



International Civil Aviation Organization

**WORKING PAPER**

A36-WP/248

TE/81

19/9/07

English only

**ASSEMBLY — 36TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 26: Recognition of certificates and licences issued by other States**

**PROPOSAL FOR AN INTERNATIONAL REGISTER  
OF AIR OPERATOR CERTIFICATES (AOC)**

(Presented by Australia)

**EXECUTIVE SUMMARY**

This paper presents a proposal for ICAO to develop an international register of air operator certificates (AOCs) to enable the timely and efficient conduct of the surveillance of foreign air operators in line with the responsibility of States to promote the safety of air operations within their territories. In addition, the establishment of such a register would significantly reduce the burden to airlines associated with maintaining air operator certificate information current on each of their international aircraft.

**Action:** The Assembly is invited to request the Council to:

- a) explore the means to fund the implementation of the proposal above; and
- b) contingent upon the availability of funding, develop an international register of AOCs that provides transparency to Contracting States of the validity and currency of AOCs and the compliance integrity of the relevant oversight authority.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	Additional resources would be required.
<i>References:</i>	Annex 6 Doc 8585, <i>Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services</i> Doc 9866, <i>Report of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety</i> Declaration of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (Doc 9866 DGCA/06), 20-22 March 2006

## 1. INTRODUCTION

1.1 A36-WP/13 reminded Contracting States of their responsibilities regarding the surveillance of foreign air operators. However, the ICAO Universal Safety Oversight Audit results suggest that many Contracting States do not have the capability to carry out their own oversight responsibilities with systematic integrity. Transparency in the process of certifying air operators and the ease of access to certification documents by Contracting States is, therefore, needed in order to determine the validity and currency of the certificates. Moreover, ease of access is necessary to enable the timely and efficient conduct of the surveillance of foreign air operators in line with the responsibility of States to promote the safety of air operations within their territories.

1.2 A new Standard in Annex 6 — *Operation of Aircraft*, Parts I and III, became applicable on 23 November 2006 and requires all commercial aircraft involved in international operations to carry a certified true copy of their air operator certificate (AOC) and a copy of the authorizations, conditions and limitations relevant to the aircraft type, issued in conjunction with the certificate. The intent was to facilitate both the recognition as valid of an air operator certificate issued by another Contracting State and the surveillance of foreign air operators. The international airline industry, through its representatives, regularly complains of the administrative burden associated with maintaining air operator certificate information current on each of their international aircraft. Moreover, this approach does not provide the most efficient means for States to provide surveillance of foreign air operators. A more efficient method for providing access to such documentation during ramp checks would be advantageous to both States and air operators.

## 2. DISCUSSION

2.1 An international register of air operator certificates accessible through a secure website on the internet would provide an effective and efficient solution. As a part of its existing work programme, ICAO issues three letter designators for air operators upon request of their Contracting States and publishes this information in the *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* (Doc 8585). At present this is mostly an administrative procedure that ensures that each air operator has a unique identifier for use in international telecommunications. It would not represent a significant burden to national civil aviation authorities when making these requests to complete a checklist that confirms compliance with ICAO Standards and Recommended Practices (SARPs) for the issuance of such documents and to make the relevant air operator certificate (AOC) and associated authorizations available in an electronic database.

2.2 ICAO is currently developing a system for the provision of pertinent data concerning aircraft registered in a State pursuant to Article 21 as recommended by the Directors General of Civil Aviation Conference (Doc 9866 DGCA/06) and directed by the Council. The international register of AOCs could also be available to Contracting States in real time and the two registers, which could be linked, would provide States with a tool to carry out their surveillance of foreign air operators in a uniform and effective manner.

### 3. CONCLUSION

3.1 An international register of AOCs would support a more effective system for States to conduct surveillance of foreign air operators and would provide a more efficient means to make information concerning AOCs and the associated authorizations available to the international civil aviation community. It is recognized that the development of such a database would require additional resources that have not been included in the proposed budget for the forthcoming triennium. However, given the cost-benefit to States and the international airline community, the establishment of an international register of AOCs may be considered attractive to prospective contributors.

— END —