



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 25: Other issues to be considered by the Technical Commission

ENSURING STATE MANAGEMENT OF AIRWORTHINESS INFORMATION WITH ICAO

(Presented by the United States)

EXECUTIVE SUMMARY

Communication among Member States is vital for the timely sharing of information that directly affects global aviation safety. ICAO provides means to facilitate contacts among Member States, including the online version of *The Continuing Airworthiness of Aircraft in Services* (Circ 95), and the *Directory of National Civil Aviation Administrations* (Doc 7604). Inaccurate information in both electronic repositories contribute to a State's difficulty in meeting various requirements related to the airworthiness of aircraft such as de-registration from a State's aircraft registry and the timely distribution of mandatory continuing airworthiness information

Action: The Assembly is invited to:

- acknowledge the importance of maintaining accurate contact information in ICAO's repositories, which assists Member States in sharing essential airworthiness information;
- direct the ICAO Secretariat to compile and maintain a list of State focal points responsible for management of the Member State's information in both the online Circ 95, and Doc 7604;
- direct the ICAO Secretariat to contact Member States regarding the need to update their information in Doc 7604, as was done for Circ 95 in the ICAO State letter AN 3/27-25/59 dated June 27, 2025; and ensure this information is reviewed and updated at least annually; and
- direct ICAO Regional Offices to coordinate with the State focal points to update their outdated and inaccurate information, and request that the Member States review the currency of the entries at least annually.

Strategic Goals:

This working paper relates to *Every Flight is Safe and Secure*.

Financial implications:

This working paper has no significant financial implications.

<i>References:</i>	Annex 7 — <i>Aircraft Nationality and Registration Marks</i> Annex 8 — <i>Airworthiness of Aircraft</i> Doc 9760, <i>Airworthiness Manual</i> Doc 7604, <i>Directory of National Civil Aviation Administrations</i> Doc 7300, <i>Convention on International Civil Aviation</i> Circ 95, <i>The Continuing Airworthiness of Aircraft in Service</i> A40-WP/200, <i>Ensuring the Availability of Accurate Continuing Airworthiness Information</i> State letter AN 3/27-25/59, <i>Re-launch of the web-based version of The Continuing Airworthiness of Aircraft in Service (Circ 95) on the Integrated Safety Trend Analysis and Reporting System (iSTARS^{4.0}) platform</i> Integrated Safety Trend Analysis and Report System (iSTARS), version 4.0 Airworthiness: Online Airworthiness Information Network
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1. INTRODUCTION

1.1 The expansion of intricate and diverse business agreements and arrangements, which engage numerous civil aviation authorities (CAAs), aircraft manufacturers, air operators, and various other stakeholders, is still being propelled by global market dynamics. Additionally, there is a growing number of Member States becoming State of Design and State of Manufacture.

1.2 Regulations are rising in complexity; with the continual growth in the global aviation industry, effective communication among Member States to exchange essential continuing airworthiness information is necessary for ensuring the safe operation of aircraft and the protection of the flying public. Any delays in sharing this information could lead to a failure to promptly address important safety issues.

2. DISCUSSION

2.1 Accuracy of State of Registry information for aircraft registrations

2.1.1 The *Directory of National Civil Aviation Administrations* (Doc 7604), which is also known as the DGCA Directory, is a repository of information of national civil aviation administrations as provided by the ICAO Member States and maintained by ICAO's Legal Affairs and External Relations Bureau.

2.1.2 ICAO notes that the DGCA Directory is used to support and facilitate contact and communication between Member States "such that international civil aviation facilities and services are provided in a safe, secure, and orderly manner".

2.1.3 Recently, the Aircraft Registration Branch of the Federal Aviation Administration (FAA) has received e-mail messages from individuals stating that they are representing a Member State and that he or she is now the appropriate person to contact for registration and de-registration of aircraft for that State.

2.1.4 The FAA utilizes the DGCA Directory, in part, to verify the accuracy of the aforementioned submissions to ensure their authenticity and validity. Antiquated and outdated DGCA

Directory entries can deprive the FAA and other Member States of their ability to conduct the vital step of corroborating the authenticity of the message.

2.1.5 It is imperative that ICAO Member States ensure that their respective entries in the DGCA Directory remain current and up to date, which assists the United States and other Member States with their verification efforts. This ensures that all Member States are complying with Articles 18 and 19 of the Convention on International Aviation through the appropriate management of their aircraft registries.

2.2 Accuracy of State of Registry information for mandatory continuing airworthiness information

2.2.1 ICAO encourages the use of *The Continuing Airworthiness of Aircraft in Service* (Circ 95) to assist States in complying with the requirements in Annex 8, Airworthiness of Aircraft. In 2014, ICAO transitioned to an online version to provide States with a means “to 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”.

2.2.2 Five years after the introduction of the online Circ 95, only 10 of the 204 entries (approximately 4.9 per cent) had been updated since 2014. In addition, 18 States remained “unavailable”, having not provided any contact information, and 58 entries (approximately 28.4 per cent) were missing their CAA’s airworthiness contact e-mail address. At the 40th Session of the ICAO Assembly in 2019, the United States highlighted these issues as well as the importance of maintaining accurate information to aid in the distribution of mandatory continuing airworthiness information in A40-WP/200, *Ensuring the Availability of Accurate Continuing Airworthiness Information*.

2.2.3 As of June 2025, the newly updated web-based Circ 95 on iSTARS 4.0 has 128 out of 206 entries (about 62 per cent) that have never been updated since the transfer online from the paper system 11 years ago (in 2014). Only 28 entries have been updated in the last 5 years (about 14 per cent). There are still 32 Member States (about 15 per cent) missing a CAA Airworthiness contact e-mail address, which is the primary form of communication between Member States.

2.2.4 Member States are compelled to find alternative ways to convey essential continuing airworthiness information regarding operational safety when contact information is unavailable or inaccurate on Circ 95. This frequently causes unnecessary delays in delivering safety-critical information, potentially raising risks to the public.

2.2.5 ICAO State letter AN 3/27-25/59, dated June 27, 2025, highlighted the re-launch of the web-based version Circ 95 on the Integrated Safety Trend Analysis and Reporting System (iSTARS 4.0) platform; and the letter requested contact details of the Member States’ representatives who will maintain the information in that system. Although this prompt message shows ICAO’s awareness of the significance of accurate information, a more systematic method for regularly reviewing and updating the entries in Circ 95 is necessary.

3. CONCLUSION

3.1 It is crucial for all Member States to use ICAO’s most recent web-based version of Circ 95 available on the iSTARS 4.0 platform. An accurate Circ 95 allows the State of Design to

efficiently and effectively disseminate safety-critical information to the States of Registry without unnecessary delays.

3.2 Keeping the DGCA Directory current is equally important to support and facilitate communication and contact between Member States, ensuring that international civil aviation facilities and services are delivered safely, securely, and in an orderly fashion.

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