



WORKING PAPER

FACILITATION PANEL (FALP)

SIXTH MEETING

Montréal, 10-14 May 2010

Agenda Item 6: Amendments to Annex 9

CIVIL AVIATION INSPECTOR CERTIFICATE

(Presented by Switzerland)

SUMMARY

Annex 9 refers to certificates for aviation safety inspectors. The tasks of inspectors developed in the past now include, in particular, also security tasks. Such duties may further develop in the future. Therefore, it seems appropriate to slightly adapt Chapter 3, Section O of Annex 9 in order to respond to these new challenges.

Action by the FAL Panel:

The FAL Panel is invited to consider the proposal described in this paper and agree to the amendments to Annex 9 as set out in the Appendix.

1. INTRODUCTION

1.1 The civil aviation safety inspector certificate is a document to be provided by Contracting States to its aviation safety inspectors in order to facilitate their identification as inspectors and the exercise of their inspection duties. The definition of aviation safety inspector in Chapter 1 of Annex 9 as well as the related Recommended Practices 3.73 – 3.76 cover the status and the credentials related to holders of a respective certificate. The format of this certificate is set forth in Appendix 8 of ICAO Annex 9.

2. PROBLEMS ENCOUNTERED

2.1 Categories of inspectors other than safety inspectors, such as security inspectors are not covered by the current edition of Annex 9, even though their inspection duties are also directly related to civil aviation matters. Furthermore, in the future, additional tasks of civil aviation inspectors could occur. This leads to the unsatisfying result that Annex 9, including Appendix 8, does not allow for this new requirement of States. Consequently, certain inspection duties of civil aviation inspectors are not covered by the definition in the current edition of Annex 9.

2.2 Since all civil aviation inspectors as defined in Annex 9 are to be granted unrestricted access to all installations under their supervision and their responsibility is defined on the certificate, the title of the certificate as such should be kept unspecified. With a slight amendment of the current provisions, by deleting the explicit reference to safety, an equal treatment of all inspectors can be reached.

3. **ACTION BY THE FALP**

3.1 The FAL Panel is invited to:

- a) note the content of this paper;
- b) consider the proposed amendments to Annex 9 set out in the Appendix; and,
- c) agree with the action required in the Appendix.

APPENDIX

Amend Annex 9 as follows:

Chapter 1: Definitions

Civil aviation safety inspector. For the purposes of Annex 9, a civil aviation safety inspector is an individual, designated by a Contracting State, who is charged with the inspection of the safety, security or other directly-related aspects of air transport operations as directed by the appropriate authority.

Note.— Examples of civil aviation safety inspectors include airworthiness or flight operations, and any other safety related aspects of air transport operations or security-related aspects.

Chapter 3, Section O

Civil aviation safety inspectors

3.73 **Recommended Practice.**— Contracting States should provide that civil aviation safety inspectors of another Contracting State, when engaged on inspection duties, be treated in the same manner as crew members when proceeding through departure or arrival formalities.

3.74 **Recommended Practice.**— Contracting States should provide their civil aviation safety inspectors with an identity document in the format set forth in Appendix 8.

3.75 **Recommended Practice.**— Civil aviation safety inspectors should carry the identity document specified in 3.74, a copy of the inspector's itinerary issued by the State that employs the inspector, and a valid passport.

3.76 **Recommended Practice.**— Contracting States should extend the privileges of temporary admission, as described in 3.71 for crew members, to civil aviation safety inspectors of another Contracting State, provided that they carry the documents listed in 3.75 (e.g. identity document, itinerary and valid passport), and depart after a normal period of rest.

Appendix 8

To be adapted accordingly.

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