



ICAO

NEW SUITE OF ICAO MATERIALS RELATED TO XBT

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RECONNECTING THE WORLD

Outline

Background information

Registration and deregistration of aircraft

Maintenance on aircraft without
registration

Airworthiness aspects related to XBT



ICAO

- **Chicago Convention**
- **19 Annexes**
- **Guidance Material**

ICAO develops Standards and Recommended Practices (SARPs) as well as guidance material for States

The States establish laws and regulations to comply with the SARPs

Service providers develop policies and procedures to comply with State's regulations

Background information

Increase in the number of cross-border transfers of aircraft globally has highlighted certain inefficiencies in a global system.

Differences in States regulations which are related to Article 19 of the Chicago Convention.

The 39th Session of the Assembly requested ICAO to undertake a structured review of ICAO provisions and to identify issues diminishing the effectiveness and efficiency of aircraft transfer.

As a result, ICAO established the Cross-Border Transferability Task (XBT-TF) force that developed a package of documents that intend to facilitate transfer of aircraft.

Outcome of the XBT-TF work

Amendment 7 to Annex 7 – *Aircraft Nationality and Registration Marks*

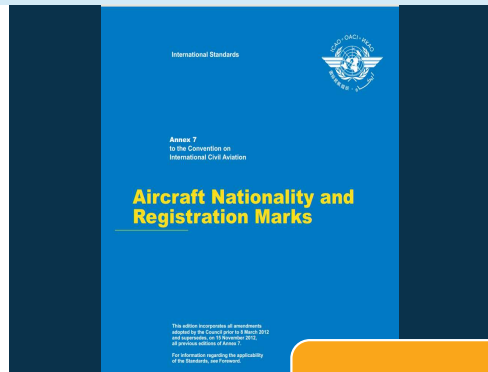
Manual on Registration and Deregistration of Aircraft (Doc 10142)

Guidance on Maintenance on Aircraft without Registration

Amendments to the *Airworthiness Manual* (Doc 9760) related to XBT

Annex 7

to facilitate
registration,
deregistration and
transfer of aircraft



Amendment 7 to Annex 7 was adopted by the ICAO Council in March 2022

Amended certificate of registration to reflect current practices (applicability date Nov 2026)

New certificate of deregistration to facilitate the transfer of aircraft (applicability date Nov 2023)

Timeline for Amendment 7 to Annex 7

First XBT-TF meeting in 2017

Review by ANC and coordination with States

Adoption by the Council 2022

Applicability date 2023 and 2026

Manual on Registration and Deregistration of Aircraft



The manual provides guidance to States on how to implement Annex 7 as well as the most common aircraft registration and deregistration processes

CONTENTS

| | Page |
|---|------------|
| Glossary | ix |
| Abbreviations and Acronyms | xi |
| Chapter 1. Overview of the relevant international treaties | 1-1 |
| 1.1 Convention on International Civil Aviation | 1-1 |
| 1.2 Convention on the International Recognition of Rights in Aircraft | 1-2 |
| 1.3 Convention on International Interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment | 1-2 |
| Chapter 2. State regulatory system | 2-1 |
| 2.1 Nature of the responsibilities of the State of Registry | 2-1 |
| 2.2 State's laws and regulations | 2-1 |
| 2.3 Differences between national regulations and the requirements in the Annexes to the Chicago Convention | 2-2 |
| 2.4 Nationality and registration marks | 2-3 |
| Chapter 3. Organizational structure | 3-1 |
| 3.1 Aircraft registration office and its responsibilities | 3-1 |
| 3.2 Staffing and qualifications | 3-2 |
| 3.3 Delegation of functions and activities | 3-2 |
| 3.4 Establishing and using a delegation mechanism | 3-2 |
| Chapter 4. Registration of aircraft | 4-1 |
| 4.1 Aircraft registration process | 4-1 |
| 4.2 Irrevocable de-registration and export request authorisation (IDERA) and certified designee confirmation letter (CDCL) | 4-1 |

Development of the manual in 2019

Coordination with XBT-TF and Secretariat

Publication of the manual in 2022

Q & A



New guidance for maintenance of aircraft without registration



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Introduction & Overview

The presentation focuses on how to address the work performed on an aircraft without registration

Outlines

Introduction & Overview

What is the issue

What is the current XBT framework

Gap-related challenges

Creating a pathway

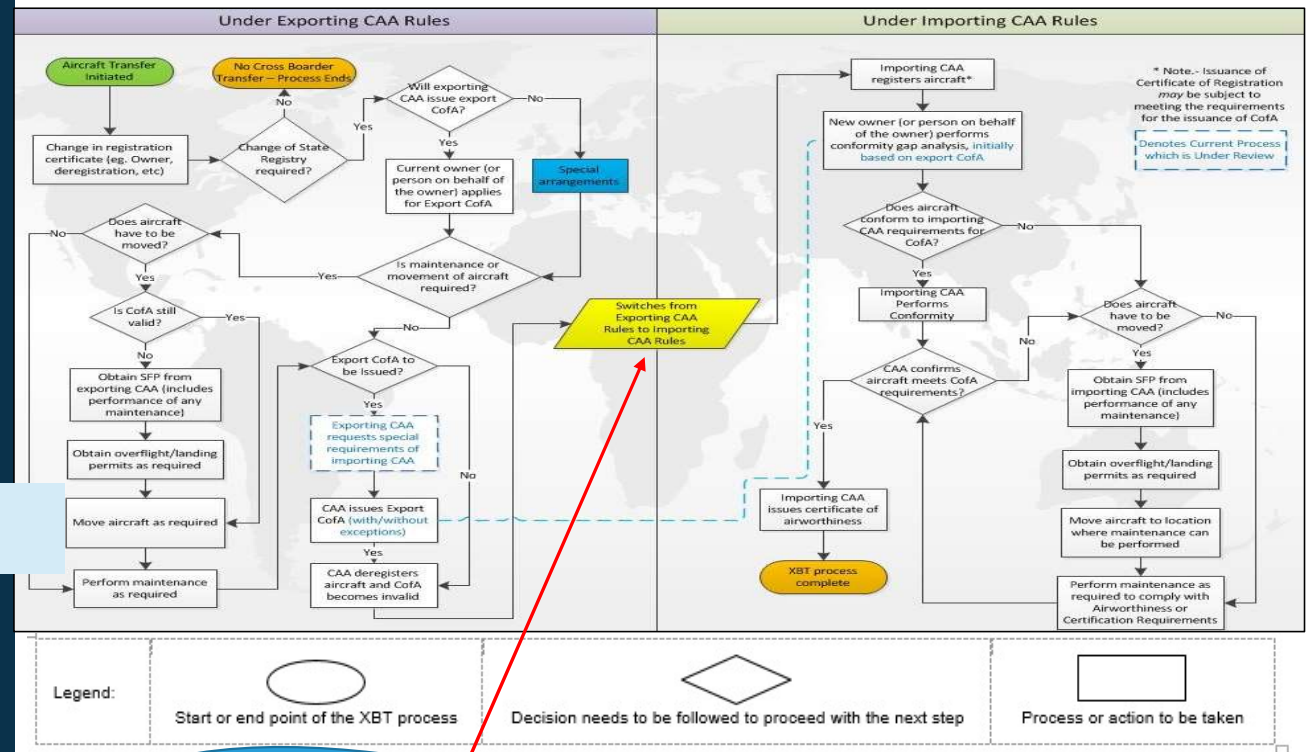
Benefits

Q & A

➤ Let's take a step back and see how the current XBT system works.

What is the current XBT framework

How does it work



Potential for exceptional instances and gaps to be addressed

What is the Issue

Challenges in performing maintenance work on aircraft without registration where the future State of Registry is unknown

Challenges in assessing the airworthiness status of an aircraft without registration, resulting in difficulties in issuing a certificate of airworthiness

Lack of a specific regulatory airworthiness framework for aircraft without registration

Lack of a methodology by many States to allow or accept maintenance work performed on aircraft without registration

Gap-related challenges

Why the need to address performance and tracking of maintenance work on aircraft without registration

There are cases when maintenance needs to be performed on an aircraft without registration, and whose future State of Registry is unknown, i.e.:

- Aircraft is in storage for long term
- Aircraft repossession in the middle of maintenance due to irrevocable deregistration and export request authorization (IDERA) request

The State of Registry typically do not define maintenance requirements for aircraft without registration including:

- Who may perform the maintenance, and
- how should it be performed?

Gap-related challenges

(cont'd)

ICAO standards and recommended practices are silent about maintenance on aircraft without registration

To make aircraft without registration eligible for maintenance by an approved maintenance organization (AMO) including the documentation of such work.

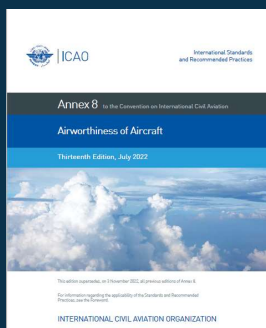
To facilitate importing State's effective assessment of the airworthiness status of an aircraft without registration

Creating a pathway

to address performance and tracking maintenance work

Annex 8 Amendment 109 (adopted by the ICAO Council) clarifies as follows:

That the requirement in Annex 8 Part II Chapter 6 does not prevent the maintenance organization (AMO) from performing maintenance on aircraft which is not under the responsibility of the Contracting State issuing the AMO approval.



CHAPTER 6. MAINTENANCE ORGANIZATION APPROVAL

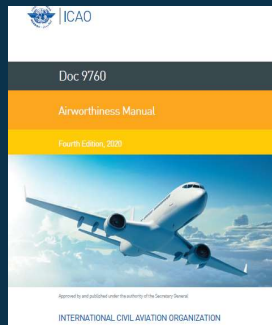
6.1 Applicability

The Standards of this chapter are applicable to the approval of organizations involved in the maintenance of aircraft, engines, propellers and associated parts. Approval certificates issued before 5 November 2020 shall be amended before 5 November 2022 to assure compliance with the requirements in 6.2.3.

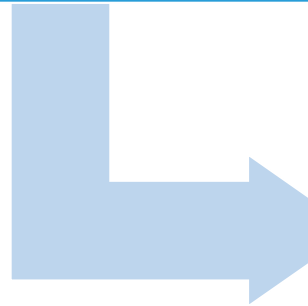
6.2 Maintenance organization approval

Note.— The provisions in this Section do not prevent the maintenance organization from performing maintenance on an aircraft which is not under the responsibility of the Contracting State issuing this approval, including aircraft not registered in any Contracting State. Additional information is provided in the Airworthiness Manual (Doc 9760).

Creating a pathway (cont'd)



Guidance to be available in Doc 9760, Part III, Chapter 11 to facilitate recognition of work performed on aircraft without registration by introducing the concept of known level of work performed (KLWP).



| <i>Part III. State of Registry Chapter 11 maintenance on aircraft not under the responsibility of the Contracting state issuing the approved Maintenance Organization (AMO) Approval</i> | | | <i>Airworthiness Manual</i> |
|--|---|--|-----------------------------|
| TABLE OF CONTENTS | | | Page |
| Chapter 11 | Maintenance on aircraft not under the responsibility of the contracting state issuing the Approved Maintenance Organization (AMO) approval | | III-11-3 |
| 11.0 | Aircraft maintenance – Without a Contracting State issued AMO approval | | III-11-3 |
| 11.0.1 | General | | III-11-3 |
| 11.1 | Benefits and importance of keeping an aircraft on a State's register | | III-11-3 |
| 11.1.1 | Background | | III-11-3 |
| 11.1.2 | Establishing satisfactory evidence for the Issuance and continued validity | | III-11-4 |
| 11.1.3 | Aircraft under the responsibility of a contracting State and with a Certificate of Airworthiness | | III-11-5 |
| 11.2 | Potential complications and risks of having an aircraft without registration | | III-11-6 |
| 11.2.1 | Background | | III-11-6 |
| 11.2.2 | Extended delays in aircraft registration leading to non-conformity | | III-11-7 |
| 11.3 | Best practices to avoid lengthy delays between de-registration and re-registration of an aircraft in regards to maintenance and Certificate of Airworthiness | | III-11-7 |
| 11.3.1 | Background | | III-11-7 |
| 11.3.2 | Various reasons for delays in the change of national aircraft registrations | | III-11-7 |
| 11.3.3 | Best practices to minimize the delay in the transfer of regulatory responsibility | | III-11-8 |
| 11.4 | Registration and airworthiness determinations are separate functions | | III-11-9 |
| 11.4.1 | General | | III-11-9 |
| 11.4.2 | Acceptance of a Certificate of Airworthiness by other Contracting | | III-11-9 |
| 11.5 | Methodology to assist States, aircraft owners, operators and maintenance providers regarding the performance of maintenance on aircraft which are not under the responsibility of the Contracting State issuing the maintenance organization approval. | | III-11-10 |
| 11.5.1 | General | | III-11-10 |
| 11.5.2 | Maintenance Instructions for aircraft not under the responsibility of the Contracting State issuing the maintenance provider's approval | | III-11-10 |
| 11.5.3 | Considerations for maintenance performed on aircraft without registration | | III-11-11 |
| 11.5.4 | How maintenance organizations may be able to perform maintenance on an aircraft without an approved maintenance programme in view of facilitating continuing airworthiness of the aircraft. | | III-11-12 |
| 11.5.5 | Generating records for maintenance performed on an aircraft without registration that other States may recognize | | III-11-12 |

Q & A



XBT related amendments to airworthiness manuals (Doc 9760)



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Overview XBT-TF- 002.02

Development and enhancement of ICAO provisions concerning XBT of aircraft including:

- Developing forms and formats, checklists and supporting documents
- Supporting and promoting the acceptance of e-records
- Coordination with the AIRP
- Importation issue of aircraft calendar age.

Overview XBT-TF- 003.02

Development of guidance material on the importation of aircraft based on the data-driven risk-based system

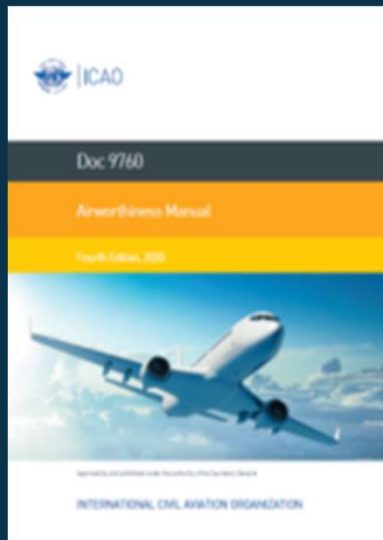
- The focus of this activity is limited to the issuance of the Certificates of Registration (CoR) and Certificates of Airworthiness (CoA).
- Operational related matters would not be taken into consideration.

Issues affecting XBT

- Assessing the airworthiness status of the imported aircraft
- No acceptance of export C of A
- Different import requirements

- Maintenance records
- Responsibility
- Clarity of which documents are required
- Guidance of the consequence of de-registration.
- General lack of understanding of age based restrictions

Draft revisions to Doc 9760 4th Edition



- Part III, Chapter 4 – C of A
- Part III, Chapter 6 - AIRWORTHINESS APPROVAL FOR EXPORT
- Part V, Chapter 7. Issuance of Export Certificates of Airworthiness
- Part III chapter 7 – record keeping
- Part IV, Chapter 6 – leasing arrangement (Attachment D-Airworthiness aspects of aircraft transfers)

Q & A





Thank You