

AFI Plan Project

AIM Results-Based Implementation Support (RBIS) for the AFI Region

Guidance on organizational structure for a Civil aviation authority

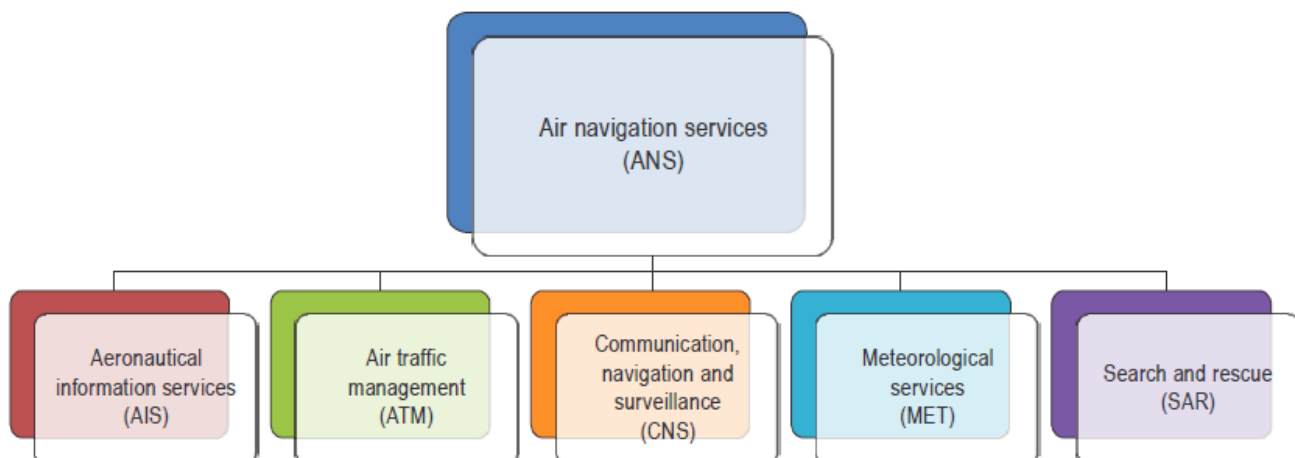
Doc 9734 Part A - 3.3.1 Establishing a State civil aviation system

3.3.1.1 For a State to fulfil its obligations as outlined in the Chicago Convention, the national legislation should provide for an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake....

3.3.1.2 Since aviation activities and requirements differ from State to State, so do their respective civil aviation systems and organizations; it is therefore **not appropriate to suggest a one-size-fits-all model** as guidance for Member States. ... It should be noted, however, that the scope of authority and responsibility of a civil aviation system should not vary substantially from State to State, and that whatever the size of the CAA, it should always ensure that a proper system of checks and balances is maintained.

3.3.1.3 In deciding upon the required organizational structure of the civil aviation system, a State should assess its requirements as outlined in several Annexes to the Convention and associated guidance material, keeping in view the size and complexity of aviation activity in the State. The State should **ensure that the established structure addresses all the technical areas applicable**, with respect to functions related to **safety oversight, safety data collection and processing, and accident and incident investigation**. These functions should be clearly defined without overlap, along with the coordination mechanisms between the authorities involved, when applicable.

AIM RBIS Guidance: The organizational structure of the CAA should include the technical area of Air navigation services (ANS), with its sub-areas of AIS, ATM, CNS, MET and SAR, as depicted in the figure below.



Doc 8126 – Figure I-3-1. AIS in ANS