



WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 33: Other issues to be considered by the Technical Commission

DIGITAL AIRCRAFT DOCUMENTS

(Presented by the United Arab Emirates)

EXECUTIVE SUMMARY

Aviation is many steps behind when it comes to using the current available technology, due to lengthy certification processes. With this a mindset to hold on to the old ways despite the articles of the convention keeping a leeway open.

With the introduction of electronic flight bags (EFB) in the aircraft, documents have been transferred from paper copy to a digital copy. Thus reducing the carried weight in the aircraft and saving the environment. Some documents such as the required aircraft documents are still not widely accepted to be carried in a digital copy format despite many states adopting this practice. Therefore having to carry both.

The success of Amendment 178 on carriage and acceptance of electronic pilot license necessitate the path to implement and accept required aircraft documents in a digital format

Action: The Assembly is invited to:

- a) note the information contained in this paper;
- b) urge ICAO to inform the states to accept digital formats of required aircraft documents; and
- c) urge ICAO to establish guidance material for carriage and acceptance of required aircraft documents.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives.
<i>Financial implications:</i>	This working paper has no financial implications.
<i>References:</i>	

1. INTRODUCTION

1.1 Article 29 of the *Convention on International Civil Aviation* (Chicago Convention, Doc 7300) stipulates that aircraft participating in international air navigation must carry documentation such as a certificate of registration, a certificate of airworthiness, and crew licenses. The need that these documents be carried in hard copy format, either as originals or certified copies, had been universally recognized and regarded as standard by the states.

1.2 Electronic flight baggage (EFB) led the move from physical paper copies of various papers to electronic versions. which has significant benefits, including the reduction of paper usage and a contribution to saving the environment.

1.3 Many States have moved aircraft documentation to the EFB, although other States' adoption varies. Due to the variation, physical copies must still be kept on board.

2. DISCUSSION

2.1 The European Union Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) have both published guidelines on the carriage, verification and approval of aircraft documents. This signifies that wide acceptance of this practice is all ready in place. What remains is ICAO adopting this practice so all states can start implementing and ensure wide acceptance.

2.2 With the mass adopting of technology in industries the aviation industry should be at the forefront of technological adoption and advancement. Whether it is setting a depository for Civil Aviation Authorities (CAAs) to list their data or each state manages its own with the feature to allow other states to access and verify

2.3 In March 2022, the ICAO Council adopted amendments to safety related Annexes to, among others, promote the recognition of electronic documents, specifically, the aircrew licenses and setting out a format for license verification by other States...

3. CONCLUSION

3.1 Setting up a set of guidelines by ICAO will be an ideal place to begin to encourage states to carry and accept digital documents.

3.2 ICAO should provide guidelines for other contracting parties by accepting the carriage and verification of aircraft digital documents since doing so will speed up the process for more harmonization and acceptability between governments.