceeds 5,700 kg (12,566 lbs), first put into service on or after January 1, 1975 .

(6) Equipment used to perform night flights.

(7) Mach number indicator instrument, in the case of fixed-wing aircraft whose speed limitations are indicated based on the Mach number.

(8) Signaling devices and life-saving equipment (including means for life support), appropriate to the area over which you are going to fly.

(9) Emergency locator transmitter.

(10) Rod or throat microphones.

(11) Portable fire extinguishers.

(12) All fixed-wing aircraft that fly over water (seaplanes or land) must be equipped as follows:

(I) Seaplanes must carry the following equipment on all flights:

(i) A life jacket or equivalent flotation device for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it;

(ii) Equipment to make the acoustic signals prescribed in the International Regulations for the Prevention of Collisions at Sea, if applicable, and

(iii) A floating anchor.

(II) Land fixed-wing aircraft must have a life jacket or equivalent individual flotation device for each person on board, located in an easily accessible place from the seat or berth of the person who will use it in the aircraft. following cases:

(i) When the aircraft can be over water at a distance of more than 93 km (50 NM) from suitable terrain to make an emergency landing, in the case of multi-engine aircraft (aircraft with two or more engines).

(ii) When the aircraft is flying en route over water, at a distance from the suitable terrain to make an emergency landing, greater than the glide distance, in the case of single-engine aircraft.

(iii) When any fixed-wing aircraft takes off or lands at an aerodrome where the take-off or approach path is arranged in such a way over the water that, in the event of a mishap, there is the possibility of a forced landing.

(III) In addition to the equipment mentioned in items (I) and (II) immediately above, as the case may be, all fixed-wing aircraft, when they fly on routes over water and at a distance that exceeds that corresponding to 120 minutes. at cruising speed or 740 km (400 NM), whichever is less, of suitable terrain to make an emergency landing in the case of multi-engine fixed-wing aircraft that can continue the flight with one engine inactive, and of the corresponding to 30 minutes or 185 km

(100 MN), whichever is less, for single-engine fixed-wing aircraft, they must have the following equipment:

(i) Life rafts, stowed in such a way as to facilitate their use if necessary, in sufficient number to house all the persons on board, considering the failure of a raft and the maximum allowable capacity of the same, provided with the equipment lifesaving equipment, including life support, that is appropriate for the flight to be undertaken, and

(ii) Equipment necessary to make the pyrotechnic distress signals, which are conform by:

- Rockets or bombs projecting red lights launched one by one at short intervals, and
- A red flare with parachute.

(IV) Each life jacket or equivalent individual flotation device, when worn in accordance with subsections (12) (I) (i) and (12) (II), must be provided with a means of electric lighting, in order to to facilitate the location of persons, except when the requirement set forth in subsection (12) (II) (iii) is satisfied by means of individual flotation devices that are not life jackets.

(13) All rotary-winged aircraft, when intended to fly over water, should be equipped with permanent or rapidly deployable flotation arrangements to ensure a safe ditching of the aircraft when:

(I) It is flown over water at a distance from land corresponding to more than 10 minutes, at normal cruising speed, in the case of multi-engine rotary-wing aircraft, or

(II) It is flown over water at a distance from land greater than the distance of autorotation or safe forced landing, in the case of single-engine rotary-wing aircraft.

(14) Emergency kit for rotary wing aircraft.

(I) All multi-engine rotary-wing aircraft that operate in accordance with the provisions of subsection (13) of this section, must carry the following emergency equipment:

(i) A life jacket or equivalent flotation device, for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it;

(ii) Life rafts, stowed in a way that facilitates their use if necessary, in sufficient number to accommodate all persons on board, provided with life-saving equipment, including life support, as appropriate for the flight to be undertaken, and

(iii) Equipment necessary to make the pyrotechnic distress signals, which are conform by:

- Rockets or bombs projecting red lights launched one by one at short intervals, and
- A red flare with parachute.

(II) All single-engine aircraft, when operating beyond the autorotation distance from the ground, must be equipped with a life jacket or equivalent flotation device, for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it.

(III) Single-engine aircraft that do not operate in accordance with item (II) immediately above, must be equipped as indicated in item (I) immediately above.

(IV) All aircraft, when taking off or landing at a heliport where the take-off or approach path is arranged in such a way over the water that, in the event of a mishap, there is a probability of ditching, shall carry, at least At least one life jacket or equivalent flotation device for each person on board, located in a place easily accessible from the seat or berth of the person who will use it.

(V) Each life jacket or equivalent individual flotation device, when worn in accordance with subsection (13) of this numeral, must be provided with a means of electrical lighting, in order to facilitate the location of persons.

(VI) In any rotary-wing aircraft, for which the individual certificate of airworthiness was issued for the first time on or after January 1, 1991, at least 50% of the liferafts carried as life rafts In accordance with the provisions of subsection (14) of this section, they must be deployable by remote control.

(VII) Rafts that are not deployable by remote control and weighing more than 40 kg. (88.18 pounds), must be equipped with some mechanical means of deployment.

(15) First aid kit.

(16) Medical kit.

(17) Transponder equipment.

(18) Flight data recorder.

(19) Flight crew cockpit voice recorder.

(20) Airborne Collision Avoidance System (ACAS).

(21) Ground Proximity Warning System (GPWS).

(22) Ground proximity warning system with an early warning function on terrain related hazards.

(23) Equipment for continuously measuring and indicating the total dosage of cosmic radiation to which it is subjected to the aircraft.

(24) Devices for the storage and distribution of oxygen, in the case of aircraft that fly at flight altitudes where atmospheric pressure is less than 700 hPa, that is, above 3,048 m (10,000 feet).

(25) Flight attendant crew seats.

(I) Fixed-wing aircraft for which the individual certificate of airworthiness was issued for the first time on or after January 1, 1981. All aircraft must be equipped with seats facing forwards or backwards (within 15° of the longitudinal axis of the aircraft), and must have installed a safety harness for use by each member of the flight attendant crew, required to comply with the obligations of said crew in cases of emergency, with respect to emergency evacuation. In the case of rotary wing aircraft, they must comply with this provision regardless of the date of granting of the individual certificate of airworthiness.

(II) For all aircraft, the available seats for the flight attendants crew, as indicated in subsection (I) immediately above, must be located near the exits at floor level and other emergency exits, to emergency evacuation.

For further reference on the equipment mentioned in this section (6.7.1.2.), the corresponding applicable official Mexican standards should be consulted. The Aeronautical Authority may require other equipment on board, in addition to those described above, according to the type of operation and area to be operated, as well as the corresponding official Mexican standards.

6.7.1.3. Any specific type of aircraft may only be used in commercial air transport operations when the aircraft has its type certification and said certificate is accepted by the Aeronautical Authority in accordance with the corresponding Official Mexican Standard, which includes the issuance of an AOC. by the Authority itself, listing that type of aircraft.

6.7.1.4. No person may operate additional aircraft or replace an aircraft of a type for which they are authorized unless each aircraft has completed an evaluation process for inclusion in the AOC holder's fleet.

6.7.2. Dry lease of aircraft with foreign registration.

The dry lease of aircraft with foreign registration, must be carried out as indicated in the corresponding Official Mexican Standard and other applicable provisions.

6.7.3. Aircraft exchange.

(a) No concessionaire or permit holder of the public air transport service or permit holder of the commercial private air transport service, may exchange an aircraft with another concessionaire or permit holder of the public air transport service or permit holder of the commercial private air transport service, without the authorization of the Secretary. **(b)** In order for the Aeronautical Authority to authorize an AOC holder to operate under an aircraft exchange agreement with another AOC holder, both holders must demonstrate to said Authority that: **(1)** The procedures for the exchange are carried out in accordance with accordance with operating practices safe;

(2) The flight personnel and aircraft operations officers meet the training requirements approved for the aircraft(s) and equipment(s) to be exchanged, as well as experience in the communications and dispatch procedures to be used;

(3) Maintenance personnel meet the training requirements for the aircraft(s) and equipment(s) to be exchanged, as well as experience with the maintenance procedures to be used;

(4) The members of the flight crews and aircraft operations officers comply with with the appropriate qualifications in terms of routes and aerodromes;

(5) The aircraft(s) to be operated is (are) similar in make, model, and series to the aircraft(s) of the AOC holder to whom the exchange is effected, and

(6) The arrangement of flight instruments and controls that are critical to the safety of the aircraft(s) to be operated are similar to that of the aircraft(s) being operated. s) under the AOC, unless the AOC determines that the AOC holder who will operate the aircraft has adequate training programs to ensure that any potentially dangerous differences in instrument and control arrangement are satisfactorily overcome by familiarization safety. of the flight crew.

(c) Each holder of an AOC that carries out operations under an aircraft exchange agreement must include the pertinent changes, as well as the policies and procedures derived from this type of agreement, in their corresponding manuals.

(d) The holder of an AOC must propose to the Aeronautical Authority the necessary amendments to its operation specifications, derived from any aircraft exchange agreement.

(e) The holder of an AOC shall comply with the applicable provisions of the state of registry of the aircraft involved in an interchange agreement, while such holder of the AOC has operational control of the aircraft.

6.7.4. Wet lease of aircraft.

The wet lease of aircraft must be carried out as indicated in the corresponding Official Mexican Standard and other applicable provisions.

6.7.5. Demonstration of emergency evacuation. **(a)** No person may use an aircraft of a specific type and model, in commercial passenger air transport operations, unless they have previously carried out for the Aeronautical Authority, an emergency evacuation demonstration to the full passenger capacity, of according to the aircraft configuration, in 90 seconds or less.

(b) The demonstration of the total capacity mentioned in subsection (a) of this numeral may not be required by the Aeronautical Authority, if the AOC holder or applicant makes a written request for a variation or exception to what is established in said subsection, as long as it shows evidence that:

(1) An emergency evacuation to full passenger capacity for the aircraft operated or to be operated was satisfactorily demonstrated during the type certification of the aircraft or during the certification of another concessionaire or permittee, and

(2) There is an engineering analysis which shows that an emergency evacuation to full passenger capacity can be accomplished in 90 seconds or less if the passenger seating configuration of the aircraft differs with respect to the number of exits. or types of departures, the number of flight attendant crew members or the location of said members.

(c) If in accordance with the provisions of subsection (b) of this section, the Aeronautical Authority approves a variation or exception to the provisions of subsection (a) of the same section, no person may use an aircraft of a type and model specifically, in commercial passenger air transport operations, unless it has previously demonstrated to the Aeronautical Authority that its available personnel, procedures and equipment will open enough exits for evacuation in 15 seconds or less. This type of emergency evacuation is known as a partial emergency demonstration and will be required in case of incorporating a new type of aircraft in its AOC.

(d) No person may use a land aircraft to carry out prolonged flights over water, unless they have previously demonstrated to the Aeronautical Authority that they have the necessary training and equipment to efficiently carry out their forced ditching procedures.

(e) All holders of an AOC or applicant for the same must carry out, before the Aeronautical Authority, a partial demonstration of emergency evacuation and a demonstration of forced ditching evacuation, which demonstrates the effectiveness of the instruction and evacuation procedures of their flight personnel, as indicated in subsection (c) of this section, in the following cases:

(1) The initial introduction of a specific type and model of aircraft, if the concessionaire or permittee has not conducted a previous real partial demonstration on the same type and model of aircraft;

(2) Changes in the number, location, or duties of flight attendant crew members in emergency evacuation or other related procedures, or

(3) Changes in the number, location, types of emergency exits or the types of mechanisms to open available emergency doors for evacuation.

(f) In the partial demonstrations of emergency evacuation and forced ditching, only the flight personnel involved, personnel of the Aeronautical Authority observing the demonstration and any other personnel authorized by the Aeronautical Authority that may be necessary for the development of the operations, will intervene. demos.

(g) Before carrying out an emergency evacuation demonstration or a forced ditching demonstration, the holder of an AOC or an applicant thereof, must submit an application and obtain the corresponding approval from the Aeronautical Authority.

(h) For the demonstration of emergency evacuation or forced ditching, the members of the flight attendant crew to be employed must:

(1) Be randomly selected by the Aeronautical Authority;

(2) Have completed the training program approved by the Aeronautical Authority for the AOC holder or applicant thereof, for the specific aircraft type and model, and

(3) Have taken and passed a practical or written exam on the procedures for evacuation and use of emergency equipment, as well as forced ditching.

(i) To carry out the demonstration of partial emergency evacuation, the flight attendant crew of the AOC holder or applicant must, using the operational procedures of the AOC:

(1) Demonstrate the opening of 50% of the required floor-level emergency exits and 50% of the required non-floor-level emergency exits (opening by a flight attendant crew member is defined as a function during an emergency evacuation) and deploy 50% of the exit slides. The emergency exits and slides will be selected by the Aeronautical Authority, and

(2) Prepare to be used, the exits and slides mentioned in the immediately preceding paragraph (1) in 15 seconds.

(j) In order to demonstrate forced ditching evacuation procedures, the purser crew of the AOC holder or applicant must, using the operational procedures of the AOC:

(1) Demonstrate knowledge and use of each item of emergency equipment required;

(2) Prepare the cabin for ditching within 6 minutes after the intention to ditch is announced;

(3) Remove each raft from its housing (a raft must be properly inflated and launched, or a slide must be properly inflated and launched). The choice and selection of rafts or slides will be determined by the Aeronautical Authority, and

(4) Enter the raft and fully prepare it for occupancy, at the total capacity indicated therein. The raft must include all the required emergency equipment.

6.7.6. Demonstration flights.

(a) No holder or applicant of an AOC may use an aircraft of a certain type, in commercial air transport operations, unless previously satisfactorily carried out demonstration flights for the Aeronautical Authority, in said type of aircraft.

(b) No AOC holder or applicant may operate an aircraft in a designated special area, or using a specialized navigation system, unless said aircraft performs a satisfactory demonstration flight for the Aeronautical Authority, under the conditions in which will fly in said special area or specialized navigation system.

(c) The demonstration flights required by subsection (a) of this section must be carried out in accordance with the provisions applicable to the type of operation and aircraft used.

(d) The Aeronautical Authority may authorize variations or exceptions to this section (6.7.6.), if it finds that under special circumstances, the requirements of the same are fully complied with.

(e) In accordance with the provisions of subsection (a) of this section, each holder of an AOC or applicant thereof, must carry out demonstration flights for each type of aircraft used or to be used, as applicable, including the cases in which that the AOC holder is already operating a particular type of aircraft, and it is materially altered in its design, as well as for each type of specific operation that the AOC holder or applicant intends to carry out.

(f) Demonstration flights required by this section (6.7.6.) shall comprise at least the next:

(1) One hundred hours of total flight time, unless the Aeronautical Authority determines during the period of the flights, that a satisfactory level of competence has been demonstrated in fewer hours;

(2) Five hours of night flights, if authorization to carry out operations is sought. nocturnal;

(3) Five instrument approach procedures, under real or simulated IMC conditions, if authorization to perform instrument flights (IFR) is sought, and

(4) Operations to a representative number of aerodromes where it is intended to carry out operations, as determined by the Aeronautical Authority. The operations referred to in this subsection include landings, ground assistance, as required, and takeoffs.

(g) No person may transport passengers in an aircraft during demonstration flights, except those persons necessary to carry out said flights and those designated by the Aeronautical Authority.

(h) For those holders of an AOC or applicants for it, who operate or intend to operate aircraft with a maximum takeoff weight at sea level of 5,700 kg. or less, the need and duration of the demonstration flights will be determined by the Aeronautical Authority. **(i)** As indicated in subsection (d) of this section, the Aeronautical Authority may

authorize variations or exceptions to what is established in this section (6.7.6.), as long as the interested party submits a written request, indicate for which numeral or numerals authorization is required, justify your request with documentation, fully justifying it.

6.7.7. Facilities and itineraries of operations.

6.7.7.1. Facilities.

(a) Every air transport concessionaire or permit holder must have operational and airworthiness support facilities at its main base of operations, appropriate for the area and type of operation, complying with the provisions regarding the requirements that must be met. to accredit the technical capacity prior to obtaining the concession and/or air transport permit, establish the corresponding Official Mexican Standard.

(b) Every air transport concessionaire or permit holder must make the necessary arrangements and procedures to have ground support facilities at each of the aerodromes to be used, to ensure that the necessary services are provided safely, as well as such as the proper handling of passengers and cargo, complying with the provisions that, regarding the requirements that must be met to prove the technical capacity prior to obtaining a concession and/or air transport permit, establishes the corresponding Official Mexican Standard.

6.7.7.2. Itineraries.

When establishing their itineraries, any concessionaire or permit holder of air transport that carries out or intends to carry out operations under said itineraries, must consider the necessary and sufficient time for the services corresponding to the aircraft(s) at their service to be carried out, at all its intermediate stops (layovers), taking into account the prevailing winds on the route and cruising speed for the type of aircraft, as indicated in the Flight and/or Operation Manual of the aircraft(s), as appropriate.

6.8. Administration of the flight operations of the holder or applicant of an AOC.

6.8.1. General Operations Manual.

(a) The air transport concessionaire or permit holder must provide the Aeronautical Authority for its review and approval, if applicable, the General Operations Manual appropriate to the characteristics of the company, which must contain the policies and procedures of said concessionaires or permit holders, related to the type and areas of flight operations that are carried out or are intended to be carried out. The manual must be prepared in accordance with the provisions of the Official Mexican Standard NOM-002-SCT3-2001.

(b) The General Operations Manual may be issued in parts, as an individual document or as a series of volumes, and must comply with the contents established in the corresponding official Mexican standards.

(c) The holder or applicant of an AOC must ensure that all personnel at his service fully know and comply with the provisions of the parts of the General Operations Manual that are applicable to them according to their functions.

6.8.2. Training and training program.

(a) All AOC holders or applicants must ensure that all operations personnel at their service are adequately instructed in their duties, functions, and responsibilities, as well as that said duties, functions, and responsibilities are related to the operation as a whole.

(b) Every AOC holder or applicant must have a training (instruction) and training manual approved by the Aeronautical Authority, which must contain the general instruction policies, verification of its results, as well as control and record keeping.

(c) Every holder or applicant of an AOC must have the approval of the Aeronautical Authority, prior to the implementation of a training program, for the purposes of qualifying a member of the flight crew or person who performs or perform operational control functions.

(d) All AOC holders or applicants must notify the Aeronautical Authority of any modification to their approved training programs, and must receive the written approval of the Aeronautical Authority, before said modification is put into practice.

(e) The content of the instruction manual mentioned in subsection (b) of this numeral must be that indicated by the Aeronautical Authority in the document issued for that purpose, in accordance with the provisions of Official Mexican Standard NOM-011-SCT3 -2001.

6.8.3. Aircraft Operation Manual.

(a) Each AOC holder or applicant must submit for the approval of the Aeronautical Authority, an Operations Manual for each type and variant of aircraft operated or intended to operate, which must contain the normal, abnormal and emergency procedures related to to the operation of the aircraft.

(b) Each aircraft Operation Manual must be based on the data of the entity responsible for the type design thereof, for the specific type and variant of aircraft operated or intended to be operated by the holder or applicant of an AOC, and must include those specific operational parameters, details of the aircraft systems and the checklists to be used, applicable to the operations of the holder or applicant of an AOC, which are or are expected to be approved by the Aeronautical Authority. In designing the manual, Human Factors principles should be considered.

(c) The Aircraft Operations Manual must be used by flight crew members and persons with assigned operational control functions for each aircraft operated or intended to be operated by the holder or applicant of an AOC.

(d) The content of the aircraft Operation Manual must be indicated in the respective provisions of the Official Mexican Standard NOM-002-SCT3-2001.

(e) The requirement of the aircraft Operation Manual will be considered satisfactory by the Aeronautical Authority, if the Aircraft Flight Manual approved by the Authority itself, contains what is indicated in this numeral (6.8.3.).

6.8.4. Flight Manual.

The holder or applicant of an AOC must submit for review, approval and/or validation, as appropriate, a copy of the Flight Manual applicable to each type of aircraft operated, in accordance with the provisions of the Official Mexican Standard NOM -018-SCT3-2001.

6.8.5. Minimum Equipment List (MEL) and Configuration Deviation List (CDL). **(a)** Every holder or applicant of an AOC

shall prepare and submit for approval by the Aeronautical Authority, for each aircraft operated, a list of minimum equipment, when the state of design of the aircraft has issued a master list of minimum equipment. Said MEL must be provided to flight crew members, maintenance personnel and those persons with assigned operational control functions for their use during the performance of their duties.

(b) The MEL must be specific for each aircraft type and variant, and must contain the circumstances, limitations, and procedures for releasing or continuing the flight of an aircraft with inoperative components, equipment, or instruments.

(c) Each AOC holder or applicant must provide for the use of flight crew members, maintenance personnel, and those persons with assigned operational control functions, during the performance of their duties, a list of deviations from to the specific configuration (CDL) for the type of aircraft, if this has been developed and approved by the state of design of the aircraft. The General Operations Manual of the holder or applicant of an AOC must contain those procedures accepted by the Aeronautical Authority, to carry out operations in accordance with the requirements of the CDL.

6.8.6. Aircraft Performance Planning Manual.

(a) All AOC holders or applicants must provide for the use of their flight crews and persons in their service with assigned operational control functions, during the performance of their functions, a Planning and Performance Manual for each aircraft they operate. .

(b) The Planning and Performance Manual must be prepared for each specific type and variant of aircraft, and must contain adequate performance information to calculate with the greatest precision, the performance of the aircraft in all normal phases of flight operation.

6.8.7. Aircraft loading and handling manual.

(a) Each AOC holder or applicant must provide for the use of their flight crews and persons at their service with assigned operational control functions, during the performance of their duties, a Loading and Handling Manual for the aircraft they operate. .

(b) The Aircraft Loading and Handling Manual must be prepared for each specific type and variant of aircraft, and must contain the procedures and limitations for aircraft service and loading.

6.8.8. Surcharge Manual.

(a) Every holder or applicant of an AOC, who, in accordance with the provisions of the corresponding provisions, must have a flight attendant crew, must prepare and provide said crew, for their use during the performance of their duties, a Flight Attendant Manual. authorized by the Aeronautical Authority.

(b) The Surcharge Manual must contain those operational policies and procedures of the AOC holder or applicant, applicable to flight attendants and passenger transportation.

(c) The Flight Attendance Manual must be applicable to each specific type and variant of aircraft operated, which must contain the details of their normal, abnormal and emergency procedures, which must be executed by the flight attendant crew, as well as the location and operation of the emergency equipment. In the event that the AOC holder or applicant operates or intends to operate more than one type and variant of aircraft, it may include in a single Manual, the procedures for each type and variant of aircraft.

6.8.9. Routes and areas of operation.

(a) Each AOC holder or applicant may only carry out operations along the routes and/or within the areas of operation that are authorized by the Aeronautical Authority. Said authorizations will be granted as long as the holder or applicant of an AOC:

(1) Have ground facilities and services, including meteorological services, adequate for the planned operation;

(2) Ensures that the performance of the aircraft(s) it operates or intends to operate is adequate to meet minimum flight altitude requirements;

(3) Ensure that the equipment of the aircraft(s) that it operates or intends to operate, complies with the minimum requirements for the planned operation;

(4) Have maps and charts, which must be appropriate for the operations carried out or intended to be carried out, which must be updated;

(5) Provide adequate aerodromes with respect to time/distance limitations, if a two-engine aircraft is used or intended to be used, and

(6) Plan to use adequate surfaces to allow a forced landing safe, if a single-engine aircraft is used or intended to be used.

(b) No AOC holder or applicant may carry out commercial air transport operations on any route or area, unless such operations are carried out in accordance with the restrictions imposed by the Aeronautical Authority.

6.8.10. Defrost and antifreeze program.

The holder or applicant of an AOC, who operates or intends to operate aircraft in icing atmospheric conditions, must submit a de-icing and anti-icing program, which must comply with the provisions of the corresponding Official Mexican Standard.

6.8.11. Condensed verification procedures.

(a) Each holder or applicant of an AOC must prepare for the members of their flight crews, and have them available on board each of the aircraft that they operate or intend to operate, condensed checklists of the procedures to be followed in the flight. flight crew cabin, appropriate for the type and variant of said aircraft. These lists must be approved by the Aeronautical Authority.

(b) Each AOC holder or applicant must ensure that the approved procedures include those necessary ones that flight crew members must verify for safety, such as procedures prior to engine starting, takeoff, or landing, and abnormal procedures. and emergency for engines and systems.

(c) Each AOC holder or applicant must ensure that the checklists of the procedures mentioned in this section (6.8.11.), are designed in such a way that the flight crew members at their service, Do not depend on your memory to verify the referred procedures.

(d) Each AOC holder or applicant must do what is necessary so that the approved procedures are used as easily as possible in the cockpit of each aircraft at their service, which the flight crew must follow when operating. the

aircraft.

6.8.12. Logbooks for each aircraft in the service of the holder or applicant of an AOC.

Each AOC holder or applicant must use a logbook for each of the aircraft to be your service. The content of the logbook will be indicated in the corresponding Official Mexican Standard.

6.8.13. Yield Data Control System.

(a) Each AOC holder or applicant must have a system, approved by the Aeronautical Authority, to obtain, maintain, and distribute to the appropriate personnel current performance information for each aircraft in service, route, and aerodrome to be used.

(b) The approved system, mentioned in subsection (a) of this numeral, must provide information of obstacles for the calculation of the output and arrival yields.

6.8.14. Weight and balance data control system.

Each holder or applicant of an AOC must have a system approved by the Aeronautical Authority, for obtaining, maintaining and distributing to the appropriate personnel, current information regarding the weight and balance of each aircraft operated or intended to be operated.

6.8.15. Aeronautical data control system.

(a) Each AOC holder or applicant must have a system approved by the Aeronautical Authority to obtain, maintain, and distribute to the appropriate personnel current aeronautical information for each route and aerodrome used or intended to be used in their operations.

(b) The data mentioned in subsection (a) of this numeral must include the following:

(1) Aerodromes:

(I) Facilities.

(II) Aids to navigation and communications.

(III) Constructions or obstacles that affect takeoff, landing or ground operations.

(IV) Air traffic facilities.

(2) Runways, obstacle-free zones, and staging areas:

(I) Dimensions.

(II) Surface.

(III) Marking and lighting systems.

(IV) Elevation and gradient.

(3) Offset thresholds:

(I) Location.

(II) Dimensions.

(III) Takeoffs or landings or both.

(4) Obstacles:

(I) Those that affect takeoff and landing performance calculations.

(II) Predominant obstacles.

(III) Instrument flight procedures.

(IV) Departure procedures.

(V) Approach procedures.

(VI) Missed approach procedures.

(5) Special information:

(I) Runway visual range measuring equipment, if applicable.

(II) Prevailing winds under low visibility conditions.

6.8.16. Publication of Aeronautical Information of Mexico (PIA).

The holder or applicant of an AOC must verify the Aeronautical Authority, which has for each of the aircraft with which it operates or intends to operate, the Aeronautical Information Publication (PIA) of Mexico, which must be on board each one. of said aircraft, at all times, and keep up-to-date.

6.8.17. Dispatch and flight control.

(a) Each AOC holder or applicant must have an adequate system for the dispatch and monitoring the progress of scheduled flights (flight control).

(b) The dispatch and flight progress monitoring system, mentioned in subsection (a) of this numeral, must consist of enough dispatch centers, suitable for the operations to be carried out, and located at the necessary points to ensure a proper flight preparation, dispatch and in-flight communication with aircraft.

(c) Each AOC holder or applicant must have enough qualified aircraft operations officers, in each of the centers mentioned in subsection (b) of this section, to ensure proper operational control of each of their flights. .

(d) Each AOC holder or applicant must have flight dispatch and control offices, which may be their own or contracted:

(1) Own. In order for an AOC holder or applicant to establish and operate any dispatch and/or flight dispatch and control office(s), he must meet the requirements and specifications for the establishment and operation of dispatch and flight control offices. those of dispatch and control of flights, establish the corresponding Official Mexican Standard.

(2) Hired. In order for an AOC holder or applicant to use the services of a dispatch and/or flight dispatch and control office, they must submit a copy of the respective contract entered into with a company or agency authorized by the Aeronautical Authority to provide said services.

6.8.18. Flight tracking.

(a) For charter operations, including air taxis, each AOC holder or applicant must have a system to provide the necessary documents for the preparation of flights and the determination of the departure and arrival times of their flights in all aerodromes approved by the Aeronautical Authority.

(b) The system described in subsection (a) of this numeral must have means of communication, either through its own or contracted facilities to monitor the departure and arrival of the aircraft it operates, at all aerodromes, including any flight diversion.

(c) For aircraft with a maximum takeoff weight at sea level of 5,700 kg. or less, the holder or applicant of an AOC is not required to have a flight monitoring system for each one, as long as a flight plan has been filled out for it and it remains active until arrival at the destination. .

(d) Each holder or applicant of an AOC that carries out or intends to carry out charter flights, including air taxis, must have an approved flight tracking system, adequate for the appropriate monitoring of each flight, considering the operations to be carried out.

(e) For AOC holders or applicants who have authorization from the Aeronautical Authority to operate flight monitoring centers (flight dispatch and control offices), said centers must be located at those points necessary to ensure:

(1) Appropriate monitoring of the progress of each flight with respect to its departure at the point of origin and arrival at the point of destination, including intermediate stops (layovers) and diversions, and

(2) That the pilot in command be provided with all the information necessary for the safety of the flight.

(f) An AOC holder or applicant who performs or intends to perform charter flights using a flight tracking system must demonstrate to the Aeronautical Authority that the system has adequate facilities and personnel to provide the necessary information for the initiation and safety in conducting each flight, to:

(1) The flight crew of each aircraft, and

(2) The persons designated by the holder or applicant of an AOC to carry out the function of operational control of the aircraft.

(g) Each holder or applicant of an AOC that carries out or intends to carry out charter flights must demonstrate to the Aeronautical Authority that the personnel required to carry out the operational control function is capable of correctly attending to their duties and responsibilities.

6.8.19. Communication facilities.

(a) For each flight carried out by the holder or applicant of an AOC, he must have radio communication means for reception and transmission, with all ATC facilities along the scheduled and alternate routes to be used.

(b) For operations where passengers are transported on an itinerary basis, each AOC holder or applicant shall be capable of rapid and reliable radio communication with all flights, throughout the AOC holder's or applicant's route structure. , under normal operating conditions.

6.8.20. Navigation equipment accuracy.

(a) Each AOC holder or applicant must have for each route or area in which they intend to operate, the navigation systems and facilities necessary to allow the aircraft to navigate:

(1) With the degree of precision required by ATC, and

(2) To the aerodromes considered in the operational flight plan, with the degree of precision necessary for the operation involved.

(b) In situations without an adequate navigation reference system, the Aeronautical Authority may authorize daytime VFR operations, which can be carried out safely by the pilot, considering the characteristics of the terrain.

(c) Except for those navigation aids required for routes to alternative aerodromes, the Aeronautical Authority will establish in the AOC operation specifications of the air transport concessionaire or permit holder, the non-visual aids on the ground, required for route approval. outside controlled airspace.

(d) Non-visual ground aids are not required for VFR night operations, when applicable, on routes in which the AOC holder or applicant demonstrates reliable, illuminated ground markings adequate to carry out operations. safe.

(e) Operations on route segments where the use of celestial navigation or other specialized means of navigation is intended, must be approved by the Aeronautical Authority.

6.8.21. Safety instructions for passengers.

(a) Each AOC holder or applicant must have safety instructions for passengers.

(b) Each holder of an AOC must carry on board, in each aircraft where it transports passengers, located within the reach of each passenger, safety instructions in accordance with the requirements established in the corresponding Official Mexican Standard issued by the Secretariat.

6.9. Maintenance requirements of the holder or applicant of an AOC.

6.9.1. Maintenance responsibility.

(a) Each AOC holder or applicant must maintain, at all times, the aircraft at their service in an airworthy state, and must ensure the proper functioning of their operational and emergency equipment, as follows:

(1) Complying with pre-flight inspections;

(2) Correcting any defect and/or failure that affects the safe operation of an aircraft, taking into account the MEL and CDL, when applicable for the type of aircraft operated;

(3) Ensuring the performance of all maintenance, in accordance with the maintenance program approved to the aircraft operator by the Aeronautical Authority;

(4) Carrying out the analysis of the effectiveness of the maintenance program approved for the aircraft in the service of the holder or the applicant of an AOC;

(5) Complying with any operational directive, airworthiness directive and any other requirement to maintain the airworthiness of the aircraft it operates, established as mandatory by the Aeronautical Authority, and

(6) Complying with the necessary modifications to the aircraft that it operates or intends to operate, as well as their operational and emergency equipment, in accordance with the corresponding official Mexican standards.

(b) Each AOC holder or applicant must ensure that the aircraft they operate or intend to operate have a valid airworthiness certificate, and that any other maintenance condition specified in said certificate is met.

(c) Each AOC holder or applicant must ensure that the requirements specified in subsection (a) of this section are carried out in accordance with the procedures approved or accepted by the Aeronautical Authority, as established in the corresponding official Mexican standards. .

(d) Each AOC holder or applicant must ensure that the maintenance, preventive maintenance, and modification of their aircraft(s) and their aeronautical products are carried out in accordance with the provisions of their General Maintenance Manual. o General Manual of Maintenance and Aeronautical Workshop Procedures, as applicable, and/or according to the current instructions for continuous airworthiness, as well as the corresponding applicable provisions.

(e) The activities of maintenance, preventive maintenance or modifications to the aircraft and/or its components, may be carried out, in whole or in part, by the holder or applicant of an AOC, duly authorized by the Aeronautical Authority for that purpose. In the event that the holder or applicant of an AOC hires the services of another person to carry out said activities, they will continue to be responsible for them before the Aeronautical Authority.

6.9.2. Approval and acceptance of systems and maintenance programs of the holder or applicant of an AOC.

(a) The holder or applicant of an AOC must not operate an aircraft, except for inspection flights, unless it has a maintenance program or amendments thereto, as applicable, approved by the Aeronautical Authority, for each of the aircraft operated or intended to operate, as well as a system for the control of the maintenance program. The maintenance program and the system for its control must comply with the provisions of the corresponding official Mexican standards.

(b) In the case of aircraft that are not registered in the United Mexican States, the maintenance program of the aircraft(s) of the holder or applicant for an AOC, as well as any amendment thereto, must be submitted to the State of registry, for its corresponding approval, or according to the agreements established between the Aeronautical Authority and the Civil Aviation Authority of the state of registry. The acceptance of the maintenance program by the Aeronautical Authority, will be conditioned to the presentation of the approval of the state of registration, of what is indicated in the mentioned agreements, or when it corresponds, to the compliance by the holder or applicant of an AOC, of the recommendations dictated by the state of registration.

6.9.3. General Maintenance Manual or General Manual of Maintenance and Workshop Procedures Aeronautical, as applicable.

(a) Each AOC holder or applicant must submit to the Aeronautical Authority and to the Authority of the State of Registration of the aircraft, if it is an aircraft registered in another state, a General Maintenance Manual or General Maintenance and Maintenance Procedures Manual. Aeronautical Workshop, as applicable, as well as its corresponding amendments for the use and guidance of maintenance and operational personnel involved in operations, containing details of its organizational structure.

(b) The content of the General Maintenance Manual or General Manual of Maintenance and Aeronautical Workshop Procedures, as applicable, which in accordance with subsection (a) of this numeral, must be submitted to the Aeronautical Authority, will be prepared in accordance with the requirements of the corresponding official Mexican standards.

(c) The holder or applicant of an AOC must ensure that all pertinent personnel are fully aware of and comply with the provisions of the General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable. Likewise, the aforementioned licensee or applicant must only provide the General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable, or portions thereof, for the use of their personnel, when they have been approved by the Authority. Aeronautics.

6.9.4. Maintenance administration.

(a) The holder or applicant of the AOC that has authorization from the Aeronautical Authority to operate as an Aeronautical Workshop, may carry out all the maintenance, preventive maintenance and modifications that are required by the aircraft(s) at its service, according to to the terms and limitations of your Aeronautical Workshop Permit.

(b) If the holder or applicant of an AOC is not authorized by the Aeronautical Authority to operate as an Aeronautical Workshop, he must contract the performance of maintenance, preventive maintenance and modifications, with an Aeronautical Workshop approved by the Aeronautical Authority, in accordance with the terms and limitations established by the Aeronautical Authority for said workshop. **(c)** Each AOC holder or applicant must have the necessary personnel to ensure that all maintenance of the aircraft at their service is carried out in accordance with the corresponding official Mexican standards, in such a way that the requirements of the Manual General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable, of the holder or applicant of an AOC, are satisfactorily complied with, as well as to ensure the functionality of the quality system.

(d) Each AOC holder or applicant must have sufficient and appropriate facilities for the performance of the functions of the persons indicated in subsection (c) of this numeral.

6.9.5. Quality system.

(a) For maintenance purposes, each quality system of the holder or applicant of an AOC, as required in numeral 6.3. of this Official Mexican Standard, must additionally fulfill at least the following purposes: **(1)** Monitor that the activities mentioned in numeral 6.9.1., are carried out in accordance with procedures accepted by the Aeronautical Authority and in accordance with the provisions in the corresponding official Mexican standards;

(2) Ensure that all contracted maintenance is carried out in accordance with the contract; **(3)** Monitor ongoing compliance with the requirements of this section (6.9.), and **(4)** Monitor compliance with the procedures required to ensure safe maintenance practices that guarantee the airworthiness of aircraft and aeronautical products.

(b) The monitoring mentioned in subsection (a) of this numeral must include a feedback system to the person responsible for the general operation to ensure compliance with the necessary corrective actions. **(c)** For maintenance purposes, each AOC holder or applicant's quality system, required by numeral 6.3., must include a quality assurance program, which contains procedures designed to verify that all maintenance operations, are being carried out in accordance with all applicable requirements, procedures and other provisions.

(d) When the holder or applicant of an AOC has authorization or intends to obtain authorization to operate as an aeronautical workshop, the quality management system of the holder or applicant of an AOC may be combined with the requirements established in this regard. for an aeronautical workshop, and presented for approval and acceptance of the Aeronautical Authority, as well as the Authority of the State of Registration, in the case of aircraft not registered in the United Mexican States, as applicable.

(e) Each AOC holder or applicant must establish a plan to show when and with what frequency the activities required in subsection 6.9.1. they will be monitored. Additionally, reports must be prepared when each monitoring stage is completed, and include details of discrepancies of non-compliance with procedures or requirements. Said plan must be acceptable to the Aeronautical Authority.

(f) The feedback part of the system must identify the person whose function is to correct discrepancies and non-compliance in each particular case, as well as the procedure to follow if the necessary corrections are not made within the appropriate time. All discrepancies and non-compliances; the corrections of these and the procedure to follow if the necessary corrections are not made within the determined time, must be informed to the person in charge of the General Operation. **(g)** To ensure effective compliance with what is indicated in this section (6.9.5.), each holder or

An applicant for an AOC must perform: **(1)**

Sampling of products. It is the inspection of a representative sample of your air fleet; **(2)** Sampling of defects. The

monitoring of the effectiveness for the correction of defects found.

(3) Sampling of contracted activities. Monitoring any person hired to carry out maintenance in a timely manner.

(4) Maintenance sampling. Monitoring of when (flight hours/calendar time/flight cycles, among others) the aircraft and its components are grounded for maintenance.

(5) Sampling of reports of unairworthy conditions and errors in the application of aircraft and component maintenance.

6.9.6. Annotations in the logbook.

(a) Each person who takes corrective action in the event of a reported or observed failure or malfunction of an aircraft or aeronautical product, which is critical to the safety of flight, shall make a record of said action, in the maintenance section. of the aircraft logbook, in accordance with the provisions of the corresponding Official Mexican Standard. **(b)** Each AOC holder or applicant must have a procedure to keep the necessary copies of the documents that are required to be carried on board the aircraft at their service, in a place easily accessible to each member of the flight crew, and it must establish said procedure in its General Operations Manual.

6.9.7. Maintenance release.

(a) Any holder or applicant of an AOC must not operate an aircraft, unless it has received appropriate maintenance and has been released for service by an aeronautical workshop authorized by the Aeronautical Authority, as indicated in the corresponding official Mexican standards. .

(b) No AOC holder or applicant shall operate an aircraft after it has been released for service, as indicated in subsection (a) of this section, unless the appropriate entries have been made in the aircraft logbook. the aircraft, in accordance with the procedures established in the General Maintenance Manual or General Maintenance Manual and Aeronautical Workshop Procedures, as applicable, of said owner or applicant, as applicable, and in accordance with the provisions of the corresponding official Mexican standards .

6.9.8. Maintenance manual.

(a) Every holder or applicant of an AOC must submit to the Aeronautical Authority for its review, approval and/or validation, as appropriate, a copy of the Maintenance Manual issued by the entity responsible for the type design, for each particular model. of the aircraft with which it operates or intends to operate, which must be kept updated. In the event that the entity responsible for the type design has not issued the Maintenance Manual for any aircraft that the holder or applicant of an AOC operates or intends to operate, the latter must prepare it and submit it to the approval of the Aeronautical Authority.

(b) For the purposes of this section, the Maintenance Manual includes the manuals that are necessary to provide maintenance to the aircraft. These manuals are, among others, the following or their equivalents: Maintenance Manual, Illustrated Parts Catalog, Structural Repair Manual, Electrical Diagrams, Weight and Balance, as applicable.

6.10. Security to prevent acts of unlawful interference. **(a)** The holder or applicant of an AOC must prepare and submit for approval by the Aeronautical Authority a Manual for the Prevention of Acts of Unlawful Interference, which must be prepared in accordance with the provisions of the corresponding Official Mexican Standard. **(b)** The holder or applicant of an AOC must ensure that all its pertinent personnel are fully aware of and comply with the provisions of the manual mentioned in subsection (a) of this numeral.

6.11. Transportation of unauthorized baggage or cargo.

All national air transport concessionaires and/or permit holders must ensure that checked baggage is not transported on any of the aircraft at their service covertly, that is, checked baggage whose documenting passenger is not on board the aircraft at the time of departure. the movement of the same at the boarding gate, or cargo whose origin is doubtful.

6.12. Handling of dangerous goods. **(a)** No AOC holder or applicant may transport dangerous goods unless approved to do so by the Aeronautical Authority, in accordance with the provisions of the corresponding Official Mexican Standard.

(b) The holder or applicant of an AOC must ensure that all relevant personnel are fully aware of and comply with the provisions relating to the handling of dangerous goods.

6.13. Air Safety Manual.

(a) Every AOC holder or applicant must have a Flight Safety Program, contained in an Aviation Safety Manual, which must be submitted for approval to the Aeronautical Authority. Said Manual must be prepared in accordance with the provisions of the

Corresponding Official Mexican Standard.

(b) The AOC holder or applicant must ensure that all pertinent personnel are fully aware of and comply with the provisions of their Aviation Safety Manual.

6.14. Anything not contemplated in section (6) of this Official Mexican Standard will be resolved by the Aeronautical Authority.

7. Commercial Air Transportation carried out by foreign permit holders. Technical requirements to meet

7.1. Compliance with Laws, Regulations, Official Mexican Standards, Annexes to the Agreement on International Civil Aviation and other applicable legal provisions.

(a) No foreign permit holder of commercial air transport may operate an aircraft in commercial air transport, within the national territory, unless it complies with:

(1) The provisions of the Civil Aviation Law, its Regulations, this Official Mexican Standard and other applicable provisions, and

(2) The provisions of Annex 6, parts I and III of the Convention on International Civil Aviation (ICAO).

7.2. Inspection/Verification.

All foreign permit holders must allow, at all times, any person authorized by the Aeronautical Authority, and prior compliance with the applicable legal provisions, to board the aircraft at their service, so that the documents and manuals required in the document are inspected/ verified. numeral 7.4. of this Official Mexican Standard.

7.3. Operation Specifications.

(a) The Aeronautical Authority will indicate, through the Operation Specifications, those operations that will be authorized, prohibited, limited or subject to certain conditions, in the interest of public safety.

(b) All foreign permit holders who intend to operate in Mexican airspace must have their Operation Specifications issued by the Aeronautical Authority, which will contain the following information:

(1) The reason for its issuance;

(2) Applicability and validity;

(3) Limitations established or actions required of the permit holder;

(4) En-route authorizations and en-route limitations;

(5) Authorized aerodromes, and

(6) Type of aircraft(s) authorized for the operation.

(c) The operation specifications complement the provisions contained in this section (7).

(d) The request for the issuance or amendment of the Operation Specifications must be submitted by the foreign permit holder to the Aeronautical Authority at least 30 calendar days prior to the date on which the permit holder intends to start operations in the national territory, or, it is intended to make effective any amendment to the Operation Specifications that it has in force, as applicable.

(e) In order for the Aeronautical Authority to issue the Operation Specifications mentioned in this section (7.3.), the foreign permit holder must submit a copy of the Air Services Operator Certificate or equivalent document issued by their respective Aviation Authority. Civil.

7.4. documents.

7.4.1. Log book.

(a) All foreign permit holders must have a log book or a system of logs techniques, which must contain the following for each aircraft:

(1) The necessary information for each flight to ensure their continued safety;

(2) The certificate or document related to the release to service (return to service), updated;

(3) The pertinent maintenance statements, giving the status of all scheduled and unscheduled maintenance about to be applied, unless the Aeronautical Authority approves that this information is contained in a document other than the log book, which should not be available. on board the aircraft;

(4) All deferred maintenance that affects the operation of the aircraft, and

(5) Any necessary guides or instructions that serve as support for the maintenance of the aircraft.

7.4.2. Manuals on board.

(a) All foreign permit holders must ensure that they are carried on board the aircraft for each flight:

(1) The updated parts of the General Operations Manual relating to the duties and responsibilities of flight personnel;

(2) Those parts of the aircraft's Operation Manual that are necessary to carry out a flight, which must be easily accessible to the flight crew, and

(3) The approved aircraft flight manual.

(b) The foreign permit holder must ensure that all pertinent personnel are fully aware of and comply with the provisions of the manuals mentioned in subsection (a) above.

7.4.3. Additional information and forms that must be carried on board.

(a) All foreign permit holders must ensure that, in addition to the documents and manuals indicated in numerals 7.4.1. and 7.4.2., the following information and formats, relevant to the type and area of operation, are carried on board the aircraft on each flight.

(1) Operational flight plan;

(2) Aircraft logbook or technical logbook system, containing at least the information required in numeral 7.4.1. (a);

(3) The foreign permit holder must have the appropriate NOTAM S and adequate and updated aeronautical information that includes the route that the projected flight must follow, as well as any other route by which the flight could possibly be diverted, being the responsibility of the permit holder that the content of the required information, including the letters, corresponds to the aeronautical information publication (PIA) of Mexico, in force.

(4) Appropriate meteorological information;

(5) Documentation of aircraft weight and balance;

(6) Copy of the applicable operating specifications, and

(7) Notification of special cargo, including any dangerous merchandise.

(b) The Aeronautical Authority may authorize that the information detailed in subsection (a) of this numeral, or part of it, not be presented in printed form, as long as said information is accessible for any inspection/verification.

7.4.4. Production of documentation, manuals and records. **(a)** Every foreign permit holder must:

(1) Allow any person authorized by the Aeronautical Authority access to any documentation, manuals and records of the aircraft, which are directly related to flight operations and its maintenance, and **(2)** Prepare the related documentation . in subsection (1) of this numeral such as documents, manuals and records, when requested by the Aeronautical Authority, within a reasonable period.

7.4.5. Preservation, production and use of flight recorder records.

After the occurrence of an accident or incident that occurred in the United Mexican States and jurisdictional waters, or when the Aeronautical Authority requires it, the foreign permit holder of an aircraft which has a flight data recorder, must keep the information recorded in the voice recorder in the cockpit of the flight crew and the flight data recorder until the Aeronautical Authority determines otherwise.

7.5. Yields.

7.5.1. Calculation of the weight of passengers and luggage.

(a) All foreign permit holders must calculate the weight of passengers and checked baggage using:

(1) The actual weight of each person and checked baggage, or

(2) The standard weight value specified by the Aeronautical Authority.

7.5.2. Single-engine aircraft.

(a) No foreign permittee shall operate a single-engine aircraft:

(1) At night, or

(2) In instrument meteorological conditions (IMC), except under special visual flight rules.

7.6. Operations.

7.6.1. Approach and landing conditions. **(a)** Before the start of a landing approach, the pilot-in-command must determine that according to the available information:

(1) The weather conditions at the aerodrome and the runway conditions are safe for the approach and landing, and

(2) In the event of a missed approach, it must be capable of meeting the performance requirements contained in the aircraft and/or flight Operation Manual, as applicable.

7.7. Security to prevent acts of unlawful interference.

7.7.1. Aircraft safety.

(a) Every foreign permit holder must:

(1) Ensure that all appropriate personnel are familiar with and comply with the relevant requirements of the national security program of the State of the permittee;

(2) Establish, maintain, and carry out approved training programs, which allow the permittee's personnel to take the appropriate actions to prevent acts of unlawful interference, such as sabotage or illegal seizure of the aircraft, as well as to minimize the consequences of such events. ;

(3) After an act of illegal seizure on board an aircraft, the pilot in command, or in his absence the permit holder, must provide the Aeronautical Authority without delay, a report of said act;

(4) Ensure that all aircraft in its service have a checklist of procedures for a specific type of aircraft used to search for concealed weapons, explosives, or other dangerous items, and

(5) The flight crew compartment door, if installed, is capable of being secured from inside said compartment, in accordance with the corresponding Official Mexican Standard.

7.7.2. All foreign permit holders must have a manual or program, as applicable, for the prevention of acts of unlawful interference, approved or accepted, as the case may be, by the Civil Aviation Authority of the permit holder's State. The Aeronautical Authority may request, by express request, the display of the manual or program, as applicable, or the corresponding acceptance or approval document.

(a) The foreign permit holder must ensure that all pertinent personnel fully know and comply with the provisions of the manual mentioned in numeral 7.7.2.

7.8. Transportation of unauthorized baggage or cargo.

All foreign permit holders must ensure that checked baggage is not transported in any of the aircraft at their service covertly, that is, checked baggage whose documenting passenger is not on board the aircraft at the time it begins to move in the aircraft.

boarding gate, or cargo whose origin is doubtful.

7.9. Dangerous Goods.

(a) No foreign permit holder may transport dangerous goods unless approved to do so by their respective civil aviation authority. In this case, such approval must be shown to the Aeronautical Authority.

(b) The foreign permit holder must ensure that all pertinent personnel are fully aware of and comply with the applicable provisions for the handling of dangerous goods.

7.10. Air Safety Manual.

(a) The foreign permit holder must show before the Aeronautical Authority the document proving the approval or acceptance, as the case may be, by his respective civil aviation authority of the Flight Safety Program.

(b) The foreign permit holder must ensure that all pertinent personnel are fully aware of and comply with the provisions of the Flight Safety Program mentioned in subsection (a) of this numeral.

7.11. Other manuals.

(a) The foreign permit holder must have the following manuals, approved or accepted, as the case may be, by their respective civil aviation authority:

(1) General Operations Manual, composed of a single volume or several volumes or separate manuals, as indicated in numeral 6.8.1. (b) of this Official Mexican Standard;

(2) Instruction, training or training manual, Aircraft Operation Manual, Flight Manual, Minimum Equipment List (MEL) and List of Deviations from the Configuration (CDL), Aircraft Planning and Performance Manual (Aircraft Performance Planning Manual), Aircraft Loading and Handling Manual, Surcharge Manual, and

(3) General Maintenance Manual or its equivalent, as applicable.

(b) The manuals indicated in subsection (a) of this numeral must contain the operation and maintenance policies and procedures corresponding to its operations within the United Mexican States.

(c) The foreign permit holder must ensure that all pertinent personnel fully know and comply with the provisions of the manuals mentioned in subsection (a) of this numeral.

(d) The Aeronautical Authority may request, upon express request, the display of the manual(s) mentioned in subsection (a) of this numeral, or the corresponding acceptance or approval document.

7.12. Managerial or executive staff.

All foreign permit holders must present to the Aeronautical Authority a list of the personnel they have for their representation in the national territory, as well as the personnel indicated in numeral 6.2 (b) of this Official Mexican Standard.

7.13. List of aeronautical technical personnel employed or to be employed directly or through third parties.

All foreign permit holders must submit to the Aeronautical Authority the list of aeronautical technical personnel employed or to be employed directly or through third parties, indicated in numerals 7.13.1. and 7.13.2.

7.13.1. Flight technical personnel.

(a) Flight crews.

(1) Must present the list of pilots in their different classifications employed or to be employed during their operations in Mexican airspace. The list must include, for each person, their name, number and type of license, as well as the capacity certificates they have, which must be in accordance with the type of aircraft to be used in Mexican airspace.

7.13.2. Ground aeronautical technical staff.

(a) Maintenance technicians.

(1) Must submit a list of maintenance technicians employed or to be employed during its operations in Mexican airspace. The list must include, for each maintenance technician, their name, category or position, license number and type, as well as the capacity certificates they have, which must be in accordance with the type(s) of aircraft(s) used or to be used.

(b) Aircraft operations officer.

(1) Must submit a list of official aircraft operations personnel employed or to be employed during their operations in Mexican airspace. The list must include, for each aircraft operations officer, his name and license number, as well as the restricted aeronautical radiotelephone operator capacity certificate, as applicable, which must be in accordance with the type of service provided or to be provided (dispatch or dispatch and flight control).

(c) Any other aeronautical technical personnel.

(1) Depending on the main characteristics of the service or services provided or intended to be provided, you must submit a list of any other aeronautical technical personnel, in their different classifications, to be employed during operations in Mexican airspace. The list must include, for each person, their name, license number and type, as well as the capacity certificates they have, which must be consistent with the main characteristics of the service or services provided or to be provided.

7.14. Aircraft.

7.14.1. Airworthiness certificate.

No foreign permit holder may operate an aircraft in commercial air transport, unless said aircraft has its corresponding current airworthiness certificate, is in an airworthy condition, and complies with the applicable airworthiness requirements for commercial air transport operations carried out or to realize. During the operation of the aircraft, its corresponding airworthiness certificate must be on board it.

7.14.2. Certificate of registration.

No foreign permit holder may operate an aircraft in commercial air transport unless said aircraft has its corresponding current registration certificate issued by the State of registration thereof. During the operation of the aircraft, its corresponding registration certificate must be on board it.

7.14.3. Equipment on board the aircraft.

All foreign permit holders must verify that the equipment installed on the aircraft is the minimum indicated below, as applicable:

(1) Equipment to perform flights subject to visual flight rules.

(2) Equipment to perform VFR flights that are performed as controlled flights.

(3) Equipment to perform flights subject to instrument flight rules or when they cannot maintain the desired attitude, without referring to one or more flight instruments.

(4) Anti-icing devices or suitable defrosters.

(5) Auxiliary power source, independent of the main electrical generating system, for fixed-wing aircraft whose maximum takeoff weight exceeds 5,700 kg (12,566 lbs), put into service for the first time on or after January 1, 1975.

(6) Equipment used to perform night flights.

(7) Mach number indicator instrument, in the case of fixed-wing aircraft whose speed limitations are indicated based on the Mach number.

(8) Signaling devices and life-saving equipment (including means for life support), appropriate to the area over which you have to fly.

(9) Emergency locator transmitter.

(10) Rod or throat microphones.

(11) Portable fire extinguishers.

(12) All fixed-wing aircraft that fly over water (seaplanes or land) must be equipped as follows:

(I) Seaplanes must carry the following equipment on all flights:

(i) A life jacket or equivalent flotation device, for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it;

(ii) Equipment to make the acoustic signals prescribed in the International Regulations for the Prevention of Collisions at Sea, if applicable, and

(iii) A floating anchor.

(II) Land fixed-wing aircraft must have a life jacket or equivalent individual flotation device, for each person on board, located in an easily accessible place from the seat or berth of the person who will use it in the following cases:

(i) When the aircraft can be over water at a distance of more than 93 km (50 NM) from suitable terrain to make an emergency landing, in the case of multi-engine aircraft (aircraft with two or more engines).

(ii) When flying en route over water at a distance from the suitable terrain to make an emergency landing, greater than the glide distance, in the case of single-engine aircraft.

(iii) When taking off or landing at an aerodrome where the take-off or approach path is arranged in such a way over the water that, in the event of a mishap, there is the possibility of a forced landing, for all fixed-wing aircraft .

(III) In addition to the equipment mentioned in paragraphs (I) and (II) above, as the case may be, all fixed-wing aircraft, when they fly on routes over water and at a distance that exceeds that corresponding to 120 minutes to cruising speed or 740 km (400 MN), whichever is less, of suitable terrain to carry out an emergency landing in the case of multi-engine fixed-wing aircraft that can continue the flight with one engine inactive, and of that corresponding to 30 minutes or 185 km (100 MN).), whichever is less, for single-engine fixed-wing aircraft, must have the following equipment:

(i) Life rafts, stowed in such a way as to facilitate their use if necessary, in sufficient number to house all the persons on board, considering the failure of a raft and the maximum allowable capacity of the same, provided with the equipment life-saving equipment, including life-sustaining means that are appropriate for the flight to be undertaken, and

(ii) Equipment necessary to make the pyrotechnic distress signals, which are conform by:

- Rockets or bombs projecting red lights launched one by one at short intervals, and

- A red flare with parachute.

(IV) Each life jacket or equivalent individual flotation device, when worn in accordance with subsections (12) (I) (i) and (12) (II), must be provided with a means of electric lighting, in order to to facilitate the location of persons, except when the requirement set forth in subsection (12) (II) (iii) is satisfied by means of individual flotation devices, other than life jackets.

(13) All rotary-winged aircraft, when intended to fly over water, should be equipped with permanent or rapidly deployable flotation arrangements to ensure a safe ditching of the aircraft when:

(I) It is flown over water at a distance from land corresponding to more than 10 minutes, at normal cruising speed, in the case of multi-engine rotary-wing aircraft, or

(II) It is flown over water at a distance from land greater than the distance of autorotation or safe forced landing, in the case of single-engine rotary-wing aircraft.

(14) Emergency kit for rotary wing aircraft.

(I) All multi-engine rotary-wing aircraft that operate in accordance with the provisions of subsection (13) immediately above, must carry the following emergency equipment:

(i) A life jacket or equivalent flotation device, for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it;

(ii) Life rafts, stowed in such a way as to facilitate their use, if necessary, in sufficient number to accommodate all persons on board, provided with life-saving equipment, including means to sustain life, that is appropriate for the flight to be undertaken, and

(iii) Equipment necessary to make the pyrotechnic distress signals, which are conform by:

- Rockets or bombs projecting red lights launched one by one at short intervals, and
- A red flare with parachute.

(II) All single-engine aircraft, when operating beyond the autorotation distance from the ground, must be equipped with a life jacket or equivalent flotation device, for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it.

(III) Single-engine aircraft that do not operate in accordance with item (II) immediately above, must be equipped as indicated in item (I) immediately above.

(IV) All aircraft, when taking off or landing at a heliport where the takeoff or approach path is arranged in such a way over the water that, in the event of a mishap, there is a probability of ditching, shall carry at least a life jacket or equivalent flotation device for each person on board, located in a place easily accessible from the seat or berth of the person who is to use it.

(V) Each life jacket or equivalent individual flotation device, when worn in accordance with subsection (13) immediately above, must be provided with an electric lighting means, in order to facilitate the location of persons.

(VI) In any rotary-wing aircraft for which the individual certificate of airworthiness was first issued on or after January 1, 1991, at least 50% of the liferafts carried as emergency equipment Pursuant to the provisions of subsection (14) of this section, they must be deployable by remote control.

(VII) Rafts that are not deployable by remote control and weighing more than 40 kg. (88.18 pounds), must be equipped with some mechanical means of deployment.

(15) First aid kit.

(16) Medical kit.

(17) Transponder equipment.

(18) Flight data recorder.

(19) Flight crew cockpit voice recorder.

(20) Airborne Collision Avoidance System (ACAS).

(21) Ground Proximity Warning System (GPWS).

(22) Ground proximity warning system with an early warning function on terrain related hazards.

(23) Equipment for continuously measuring and indicating the total dosage of cosmic radiation to which it is subjected to the aircraft.

(24) Devices for the storage and distribution of oxygen, in the case of aircraft that fly at flight altitudes where atmospheric pressure is less than 700 hPa, that is, above 3,000 m (10,000 feet).

(25) Flight attendant crew seats.

(I) Fixed-wing aircraft for which the individual certificate of airworthiness was issued for the first time on or after January 1, 1981. All aircraft must be equipped with seats facing forwards or backwards (within 15° of the longitudinal axis of the aircraft), and must have installed a safety harness for use by each member of the flight attendant crew required to comply with the obligations of said crew in cases of emergency, with respect to emergency evacuation. In the case of rotary wing aircraft, they must comply with this provision regardless of the date of granting for the first time of the individual certificate of airworthiness.

(II) For all aircraft, the seats for the flight attendants crew that are available as indicated in subsection (I) immediately above, must be located near the exits at floor level and other emergency exits, for the emergency evacuation.

For further reference on the equipment mentioned in this section (7.14.3.), the corresponding applicable official Mexican standards should be consulted. The Aeronautical Authority may require other equipment on board, in addition to those described above, according to the type of operation and area to be operated, as well as the corresponding official Mexican standards.

7.14.4. A foreign permit holder may only use aircraft in commercial air transport operations when said aircraft have the type certification issued by the State of registry, which includes the issuance of an AOC by said State, listing said type of aircraft.

7.14.5. No foreign permit holder may operate additional aircraft or replace an aircraft of a type for which it is authorized, unless each aircraft has completed an evaluation process for inclusion in the fleet of the AOC holder issued by the State of Registry.

7.15. Facilities and itineraries of operations.

7.15.1. Facilities.

All foreign permit holders must have operational and airworthiness support facilities at the aerodromes of the Mexican Republic where they operate or intend to operate, according to the type of operations carried out or to be carried out, and must establish the necessary arrangements and procedures to have facilities. ground support at each of the aerodromes to be used, ensuring that the necessary services are provided safely, as well as the proper handling of passengers and cargo.

7.15.2. Itineraries.

When establishing their itineraries, all foreign permit holders who carry out or intend to carry out operations under said itineraries must consider the necessary and sufficient time for the services corresponding to the aircraft(s) they operate to be carried out, at the aerodromes of the Republic of Mexico, considering the prevailing winds on the route and cruising speed for each type of aircraft, as indicated in the Flight and/or Operation Manual of the aforementioned aircraft(s), as appropriate. .

7.16. Publication of Aeronautical Information of Mexico (PIA).

The foreign permit holder must have the appropriate NOTAM S and adequate and up-to-date aeronautical information covering the route to be followed by the projected flight as well as any other route by which the flight could possibly be diverted, it being the permit holder's responsibility to the content of the required information, including the charts, corresponds to the aeronautical information publication (PIA) of Mexico, in force.

7.17. Dispatch and flight control.

(a) Each foreign permit holder must have an adequate system for the dispatch and monitoring of the progress of the itinerary flights (flight control).

(b) The dispatch and flight progress monitoring system, mentioned in subsection (a) of this numeral, must consist of enough dispatch and/or dispatch and flight control offices, adequate for the operations to be carried out. , and located at points necessary to ensure adequate flight preparation, dispatch and in-flight communication with the aircraft.

(c) The flight dispatch and control offices may be owned or contracted by:

(1) Own. To establish and operate a dispatch office and/or flight dispatch and control office, you must meet the requirements and specifications established by the corresponding Official Mexican Standard for the establishment and operation of dispatch offices and flight dispatch and control offices. .

(2) Contracted. In order for you to use the services of a dispatch and/or flight dispatch and control office, you must submit a copy of the respective contract entered into with a company or agency authorized by the Aeronautical Authority to provide said services.

7.18. Flight tracking.

(a) For chartering operations, including air taxis, each foreign permit holder must have a system to provide the necessary documents for the preparation of flights and determine the departure and arrival times of their flights.

(b) For aircraft with a maximum takeoff weight at sea level of 5,700 kg. or less, the foreign permit holder is not required to have a flight monitoring system for each one, as long as a flight plan has been filled out for it and it remains active until arrival at the destination.

(c) A foreign permit holder, who carries out or intends to carry out charter operations using a flight tracking system, must demonstrate to the Aeronautical Authority that the system has adequate facilities and personnel to provide the necessary information for initiation and security in the flight. conduction of each to:

(1) The flight crew of each aircraft, and

(2) The persons designated by the foreign permit holder to carry out the operational control function of the aircraft.

(d) All foreign permit holders who carry out or intend to carry out charter flights must demonstrate to the Aeronautical Authority that the personnel required to carry out the operational control function is capable of correctly attending to their duties and responsibilities.

7.19. Communication facilities.

For each flight made or intended to be made, all foreign permit holders must have radio communication means for reception and transmission, with all ATC facilities along the scheduled and alternate routes to be used.

7.20. Navigation equipment accuracy. **(a)**

Each foreign permit holder must have, for each proposed route or area, the navigation systems and facilities that are capable of allowing the aircraft to navigate:

(1) With the degree of precision required by ATC, and **(2)**

To the aerodromes considered in the operational flight plan with the degree of precision necessary for the operation involved.

(b) In situations without an adequate navigation reference system, the Aeronautical Authority may authorize daytime VFR operations, which can be carried out safely by the pilot, considering the characteristics of the terrain.

(c) Except for those aids to navigation required for routes to alternate aerodromes, the Aeronautical Authority will establish in the operation specifications of the foreign permit holder the non-visual aids on the ground required for the approval of routes outside controlled airspace.

(d) Non-visual ground aids are not required for VFR night operations, when applicable, on routes in which the foreign permit holder demonstrates having illuminated and reliable ground markings, adequate to carry out safe operations.

7.21. Safety instructions for passengers.

(a) Each foreign permit holder must have safety instructions for passengers.

(b) The foreign permit holder must carry on board any aircraft that transports passengers, located within the reach of each passenger, safety instructions in accordance with the requirements established in the corresponding Official Mexican Standard.

7.22. Maintenance requirements of foreign permit holders.

7.22.1. Approval and acceptance of systems and maintenance programs of foreign permit holders.

Each foreign permit holder must have a maintenance program approved by the Civil Aviation Authority corresponding to their State, as well as a maintenance control system.

7.22.2. Maintenance.

The foreign permit holder must verify that during its operations in national territory it will have the maintenance services that are necessary to apply to the aircraft, in accordance with the specifications and/or authorizations granted, as the case may be, by the civil aviation authority corresponding to its State or, where appropriate, in accordance with the requirements of the Aeronautical Authority, which are applicable.

7.22.3. Maintenance manual.

a) The foreign permit holder must have a Maintenance Manual issued by the entity responsible for the type design of the aircraft, as applicable, for each particular model of the aircraft with which it operates or intends to operate, which it must keep updated.

(b) For the purposes of this section, the Maintenance Manual includes the manuals that are necessary to provide maintenance to the aircraft. Said manuals are the following or their equivalents: Maintenance Manual, Illustrated Parts Catalog, Structural Repair Manual, Electrical Diagrams, Weight and Balance, among others, as applicable.

8. Of the termination, revocation and suspension of the Air Services Operator Certificates.

8.1. The Aeronautical Authority will terminate an AOC when:

a) The term that, if applicable, has been established in the AOC expires. **b)**

The term established in the concession of the holder of the AOC expires or the extension that, if applicable, is would have granted

c) The AOC holder renounces his concession or permit.

d) The concession or permit of the AOC holder is revoked. **e)** The

object of the concession or permit of the AOC holder disappears. **F)**

The AOC holder is in liquidation or bankruptcy.

The termination of the AOC does not extinguish the obligations contracted by the holder during its validity.

8.2. The Air Services Operator Certificates will be revoked when the holder of the AOC, having been suspended, fails to comply within the term established by the Aeronautical Authority, with the conditions set by it to lift the suspension.

8.3. The Aeronautical Authority may, as a security measure and in accordance with the provisions of article 193 of the Regulations of the Civil Aviation Law and 61 of the Federal Law of Administrative Procedure, immediately and without mediating any procedure other than the corresponding notice. , suspend the Air Services Operator Certificate or part of it, when there is reliable and duly founded and motivated evidence of the existence of irregularities that, due to their seriousness, compromise the safety of the services provided by the AOC holder.

The suspension of the AOC or part of it may be left without effect by the Aeronautical Authority, when within the period set by said Authority, the causes that motivated it have disappeared. Otherwise, the AOC will be revoked, in accordance with the provisions of section 8.2. above and other applicable provisions.

The Aeronautical Authority may suspend an AOC or part of it without prejudice to the sanctions that, in your case, you must impose on your owner.

8.4. Anything not contemplated in this Official Mexican Standard will be resolved by the Aeronautical Authority.

9. Degree of agreement with international standards and guidelines and with Mexican standards taken as the basis for its elaboration

9.1. This Official Mexican Standard is equivalent to the provisions established in Annex 6 Part I Chapter 4 paragraph 4.2. and Chapter 6, Chapter 7, Chapter 8, and Part III Section II Chapter 2 paragraph 2.2., Chapter 4, Chapter 5 and Chapter 6 of the Convention on International Civil Aviation. These documents are part of the standards issued by that International Organization and are described in Article 37 of the Convention on International Civil Aviation of the International Civil Aviation Organization.

9.2. There are no Mexican standards that have served as the basis for its elaboration, since at the moment There are no published regulatory precedents in this regard.

10. Bibliography

10.1. Convention on International Civil Aviation, International Civil Aviation Organization, Chicago, United States of America, 1944.

10.2. Federal Aviation Regulation FAR Part 121 Operating requirements: Domestic, flag and supplemental operations, issued by the Federal Aviation Administration of the United States of America.

10.3. Federal Aviation Regulation FAR Part 135 Operating requirements: Commuter and on demand operations and rules governing persons on board such aircraft, issued by the Federal Aviation Administration of the United States of America.

10.4. Annex 6 Aircraft Operation of the Convention on International Civil Aviation.

10.5. Manual on procedures for the inspection, certification and permanent supervision of the operations, Document 8335 of the International Civil Aviation Organization.

11. Observance of this Standard

The monitoring of compliance with this Official Mexican Standard corresponds to the Aeronautical Authority.

12. Conformity assessment

12.1. The Ministry of Communications and Transportation, through the General Directorate of Civil Aeronautics, will verify compliance with this Standard as follows:

12.2. To the permit holders and concessionaires of the national air transport service to the public, through the continuous verification of compliance with the technical requirements mentioned in this Official Mexican Standard, to authorize the start of operations through the issuance of the Certificate of Operator of Air Services (AOC) and Operation Specifications; the incorporation of aerial equipment other than the one that is operated; the disincorporation of the existing one; the renewal of the concession or permit; changes in the characteristics, routes or areas of operation, or when required by the Aeronautical Authority.

12.3. To foreign permit holders, through continuous verification of compliance with the technical requirements mentioned in this Official Mexican Standard, to authorize the start of operations through the issuance by the Aeronautical Authority of the Operation Specifications; the incorporation of aerial equipment other than the one in which it operates; the disincorporation of the existing one; permit renewal; changes in the characteristics, routes or areas of operation, or when required by the Aeronautical Authority.

12.4. To the permit holders of the private commercial air transport service, national or foreign, through the continuous verification of compliance with the applicable technical requirements mentioned in this Official Mexican Standard, to authorize the start of their operations or the renewal of their permit; the incorporation or disincorporation of aerial equipment; changes in the characteristics, areas or routes of operation, or when required by the Aeronautical Authority.

13. Sanctions

Violations of this Official Mexican Standard will be penalized under the terms of the Law on Civil Aviation, its respective regulations and other applicable legal provisions.

14. Validity

This Official Mexican Standard will enter into force 60 days after its publication in the **Official Journal of the Federation.**

TRANSIENT

SOLE.- Those concessionaires or permit holders of air transport, national or foreign, that at the date of entry into force of this Official Mexican Standard, have started operations by virtue of the Certificate of Technical Requirements issued by the Aeronautical Authority, must comply with those requirements that are applicable to them of this Official Mexican Standard, at the end of the validity of the aforementioned certificate, of its concession or permit, whichever occurs first.

Regardless of what is mentioned in the previous paragraph, at the moment in which the concessionaire or permit holder intends to operate a new aircraft or disincorporate one, or intends to change its characteristics, areas or routes of operation, it must comply with the applicable parts of the present Official Mexican Standard.

Given in Mexico City, Federal District, on the twenty-eighth day of April two thousand and three.- The Undersecretary of Transportation and President of the National Advisory Committee for the Standardization of Air Transportation, **Aarón Dychter Poltolarek.- Signature .**