



ICAO

UNITING AVIATION

Update to Doc 8335 –

*Manual of Procedures for Operations Inspection,
Certification and Continued Surveillance*

New Doc 10059 –

Manual on the implementation of Article 83 *bis* of the
Convention on International Civil Aviation

Henry Defalque

TO/PEL

HIGH LEVEL SEMINAR ON LOC-I AND UPRT

(Johannesburg, 19 October 2017)

Outline

- Assembly 39 – SA WP on Doc 8335
- Main features of Doc 8335 update– not yet approved
- New Doc 10059



Assembly 39 – SA WP on Doc 8335

A39-WP/197 - STATE SAFETY OVERSIGHT SYSTEM AND THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) – INSPECTOR QUALIFICATIONS

Doc 8335 states that an inspector for flight operations inspector, for example, should have extensive operational experience — generally not less than 5 000 hours as a pilot-in-command of civil or military air transport aircraft.

Action: The Assembly is invited to:

- support action by the ICAO Secretariat to form a Working Group or to refer the matter to the Flight Operations Panel with intent to amend the number of hours required as a minimum experience for the flight operation's inspector in Doc 8335
- instruct ICAO not to utilize the 5 000 minimum hours experience as a yardstick to determine the suitability of an Aviation Safety Inspector

Assembly 39 – SA WP on Doc 8335

- **Technical Commission recommendation:**

The Commission noted that **ICAO did not use that criteria in USOAP audits**, but evaluated the qualification of those inspectors according to States' national requirements. The Commission also noted **that the experience for flight operations inspectors in Doc 8335 should be aligned with** the new *Manual on the Competencies of Civil Aviation Safety Inspectors* (Doc 10070). The Commission agreed to recommend that ICAO consider amending the minimum number of flight hours experience for flight operations ASI in Doc 8335.

- **Secretariat tasked by Council to update the guidance on experience of flight ops inspector**

Main features of Doc 8335 update – *draft is not yet approved*

- **Flight hours experience for flight ops inspector is aligned with Doc 10070:** A flight operations inspector, for example, should hold or have held a pilot licence/rating at least equal to the licence/rating for which assessments are conducted and have relevant experience in the aircraft operations subject to oversight. Knowledge of safety management systems is desirable, as is relevant experience in the provision of flight training and checking.

Current text: A flight operations inspector should have extensive operational experience — generally **not less than 5 000 hours** as a pilot-in-command of civil or military air transport aircraft.

Main features of Doc 8335 update – *draft is not yet approved*

- **New ramp inspection guidance for aircraft operated under an Article 83 *bis* agreement:** Explanation of what a ramp inspector should know, what to inspect & analyze and where findings under Article 83 *bis* can occur.
- **New guidance on *aircraft Signs, markings and placards*:** requirements of State of Design, State of Registry and State of the Operator.
- **New guidance for CAA examiners and designated examiners complementing the new guidance in Doc 9379,** Manual of Procedures for Establishment and Management of a State's Personnel Licensing System - **not yet approved**

New Doc 10059 –

Manual on the implementation of Article 83 *bis* of the Convention on International Civil Aviation

Article 83 *bis*

Transfer of certain functions and duties

a) ... when an aircraft registered in a contracting State is operated pursuant to an agreement for the lease, charter or interchange of the aircraft or any similar arrangement **by an operator who has his principal place of business** or, if he has no such place of business, his permanent residence **in another contracting State, the State of registry may, by agreement with such other State, transfer to it all or part of its functions and duties as State of registry** in respect of **that aircraft under Articles 12, 30, 31 and 32 a).** The State of registry shall be **relieved of responsibility** in respect of the functions and duties transferred.

New Doc 10059 –

Manual on the implementation of Article 83 *bis* of the Convention on International Civil Aviation

- **Replaces Circ 295 – by chapters:**
 - Definitions, abbreviations and overview of key terms
 - Rationale of Article 83 *bis*
 - Appropriate use of Article 83 *bis*
 - Preparation for negotiation of an Article 83 *bis* agreement
 - Content of an Article 83 *bis* agreement
 - True copy of the Agreement Summary to be carried on board the aircraft
 - Rules for registration of an Article 83 *bis* agreement
 - Safety oversight responsibilities
 - Surveillance by other States — Ramp inspections
 - States not party to Article 83 *bis* – Implications
 - Responsibilities on the termination or amendment of an Article 83 *bis* agreement

Article 83 *bis*
Agreement
Summary
template

New Doc 10059 –

Illustration of transfers of responsibilities



