



Annex 6 requirement for a copy of the AOC

(Prepared by the Flight Safety Section of the Air Navigation Bureau)

DISCUSSION

The ICAO Council adopted Amendment 30 to Annex 6, Part I, on March 14 2006. Amendment 30 introduced a new paragraph 6.1.2, which will become applicable on 23 November 2006:

6.1.2 An aeroplane shall carry a certified true copy of the air operator certificate specified in 4.2.1, and a copy of the authorizations, conditions and limitations relevant to the aeroplane type, issued in conjunction with the certificate. When the certificate and the associated authorizations, conditions and limitations are issued by the State of the Operator in a language other than English, an English translation shall be included.

Paragraph 6.1.2 was introduced because commercial arrangements or practices have caused difficulties for Contracting States in identifying which State has responsibility for regulatory oversight of an aircraft used in international air transport operations and for the operational authorizations, conditions and limitations applicable to operations conducted under an air operator certificate (AOC). Carriage of a certified true copy of the AOC and related authorizations, conditions and limitations, accompanied by an English translation where the AOC is issued in a language other than English, will enable States to determine, e.g. during a ramp check, which State has responsibility for regulatory oversight of the operation of an aircraft, and the precise nature and extent of the associated authorizations, conditions and limitations issued to the operator by the State of the Operator in conjunction with the AOC.

To achieve the intent of the new paragraph 6.1.2, only a certified true copy of the appropriate part of the AOC (usually the first page) containing at least information on the identity of the operator (name and location), as well as the certificate date of issue and validity period, is required.

Description of the types of operations authorized and of the authorized areas of operation or routes is required to be carried on board. The operator may choose to provide this information for its complete operation or may choose to provide only the information relevant to the specific aircraft subject to surveillance. This information may be in any form readily available for displaying to a safety inspector of the Civil Aviation Authority (e.g. electronic or paper).

Annex 6, Part III, Section II, paragraph 4.1.2 may be implemented in a similar way.

Certified true copy

There are several ways to certify. In any case, the certification statement shall attest that the copy is a true copy of the original, and shall be signed and display an official stamp or seal. The certification statement shall be **permanently affixed to the copy**, either by placing it on the first page of the document itself or on each page of the document, or by attaching it to the entirety of it.

A model certification statement is reproduced below.

CERTIFICATION

I hereby certify that the attached is a true copy of the *[title of the AOC]*, issued at *[place]* on *[date]* by *[the issuing authority]*.

Signed at *[place]* on *[date]*.

[signed by the appropriate certifying authority according to the laws of its State]

[official stamp/seal]

Example of the intended content

Introduction

The following two examples provide an illustration of the content required. The first table is the part of the AOC for which a certified true copy is required to be carried. The second presents the authorizations, conditions and limitations related to the specific aircraft type for which a copy needs to be carried. These examples do not define a required template, and the necessary content may be organised very differently in the document issued by the certifying Authority.

Content of the certified true copy of the AOC (main page)

AIR OPERATOR CERTIFICATE		
	State of the Operator¹	
	Issuing Authority²	Telephone ³ : Fax: E-mail:
AOC #⁴:	Operator Name⁷	Operator Main Base of Operations: Telephone ⁹ : Fax: E-mail:
Effective Date ⁵ :	Db a Trading Name⁸	
Expiry Date ⁶ :	Operator address ¹⁰ :	
This certificate certifies that ¹¹ is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the provisions of the approved Operations Manual and the ¹² .		
Date of issue ¹³ :	Name and Signature ¹⁴ : Title:	

- *: For use of the State of the Operator.
- 1: Replaced by the name of the contracting State of the Operator
- 2: Replaced by the identification of the issuing Authority of the State of the Operator.
- 3: Optional data: telephone and fax contact details of the Authority, including the country code. E-mail to be provided if available.
- 4: Unique Air Operator Certificate number, as issued by the State of the Operator.
- 5: Date upon which the Air Operator Certificate becomes valid (dd-mmm-yyyy) (e.g. 01-Jan-2009).
- 6: Date after which the Air Operator Certificate ceases being valid (dd-mmm-yyyy).
- 7: Replaced by the Operator registered name.
- 8: Replaced by the Operator trading name, if different. “Db a” is inserted before the trading name (for “Doing business as”).
- 9: Telephone and fax contact details of the Operator main base of operations, including the country code. E-mail to be provided if available.
- 10: Operator registered address.
- 11: Operator Name.
- 12: Insertion of reference to the appropriate Civil Aviation Regulations.
- 13: Issuance date of the Air Operator Certificate (dd-mmm-yyyy).
- 14: Title, name and signature of the Authority representative. In addition, an official stamp may be applied on the AOC.

Content of the copy of the authorizations, limitations and conditions relevant to the aircraft type

For the particular aircraft model, identified by manufacturer, type and specific model, a copy of the list of authorizations, conditions and limitations is required. An example of such a list is presented in the following table.

OPERATIONS SPECIFICATIONS (subject to the conditions in the approved Operations Manual and MEL)					
AOC# ¹ :		Operator Name ² :.....		Date ³ :	Signature:
Aircraft Model ⁴ :					
Types of operation: Commercial air transportation - <input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Other ⁵ :.....					
Area of operation ⁶ :					
Special Limitations ⁷ :					
Special Authorisations:	Yes	No	Specific information		Remarks
Dangerous Goods	<input type="checkbox"/>	<input type="checkbox"/>			
Low Visibility Operations					
Approach and Landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT ⁸	RVR: m	DH: ft
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR ⁹ : m		
RVSM ¹⁰ <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>			
MNPS	<input type="checkbox"/>	<input type="checkbox"/>	ICAO Regions ¹¹ :		
ETOPS ¹² <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Threshold distance: NM		
			Maximum Diversion Time: minutes		
RNP ¹³	<input type="checkbox"/>	<input type="checkbox"/>	Value: NM; Time Limit: hours		
RNAV	<input type="checkbox"/>	<input type="checkbox"/>	Type ¹⁴ :		
Others ¹⁵	<input type="checkbox"/>	<input type="checkbox"/>			

- 1: Insertion of associated AOC number.
- 2: Insertion of the Operator registered name.
- 3: Issuance date of the Operations Specifications (dd-mmm-yyyy) and signature of the Authority representative.
- 4: Insertion of manufacturer and manufacturer's designation of model (type and model) (e.g. Boeing 737-3K2).
- 5: Other type of transportation to be specified (e.g. emergency medical service).
- 6: Listing of geographical area(s) of authorized operation (by geographical coordinates or specific routes or national, Flight Information Region or regional boundaries).
- 7: Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
- 8: Insertion of applicable precision approach category: CAT I, II, IIIA, IIIB or IIIC. Insertion of minimum RVR in meters and Decision Height in feet.
- 9: Insertion of approved minimum take-off RVR in meters.
- 10: Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
- 11: Listing of ICAO regions where MNPS operation is authorized. "Global" is used if world-wide.
- 12: ETOPS: extended range Operations currently applies only to twin-engine aircraft. Therefore the Not Applicable (N/A) box may be checked if the aircraft model has more than 2 engines.
- 13: Several RNP values may be listed, using one line per value (e.g. RNP5 with a 2 hours time limit and RNP10 with a 12 hours limit). The time limit refers to the time since last reliable position update.
- 14: Precision on the type of area navigation.
- 15: Other authorisations can be entered here, using one line per authorization (e.g. special approach authorization).
