



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Foreign Operators Surveillance Enhancement

Strengthening States' capacity to
authorize and surveil foreign air
operators in accordance with ICAO
Doc 8335

MCAAP Project Proposal Central
American and Caribbean States



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The regional safety challenge

Foreign operators connect the region, while many States lack the procedures and qualified staff for effective surveillance.

Why this matters

Several States depend heavily on tourism carried by foreign airlines.

Some receive up to

**50 foreign
airlines**

and more than 20 flights per day

GAP IDENTIFIED

- Limited number of inspectors qualified to conduct foreign-operator surveillance.
- Procedures do not consistently reflect the guidance in ICAO Doc 8335.
- The resulting exposure requires a structured, regional response.



**The project responds with a common procedure,
practical training and supervised application.**

ICAO Doc 8335 provides the operational foundation

Part VI addresses State responsibilities for commercial air transport operations by foreign operators.

01

State authority

Article 16 allows inspection of foreign aircraft on landing and departure, without unreasonable delay.

02

Programme and procedures

Annex 6 calls for a surveillance programme and procedures for foreign operations within the State's territory.

03

Continued surveillance

Approvals remain supported by documentation reviews, ramp inspections and safety information.

The project translates this guidance into tools and competence that MCAAP States can apply consistently.

A complete surveillance cycle

5

Doc 8335 links authorization, continued surveillance, resolution of findings and information sharing.



A central record of inspections enables progressive coverage of each operator and identifies recurring trends.

The MCAAP intervention combines common tools with practical application

Two specialists support a bilingual regional approach in operations and airworthiness.

01

SAFA classroom course

Virtual classroom instruction for up to 20 participants.

02

Model procedure

Joint English-Spanish procedure aligned with Doc 8335.

03

On-site OJT

Practical delivery in Santo Domingo and San José.



The model procedure turns Doc 8335 into repeatable State practice

The procedure should define the responsibilities, decision points, records and communications required for each stage.

7

Authorization review

Application, AOC and operations specifications, relevant safety information.

Inspection planning

Risk factors, prior findings, task allocation and time available.

Ramp inspection

Documents, crew, aircraft, cabin, cargo, servicing and ramp environment.

Findings and action

Classification, notification, follow-up, escalation and information sharing.



English and Spanish versions support consistent use across English and Spanish speaking state.

1

Online SAFA course

Up to 20 participants will receive virtual instruction on SAFA inspections and applicable requirements.

2

Procedure and tools

Two SMEs will develop a model procedure, checklists and record forms in English and Spanish.

3

Supervised OJT

SMEs will deliver on-site OJT to apply the procedure, document findings and conduct follow-up.



The project strengthens foreign-operator surveillance capacity

The project combines training, common tools and supervised application in accordance with ICAO Doc 8335.

Planned delivery and regional reach

A bilingual programme serves Central American and Caribbean MCAAP States through virtual work and two regional on-site deliveries.



On-site duration adjusts to the needs survey, within the project limit of 20 working days per location.

Expected results: a sustainable surveillance capability

The objective is to equip States with the tools and competence needed to surveil foreign air operators in accordance with Doc 8335.



ICAO-aligned procedure

A bilingual procedure that States can adapt and adopt.



Qualified personnel

Inspectors able to plan, conduct, record and follow up foreign-operator surveillance.



Regional capacity

More consistent oversight of foreign air operations and a stronger basis for safety action.

Follow-up through the Systemic Assistance Programme supports implementation beyond the training events.

Thank You

