



**ASSEMBLY — 39TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 36: Aviation safety and air navigation implementation support**

**ENHANCED ICAO AOC REGISTRY  
REVISION No. 1**

Presented by the International Air Transport Association (IATA)

**EXECUTIVE SUMMARY**

The AOC Database, developed jointly by ICAO and IATA, is designed to provide a means for efficient exchange of information related to AOCs. It contains the data of airlines' AOC's, and associated Operations Specifications, making this information readily available to all participating States. Adoption of the AOC Registry improves a State's capability to fulfil its surveillance responsibilities by providing an on-line single point of standardized data. More recently IATA has been assigned the task of drafting a CONOPS including the proposal of different scenarios of an enhanced ICAO AOC Registry database which is intended to standardize and facilitate the process of foreign operators' applications.

**Action:** IATA invites the Assembly to request States:

- a) support the objective in harmonising AOCs and operations specifications requirements;
- b) be aware of the continuous efforts and work on this project;
- c) contribute to the enhancement of the ICAO AOC Registry by beta testing the new system when developed; and
- d) support the enhanced ICAO AOC Registry database and its use.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives Safety and Air Navigation Capacity and Efficiency
<i>Financial implications:</i>	Not applicable
<i>References:</i>	A38-12, APPENDIX F State Letter AN11/47-10/67

<sup>1</sup> English, Arabic, Chinese, French, Russian and Spanish versions provided by IATA.

## 1. INTRODUCTION

1.1 Aviation is probably the most regulated commercial activity on the planet. It is also global in nature. Put these two facts together and the need for harmonization and standardization on the part of our regulatory partners becomes crucial.

1.2 The industry does not oppose sensible, well thought-out regulation, developed with participation from all stakeholders. Indeed, regulation, advanced in partnership with industry, and based on global standards developed through the International Civil Aviation Organization (ICAO) process, is a cornerstone of our success in making aviation so safe. But over the past few years we have seen States introduce new and diverse requirements that are not necessarily based on ICAO SARPS or on a data-driven, risk-based approach. These add little value to safety and sometimes create a heavy burden on operators.

1.3 Although similar working papers have been presented in various ICAO meetings including past assemblies, issues regarding an airline's Aircraft Operator Certificate (AOC) and Operation Specifications, in which regulators in one State issue new requirements affecting operators from another State, continue to place an undue burden on the industry. This has become an increasingly bureaucratic and lengthy process for airlines when making applications for new routes, additional overflights or simply a reissuance of their Foreign AOC. Recognizing the challenges this has been posing, in 2013 ICAO, with industry support, launched the AOC Registry. This initiative has drawn participation from over 105 States, 361 operators and 227 validated AOCs from 54 States.

## 2. DISCUSSION

### 2.1 Operations specifications

2.1.1 The proliferation and increasing requirements of Operations Specifications above the Annex 6 minimum requirements, generated a unanimous plea from Operators to States to achieve a common consensus and adopt harmonized requirements.

2.1.2 ICAO has developed training material for ramp inspectors and provides Government Safety Inspector courses to States. The syllabus is based upon the Civil Aviation Regulations. It is expected that States follow the course recommendations and apply the forms to their foreign aircraft permit application. Based on this training, it may be beneficial to reconsider redeveloping or enhancing the ICAO AOC Registry.

### 2.2 Icao enhanced aoc registry database

2.2.1 ICAO is currently collaborating with several organisations to develop the ICAO Safety Information Monitoring Service (SIMS). SIMS is composed of several modules and a proposal is being made that the enhanced ICAO AOC registry could be integrated in the Ramp Inspection one.

2.2.2 In support of the enhanced AOC registry activity, IATA has been assigned the task of drafting a Concept of Operations (CONOPS), including the proposal of different scenarios of an enhanced ICAO AOC Registry database. The enhanced database is intended to standardize and facilitate the process of foreign operators' applications.

### 3. CONCLUSION

3.1 The AOC Database is designed to provide a means for efficient exchange of information related to AOCs. The purpose of the AOC database is to collect the data of airlines' AOC's, and associated Operations Specifications, making this information readily available to all participating States. Adoption of the AOC Registry will also improve a State's capability to fulfil its surveillance responsibilities by providing an on-line single point of standardized data.

3.2 The original concept behind the AOC database was to achieve harmonization of required information by providing a global resource, held by ICAO, enabling States to confirm the Operations Specifications of any foreign operators from a similarly participating State.

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