

AFI AVIATION SAFETY SYMPOSIUM - DAKAR



- Air Operator Certification and Maintenance of Aircraft Registry
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Introduction



- Certification of an air operator
- Establishment of a relationship of working together
- Ensure compliance with SARPS
- Meets minimum certification criteria
- Ensure continued adherence to original certification criteria
- Challenges
 - Infrastructure and inspector capacity



Certification



- Effective certification criteria is depended on a good foundation based on
- first five critical elements
- CE 1 – Primary Aviation legislation
- CE 2 – Specific operating regulations
- CE 3 – State civil aviation system and safety oversight function
- CE 4 – Technical personnel and training
- CE 5 – Technical guidance material
- CE 6 - Certification



Certification process



- **Phase one – Pre application**
 - Preliminary discussion, assessment, issue of application package
- **Phase two – Formal application**
 - Required documentation, deal with applicants questions
- **Phase three – Document evaluation**
 - Statement of compliance, cursory review, in depth evaluation
- **Phase four – Demonstration and inspection**
 - Base and station, operational control, training a/c drills, flights
- **Phase five – Certification**
 - Conclusion, issue AOC, operations specifications



AOC Challenges and way forward



- Infrastructure – Primary Law
- Capacity – Operating Regulations
- Way forward – Primary Law/Operating Regulations
 - Age factor
 - Compensation and retention
 - Exchange of safety inspectors between States



Maintenance of an aircraft registry



- Utilizes a SOFIA tool
- Quick access to aircraft technical data/history, manufacturer, MTOW, S/N
- Nationality/registration
- Aircraft status – C of A and expiry date, ownership, year of manufacture, engine type, date of registration
- Challenges
 - Maintaining an up to date register
 - Industry to provide fleet status update



THE END!



THANK YOU!