



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

**ENSURING THE AVAILABILITY OF ACCURATE
CONTINUING AIRWORTHINESS INFORMATION**

(Presented by the United States)

EXECUTIVE SUMMARY

The Air Navigation Commission developed Circular 95, *The Continuing Airworthiness of Aircraft in Service*, to facilitate sharing continuing airworthiness information between the State of Design, the State of Manufacture, and the State of Registry. On October 29, 2014, a web-based version of the document was launched to provide an online means for Member States to update their individual information in a timely manner, as needed. The United States has experienced recent difficulties in distributing mandatory continuing airworthiness information to States of Registry related to urgent matters that directly affect global aviation safety. Numerous undeliverable e-mail addresses resulted in unacceptable delays in forwarding information requiring immediate action. This paper recommends ICAO and States ensure the ongoing and timely update of the information contained in Circular 95.

Action: The Assembly is invited to:

- a) recognize the importance of ensuring that the web-based version of Circular 95 contains accurate contact information, which provides other States with a means to establish direct contact for the distribution of continuing airworthiness information;
- b) direct the ICAO Secretariat to maintain an accurate list of Member State Focal Points responsible for updating their respective State information in Circular 95, and ensure that this list is updated at least annually;
- c) direct the ICAO Regional Offices to work with Member State Focal Points to ensure that Circular 95 entries are reviewed and updated at least semi-annually, with particular emphasis on Section A, which lists the name and address of the authority responsible for continuing airworthiness; and
- d) direct the ICAO Regional Offices to communicate on an as-needed basis with Member State Focal Points whose State information appears to be out of date or unusable, and request that updated information be submitted to Circular 95 as soon as possible.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	This working paper has no significant financial implications.
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<i>References:</i>	<ul style="list-style-type: none">• Annex 8 – <i>Airworthiness of Aircraft</i>• ICAO State letter AN 3/27-14/71, Launch of the web-based version of Circular 95 – <i>The Continuing Airworthiness of Aircraft in Service</i>• Online Version of ICAO Circular 95 – <i>The Continuing Airworthiness of Aircraft in Service (Ver. 1.0)</i>
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1. INTRODUCTION

1.1 An increasing number of Member States are embracing the roles of State of Design and State of Manufacture. Global market forces continue to drive the growth of complex, multi-faceted business agreements and arrangements that involve multiple civil aviation authorities (CAAs), aircraft manufacturers, air operators, and other stakeholders.

1.2 The broadening of the global aviation industry and increased regulatory complexity require Member States to have seamless communication to share mandatory continuing airworthiness information for the safe operation of aircraft and the overall safety of the flying public. Any delay in the transmission of this information can result in an inability to address significant safety concerns in a timely manner.

2. DISCUSSION

2.1 ICAO developed Circular 95 to serve as a means to assist States with meeting the requirements of Annex 8 – *Airworthiness of Aircraft*. In moving from a paper document to an online version, ICAO “envisioned that the enhanced Circular 95 will...facilitate the import and export as well as exchange of aircraft for lease, charter, or interchange and to facilitate the operation of aircraft in international air navigation.”

2.2 A cursory review of entries¹ in the web-based Circular 95 shows that only 10 of 204 entries (approximately 4.9%) have been updated since the system’s initial launch in 2014. In addition, information for 18 Member States (approximately 8.8%) remains “unavailable”, providing no visible means for other States to contact them with mandatory continuing airworthiness information. A CAA Airworthiness contact e-mail address, which is the most common form of communication between States, is missing for 58 entries (approximately 28.4%).

2.3 Unusable information in Circular 95 forces Member States to identify alternate means to communicate vital continuing airworthiness information regarding the safe operation of aircraft. This often results in unnecessary delay of safety-critical information, which potentially increases risks to the public.

2.4 In May 2019, ICAO contacted the Member State Focal Points with access to the On-line Airworthiness Information Network via email to verify the accuracy of the current list of State Focal points, and request that States review their information since the “effectiveness of the tool is dependent on whether the information contained is kept updated”. While this timely message demonstrates ICAO’s understanding of the importance of accurate information, a more structured approach to regular review and update of Circular 95 entries is needed.

¹ As of the drafting of this paper, in May 2019.

3. CONCLUSION

3.1 It is important that all States utilize ICAO's web-based version of Circular 95. It serves as a standardized and interactive repository that provides a transparent view of pertinent airworthiness information in its 12 sections using an accepted, standardized method.

3.2 An accurate Circular 95 enables the State of Design to distribute safety-critical information to the States of Registry effectively and efficiently and without undue delay.

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