



NOTICE TO OPERATORS 10/04

Subject: Continuous oversight programme of the Operators
Renewal of an Belgian AOC

Description: Whereas

In application of the EU-OPS 1.145, 1.175(e), ICAO Annex 6 chap 4.2.1.3, 4.2.1.4 & 4.2.1.8, and ICAO Doc 8335-AN/879 (fourth edition) chapter 9, once an AOC is issued to a commercial air transport operator, regular and random follow-up inspections are conducted to ensure continuing compliance with regulations and Operator's procedures. Sometimes, unannounced inspections may also be performed.

The BCAA-OPS establishes an Operations Oversight Programme for each Operator.

The purpose of this programme is to ensure continued compliance by the Operator with the applicable regulations.

An Operator will be subject to periodic inspections anywhere it uses facilities and services in connection with its AOC operation. Depending on the size and scope of an Operator, inspections can be several days duration and the minimum number of the various types of inspections contained in this note must be accomplished as follows:

Type	Frequency
Station Facility Inspection	Quarterly (Doc 8335)
Apron Inspection	Quarterly (Doc 8335)
En-route Flight deck Inspection	Quarterly (Doc 8335)
En-route Cabin Inspection	Quarterly (Doc 8335)
Base Inspection	Each base on a period of two years
Crew records	Semi- annual
Quality system	Semi- annual
Safety Management system	Annual
Safety equipment onboard	Quarterly
Training and checking	Depending of the number and the type of training / checking.

The BCAA can perform spot checks or additional inspection/audit depending of the size and complexity (authorisations, approvals) of the AOC holder.

*-JAA AGM section 4 : Operations, Part Two :Procedures (JAR-OPS)
Chapter 5: Procedures for assessing the continued competence of an AOC holder*

It is essential that the Authority has the full capability to adequately assess the continued competence of an AOC holder by ensuring that the whole range of activities is assessed.... Inspection and monitoring, on a scale and frequency appropriate to the operation, should include at least: Infrastructure, Manuals, Training, Crew records, Maintenance, Ramp inspection, Equipment, Release of Flight/Dispatch, Flight inspection, Ground handling inspection, Dangerous goods, Operator's Quality System, Operator's Management Safety System...

-OPS1.145 Power to inspect

An operator shall ensure that any person authorized by the Authority is permitted at any time to board and fly in any aeroplane operated in accordance with an AOC issued by that Authority and to enter and remain on the flight deck provided that the commander may refuse access to the flight deck if, in his/her opinion, the safety of the aeroplane would thereby be endangered.

-AR 15 mars 1954 Navigation aérienne

Art 52 Le Ministre chargé de l'administration de l'aéronautique [ou son délégué] arrête les mesures techniques à prendre en vue de l'exploitation des aéronefs [.....]

Art 53 Le Ministre chargé de l'administration de l'aéronautique désigne les agents chargés de contrôler l'application des mesures prévues à l'article précédent. Ces agents ont accès aux aéronefs « ainsi qu'aux lieux où ces mesures sont d'application. »

- K.B 15 maart 1954 Luchtvaart

Art 52 De Minister die met het bestuur der luchtvaart is belast [of zijn gemachtigde] stelt vast welke technische maatregelen met het oog op de exploitatie der luchtvaartuigen zijn te nemen [.....]

Art 53 De Minister die met het bestuur der luchtvaart is belast wijst aan welke beampten controle oefenen op de toepassing van de in voorgaand artikel bedoelde maatregelen. De beampten hebben toegang tot de luchtvaartuigen "alsook tot de plaatsen waar deze maatregelen van toepassing zijn."

OPS 1.180

Issue, variation and continued validity of an AOC

(a) An operator will not be granted an AOC, or a variation to an AOC, and that AOC will not remain valid unless:

...

3. he has satisfied the Authority that he has the ability to:

- (i) Establish and maintain an adequate organisation;
- (ii) Establish and maintain a quality system in accordance with OPS 1.035;
- (iii) Comply with required training programmes;
- (iv) Comply with maintenance requirements, consistent with the nature and extent of the operations specified, including the relevant items prescribed in OPS 1.175 (g) to (o); and
- (v) Comply with OPS 1.175.

(c) If the Authority is not satisfied that the requirements of subparagraph (a) above have been met, the Authority may require the conduct of one or more demonstration flights, operated as if they were commercial air transport flights.

The BCAA-OPS Department draws the special attention of the operators on the following items:

- all the dates proposed by the operators for training and checking are always "fixed dates";
 - the dates of OPCs on aircraft (scheduled in the overview) are always announced at least 5 days in advance [except for non repetitive exceptional circumstance] ;
 - the dates for LPC/OPC are announced in the overview of the month with the location of the FSTD, the hours, the names of pilots;
 - the flights scheduled for the maintenance of aircraft are announced at least 5 days in advance;
 - the line checks are announced at least 5 days in advance;
 - any unavoidable change is notified without delay to BCAA [the coordinator or his deputy] with the reason therefore.
-

This note is directly applicable for the concerned operators.



B. Van Noten, Ir
Counsellor General
Head of Operations Department