

Co-operation between State of Operation and State of Registry



A Competent Authority Perspective

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Issue

Estimated 200-400 Part-NCC aircraft used by operators established or residing in the UK

Estimated that about 50% are on non-UK registers, mostly in Third Countries

For aircraft registered in another EASA State, the UK oversight programme will take into account use of common EASA rules and EASA standardisation

For non-EASA registered aircraft we will have to develop co-operative measures with the State of Registry

ARO.GEN.300 - Oversight

The competent authority shall verify:

Continued compliance with the applicable requirements of organisations from whom it received a declaration

Verification shall be based on audits and inspections, including ramp and unannounced inspections

The scope of oversight shall take into account the results of past oversight activities and safety priorities

ARO.GEN.305 - Oversight Programme



For organisations declaring their activity to the competent authority, the oversight programme shall be developed based on the specific nature of the organisation, the complexity of its activities and the data of past oversight activities and the assessment of risks associated with the type of activity carried out.

AMC1 ARO.GEN.300(a)(2) - Oversight

Operational Approvals Issued By Non-EU State Of Registry



For approvals for PBN, MNPS and RVSM, the competent authority should at least assess if:

- a) the State of Registry has established an equivalent level of safety, considering any differences notified to the ICAO Standards for RVSM, RNP, MNPS and MEL; or
- b) there are reservations on the safety oversight capabilities and records of the State of Registry; or
- c) operators of the State of Registry are subject to an operating ban pursuant Regulation (EC) No 2111/2005; or
- d) relevant findings on the State of Registry from audits carried out under international conventions exist; or
- e) relevant findings on the State of Registry from other safety assessment programmes of States exist

Further areas for co-operation

SoR to provide list of aircraft known to be established in the Community/UK

SoR to provide list of approvals issued to those aircraft

SoR to educate operators regarding the Part-NCC and declaration requirements

Points of contact established for follow up enquiries

Access to State of Registry oversight programme

Sharing of any audit reports, inspections or specific safety concerns

More?