ICAO Universal Safety Oversight Audit Programme

AUDIT SUMMARY REPORT

OF THE

CIVIL AVIATION AUTHORITY

AND

CIVIL AVIATION DEPARTMENT

OF THE CZECH REPUBLIC

(Praha, 23 October to 2 November 2000)

INTERNATIONAL CIVIL AVIATION ORGANIZATION
1. BACKGROUND

1.1 The Civil Aviation Authority (CAA) and the Civil Aviation Department (CAD) of the Czech Republic was audited from 23 October to 2 November 2000 by an ICAO safety oversight audit team in accordance with the Memorandum of Understanding (MOU) agreed on 22 May 2000 between the Czech Republic and ICAO. The audit was carried out pursuant to Assembly Resolution A32-11, with the objective of ascertaining the safety oversight capability of the CAA and CAD of the Czech Republic and to ensure that they are in conformity with ICAO Standards and Recommended Practices (SARPs), as contained in Annexes 1, 6 and 8 to the Chicago Convention and related provisions in other Annexes, guidance material and relevant safety-related practices in general use in the aviation industry.

1.2 On 26 January 2001, the Czech Republic submitted an action plan addressing all the findings and recommendations contained in the audit interim report and also containing comments and clarifications of some of the items contained in the audit interim report. The action plan submitted was reviewed by the Safety Oversight Audit (SOA) Section and was found to be satisfactory. The action plan and clarifications were, as appropriate, taken into consideration in the preparation of this report.

2. CIVIL AVIATION ACTIVITIES IN THE CZECH REPUBLIC

At the time of the audit, civil aviation activities in the Czech Republic included:

a) number of technical staff employed by the organization at Headquarters 124
b) number of regional offices 3
c) number of technical staff employed at regional offices 9
d) number of active pilot licences 4 608
e) number of active licences other than flight crew licences 2 242
f) number of commercial air transport operators 13
g) number of air operator certificates (AOCs) issued 13
h) number of aircraft operations inspectors 19
i) number of aircraft registered in the Czech Republic 1 487
j) number of Certificates of Airworthiness (C of A) issued 1 116
k) number of approved maintenance organizations (AMOs) 30
l) number of aircraft maintenance workshops 76
m) number of design organizations 9
n) number of aircraft manufacturing organizations 13
o) number of aircraft parts or equipment manufacturing organizations 33
p) number of aircraft type certificates issued 30
q) number of type certificates other than aircraft issued 41
r) number of aircraft airworthiness inspectors 40

3. SUMMARY OF FINDINGS

3.1 General statement

3.1.1 The Civil Aviation Act No. 49/1997, which forms part of the primary aviation legislation in the Czech Republic, establishes the SARPs contained in the Annexes to the Chicago Convention as the legal air navigation regulations for the Czech Republic. The Annexes are published in the Czech language and are referred to as the “L Series”. The Act was amended by Act No. 146/2000 which establishes the Joint Aviation Requirements (JARs) as legal regulations in addition to the L Series. However, some duplication of, and contradictions between, provisions in the L Series and the JARs exist. In case of contradiction, the JARs take legal precedence. A review and comparison have not been made between the L Series 1, 6 and 8 and the JARs to eliminate duplication or contradiction between these two legal sources and conformity of these combined regulations to Annexes 1, 6 and 8 is not being assessed. Consequently, differences are not necessarily identified or notified to ICAO.

3.1.2 The Minister of Transport and Communications is responsible for civil aviation and the Civil Aviation Department (CAD) has been established to assist the Minister. The main responsibility of the CAD is State Administration and supervision in the matters of civil aviation and international relations including the responsibility of the top Aviation Authority. The CAD is responsible for the development of aviation, transport relations and cooperation with the other bodies. The CAD serves also as the Minister’s liaison with ICAO and other international organizations and States. In addition to the CAD, a Civil Aviation Authority (CAA) is established with specialized divisions staffed with technical personnel who are provided adequate equipment, terms of reference and procedural guidelines. The CAA is not a competitive employer as it does not have the capability to attract and retain qualified and experienced personnel. In addition, although inspectorate technical personnel are provided with ad hoc training, the CAA does not have a formal training programme for initial, recurrent and specialized training and there is no record-keeping system for training or testing.

3.1.3 Personnel licensing activities are performed mainly by the Operation and Flight Operations Divisions of the CAA and the personnel licensing organizational structure is commensurate with the level
of the aviation industry in the Czech Republic. The regulations and standards for the issue of personnel licences in the Czech Republic are contained in L-1 which is mostly a translation of Annex 1. In addition, the Czech Republic has adopted JAR-FCL 1, 2, 3 and 4. The CAA does not endorse or attach to licences a complete enumeration of the particulars for which a licence holder, in some cases, does not meet the requirements of Annex 1, nor does the CAA limit the use of such a licence in international navigation, as required by Articles 39 and 40 of the Chicago Convention.

3.1.4 The Operation Division and Flight Operations Divisions are mainly responsible for operations certification and supervision in the Czech Republic. The legal framework for their activities is provided by the Act, Bulletins, Orders, L-6, which is based on Annex 6, JAR-OPS 1 and 3, JAR-FCL 1 and 2 and JAR-STD2A. Notwithstanding that regulations are derived from multiple sources, the CAA does not ensure prospective operators fully understand the applicable laws by requiring an initial compliance statement as part of the AOC application. In addition, since JAR-OPS takes legal precedence over the L-6 regulations, Standards in Annex 6 pertaining to GPWS are not applied. Furthermore, operations inspectors are not ensuring adequate supervision and positive CAA quality control of examinations conducted by approved examiners, nor the safety and continuing compliance of operators. This may be due to the lack of a surveillance programme for regular, periodic inspections and the lack of a formal training programme for inspectors.

3.1.5 Airworthiness certification and continuing surveillance is the responsibility of the Airworthiness Division. However, the Airworthiness Division is having difficulty executing its safety oversight mandate because of the lack of formal training programme for inspectors and engineers. No annual inspection plan is used and there is inadequate enforcement of maintenance requirements for the approval of CAT I, II and III operations and ETOPS and of the requirement for operators to submit aircraft maintenance reliability information and to report unairworthy conditions. In addition, there is a lack of procedures for specialized maintenance activities. Inspectors are further impeded by the lack of a system to administer, maintain and control continuing airworthiness information. The CAA is not always informed about the use of maintenance subcontractors and there is no requirement for operators to escalate or pro-rate their maintenance programmes as needed.

3.1.6 There is no specific engineering department established within the CAA creating a situation whereby engineering responsibilities are not clearly defined. There is no programme or procedures regarding audits and continued surveillance of design organizations and production/design activities. The CAA has not established the qualifications for flight test engineers and does not undertake ongoing surveillance of their activities nor those of designated airworthiness and engineering inspectors.

3.2 Primary aviation legislation and civil aviation regulations in the Czech Republic

3.2.1 Abstract of findings

3.2.1.1 Primary legislation for matters relating to civil aviation is contained in the Constitution of the Czech Republic No. 1/1993 and in the Civil Aviation Act No. 49/1997 of 6 March 1997 (the “Act”) as amended by Act No. 146/2000 on 10 May 2000. The Act was promulgated by Parliament and signed by the President and the Prime Minister. In addition, the Trades Licensing Act No. 455/1991 contains legislation relating to civil aviation licensing.
3.2.1.2 Section 102 of the Act introduces the air navigation regulations and authorizes the Minister of Transport and Communications (MOTC) to issue and amend these regulations, which may be signed by the Director of the Civil Aviation Department (CAD) on behalf of the Minister.

3.2.1.3 The Civil Aviation Authority (CAA) was established in 1997 by the Act and is headed by a Director who is appointed by the Minister. Part 9 of the Act defines the duties assigned to the CAA, including the responsibility for enforcing the air navigation regulations. The Act grants the right to review and retain documents and requires the CAA to initiate administrative proceedings or to order activities to cease. The duties and responsibilities of commercial air transport operators are defined and the Act also outlines fines and penalties for violations of civil aviation regulations.

3.2.1.4 Directives and Orders are issued under the Act which allows for restrictions, special limitations, permits and approvals to be issued by the MOTC. Orders may be issued by the Director of the CAA in situations immediately affecting aviation safety. The MOTC-CAD is responsible for ensuring that the Aeronautical Information Publication (AIP) is issued.

3.2.1.5 Section 102 of the Act establishes the SARPs contained in the Annexes to the Chicago Convention as the legal air navigation regulations for the Czech Republic. The Annexes are published in the Czech language and are referred to as the “L Series”. The Act was amended by Act No. 146/2000 which establishes the Joint Aviation Requirements (JARs) as legal regulations in addition to the L Series. The civil aviation regulations are, therefore, a combination of the Annexes published in the Czech language and the JARs in the Czech and English languages. However, some duplication of, and contradictions between, provisions in the L Series and the JARs exist. In case of contradiction, the JARs take legal precedence. A review and comparison have not been made between the L Series 1, 6 and 8 and the JARs to eliminate duplication or contradiction between these two legal sources.

3.2.1.6 The Czech Republic has been a candidate member of the European Joint Aviation Authorities (JAA) since 1996 and it has been recommended that the Czech Republic be approved for full membership in December 2000 at which time the Czech Republic will work to implement the JARs as its sole national code. The Czech Republic is progressively implementing the JARs. However, conformity of these regulations to Annexes 1, 6 and 8 is not being assessed as part of the process. Consequently, differences which will exist when the L Series is abolished are not necessarily identified or notified to ICAO.

3.2.2 Corrective action proposed/implemented by the Czech Republic

3.2.2.1 With respect to the recommendation that the L Series and the JARs be reviewed with a view to eliminating duplication and contradictions, the CAD indicated that the intent is to progressively implement the JARs, as has been notified in advance by AIC, including the transition implementation period of one year from the effective date of each new JAR. The CAD will carry out the recommended review and comparison of Annexes and JARs by 30 June 2000.

3.2.2.2 The CAD indicated that the CAA will develop a list of differences between the current civil aviation regulations and the SARPs contained in Annexes 1, 6 and 8 in parallel with the adoption of the JARs, by 30 June 2001. Significant differences will also be published in the AIP.

3.3 Civil aviation organization system in the Czech Republic
3.3.1 Abstract of findings

3.3.1.1 The Minister of Transport and Communications (MOTC) is responsible for civil aviation and a Civil Aviation Department (CAD) has been established to assist the Minister. The functions of the CAD are described in the Organization Status of the MOTC, Part VI, Article 17 — “Assuring Performance of State Supervision”. The CAD serves as the Minister’s liaison with ICAO and other international organizations as well as other States. The Administrative Procedures Manual describes the functions of the Director of the CAD.

3.3.1.2 In addition to the CAD, a Civil Aviation Authority (CAA) was established in 1997 and is headed by a Director who is appointed by the Minister. The CAA receives an annual budget allotment and collects the revenues from State licensing fees which are combined with the national general fund. The CAA has a staff of 141, including 124 technical employees, the majority of which have aviation experience. The CAA Headquarters is in Prague, with three offices in the factories of Let Kunovice, Moravan Otořokvice and Aero Vodochody assigned to aircraft maintenance and production activities.

3.3.1.3 The CAA is divided into six divisions: Airworthiness, Flight Inspection, Operation, Flight Operations, Aviation Regulation and the Director’s Secretariat. Each division is headed by a director who reports to the Director of the CAA. The CAA organizes safety meetings on a quarterly basis, which are voluntary and open to all air operators and interested parties.

3.3.1.4 The MOTC CAD and CAA are responsible for preparing air navigation regulations for approval by the Minister and are also responsible for reviewing amendments to the Annexes and subsequently ensuring that changes are made to the State’s regulations as necessary. Some CAA inspectors have been assigned to meet with the JAA Regulations, Operations, Maintenance and Licensing Committees and participate in some subcommittees and working groups for the review and discussion of matters affecting the JARs.

3.3.1.5 The CAA Terms of Reference Manual establishes qualifications, duties and responsibilities for technical personnel. Remuneration is established by Ministerial Decree in the Directive for Salaries of Employees. Average salaries paid to CAA inspectorate staff are two-thirds of those paid to personnel in comparable positions in industry, making it difficult for the CAA to attract and retain qualified and experienced technical personnel.

3.3.1.6 The CAA does not have a formal training programme, including initial, recurrent and specialized training. The inspectorate technical personnel are provided with ad hoc training which has been inconsistent and insufficient. In addition, there is no record-keeping system for training or testing.

3.3.2 Corrective action proposed/implemented by the Czech Republic

3.3.2.1 With respect to reviewing levels of remuneration to enable the CAA to become a competitive employer capable of attracting and retaining appropriately qualified and experienced personnel, the CAD indicated in its action plan that salaries are currently prescribed in the Table of Salaries for state officials and that the possibility of increases is limited due to the State budget. However, negotiations to increase salaries continue.
With respect to developing a formal training programme and record-keeping system, the CAD advised that the Director of the CAA will task the accountable Division Directors with developing such a programme by 15 March 2001. The final version of the programme will be submitted to the Director of the CAA by 30 November 2001 and the Director will approve and issue the programme by 15 December 2001. The formal training programme will include initial and recurrent training for flight operations and airworthiness inspectors and a record-keeping system for maintaining training, testing and course completion results. The Programme will be completely implemented by January 2002.

3.4 Personnel licensing and training the Czech Republic

3.4.1 Abstract of findings

3.4.1.1 The regulations and standards for the issue of personnel licences in the Czech Republic are contained in L-1 which is mostly a translation of Annex 1. In addition, the Czech Republic has adopted JAR-FCL 1, 2, 3 and 4, however only JAR-FCL 1 and 3 have been implemented. JAR-FCL 2 is scheduled for implementation in 2001. No date for the implementation of JAR-FCL 4 has been set. The CAA has issued, under the authority of the Director of the CAA, two procedures manuals, one for L-1 and the other for JAR-FCL, which introduces guidance material. At the time of the audit, the CAA had not been authorized to issue JAA licences and issued State licences only.

3.4.1.2 The CAD has filed a list of differences which exist between the personnel licensing regulations in the Czech Republic and the relevant Standards contained in Annex 1. However, significant differences have not been published in the national aeronautical information publication (AIP).

3.4.1.3 Personnel licensing activities are performed mainly by the Operation and Flight Operations Divisions of the CAA. The Airworthiness Division is involved in the licensing of aircraft maintenance engineers (AMEs). There is adequate equipment for staff responsible for personnel licensing activities to carry out their tasks. Most of these staff members have been employed by the CAA for a minimum of five years. While no formal training programme related to personnel licensing functions and tasks exists, the need for training has been recognized and records are kept of all formal training courses attended.

3.4.1.4 Designated examiners are appointed by the Director of the CAA in accordance with the standards contained in JAR-FCL 1. Designated examiners receive their accreditation from the Director of the Operation Division. The initial accreditation is for one year after which renewals are granted every three years on the basis of satisfactory performance and a flight test conducted by the CAA.

3.4.1.5 There are two doctors in the Aeromedical Section (AMS) of the CAA, one of whom is the Chief Medical Officer. They are assisted by twelve doctors, approved by the CAA, who are employed by the Institute of Aviation Medicine, a State-run organization that is responsible to the Minister of Health and the Minister of Defence. In addition, the CAA has approved 137 Designated Medical Examiners (DMEs). DMEs are appointed by the Chief Medical Officer and all have had training in aviation medicine.

3.4.1.6 The Operation Division is essentially responsible for licensing activities related to general aviation, commercial operations of single pilot aeroplanes and helicopters. It has five sections, four of which are involved in personnel licensing: Flight Operations, Single Pilot A/C Operations, Personnel Licensing, and Aircraft Register.
3.4.1.7 The Flight Operations Division is essentially responsible for activities related to commercial operations involving aircraft requiring a two-pilot crew. It comprises three sections, all of which undertake personnel licensing responsibilities: Flight Operations, Flight Crew Inspection, and Air Traffic Controller Inspection.

3.4.1.8 The Czech Republic has established procedures for the issue of all the licences for which SARPs are established in Annex 1. These procedures are contained in JAR-FCL 1.015. In addition, the CAA has procedures for the issue of licences for ultra-light aeroplanes and for flight attendants. Flight navigator and flight engineer licences are not issued in practice. Radiotelephone operator licences are issued by the Telecommunications Authority which also reports to the Minister of Transport and Communications.

3.4.1.9 Written examinations are derived from two sources. The examinations for pilot aeroplane licences and type ratings use a JAA data bank of multiple-choice questions. The examinations for all other licences are prepared by the CAA and are a combination of essay and oral questions.

3.4.1.10 The Czech Republic validates licences using procedures contained in JAR-FCL 1. If there is any doubt about the validity of the licence, the issuing authority is contacted. The Czech Republic also issues licences on the basis of foreign licences but only if the foreign licence is issued by a JAA state. The procedures for this are contained in JAR-FCL 1.015.

3.4.1.11 AMEs are licenced in accordance with L-1; however, the CAD has not incorporated Amendment 161 to Annex 1 into L-1. Amendment 161 became applicable on 5 November 1998 and dispensed with the Class I and Class II system, replacing it with a single licence. The CAA did not implement this change because of plans to implement JAR 66 in 2001. AMEs may be trained at AMOs that have been approved under JAR 145. The examinations are prepared by the Airworthiness Division and are invigilated by the Personnel Licensing Section. The practical testing is done at the AMO by designated examiners.

3.4.1.12 The State maintains a record of all licences and the licence must be reissued every five years. In addition, all ratings must be renewed on a periodic basis. Instructor and designated examiner appointments must be renewed every three years, single-engine piston ratings every two years and all other ratings every year.

3.4.1.13 Pursuant to Article 39 (b) of the Chicago Convention, any licence issued for which the licence holder does not fully satisfy the Standards in Annex 1 is required to have endorsed on or attached to their licence a complete enumeration of the particulars for which the Standard is not met. In some instances, the CAA has not included this information with licences. One example is the upper-age limit of 62 years permitted by the Czech Republic for the pilot-in-command of aircraft engaged in scheduled international air services or non-scheduled international air transport operations which exceeds the Standard for the upper-age limit in Annex 1, paragraph 2.1.10.1, by two years. Another example is the medical validity period for private pilots under 30 years of age. The Czech Republic standard for the Class 2 medical certificate is for a five-year medical validity period, while the Standard in Annex 1 is two years. Furthermore, the CAA does not impose limitations on the privileges of these pilots with regard to international navigation in accordance with Article 40 of the Chicago Convention.

3.4.1.14 The CAA is in a transitional period, as explained above, and issues licences using two different formats, one of which varies from the format in Annex 1, paragraph 5.1.1 with regard to the
numbered sequence of details; specifically, the Roman numeral XIV is used for the date of birth information instead of IVa.

3.4.1.15 The Czech Republic has approximately forty aviation training schools which provide training for PPLs. Training towards a professional licence, type rating, instrument rating or instructor rating must be performed at flight training organizations. There are two flight training organizations that provide theoretical training and four that give practical training; however, none combine theoretical and practical training. There are two type rating training organizations.

3.4.1.16 Schools are registered in accordance with JAR-FCL 1 and must have an approved training manual. The courses and flight tests must also be approved in accordance with JAR-FCL 1. Instructors must meet the experience requirements of JAR-FCL 1 and the requirements of the training manual for recurrent training. Schools are subject to periodic audits.

3.4.2 Corrective action proposed/implemented by the Czech Republic

3.4.2.1 With respect to the recommendation that significant differences between the national personnel licensing regulations and the relevant Standards in Annex 1 be published in the AIP, the CAD indicated that this would be accomplished no later than 31 May 2001.

3.4.2.2 Concerning aircraft maintenance engineer licences, the CAD indicated that a system of single licences has been adopted, however, the implementation is being postponed until the implementation of JAR 66. The issue of new licences for aircraft engineers will start 1 June 2001. The current licences have a validity period of three years and so all will be re-issued by 1 June 2004.

3.4.2.3 With respect to the recommendation that the CAA endorse on licences the particulars for which the Standards of Annex 1 have not been met, the CAD indicated that procedures will be adopted to detect differences from ICAO Standards and to print them on the licence or medical certificate. Licences endorsed with relevant notes will be issued starting 1 July 2001. Current licences have a validity period of five years so all will be reissued by 1 July 2006. For holders of licences which have not yet been reissued, an AIC will be issued not later than 31 April 2001 to instruct about their duties associated with flights to foreign airspace. The reissued licences will also be printed according to the numbered sequence of details prescribed in Annex 1, Chapter 5.

3.5 Aircraft operations certification and supervision in the Czech Republic

3.5.1 Abstract of findings

3.5.1.1 The Act, Part 6, Chapter 1, addresses commercial air transport activities, including the required contents of an AOC and AOC application and the right to amend, place restrictions, suspend or revoke an AOC. An operator is required to hold an AOC before commercial air transport operations commence. Ministerial Decree No. 108/1997 adds further requirements for the application of an AOC.

3.5.1.2 Requirements pertaining to air operator certification which have been adopted by the Czech Republic include JAR-OPS 1 and 3, JAR-FCL 1 and 2 and JAR-STD2A. Flight and duty time limitations are specified in Bulletin of Transport No. 14/1977. Section 102 of the Act provides for the adoption of ICAO Standards as defined in the Annexes. The regulations contained in JAR-OPS take legal
precedence over the L-6 regulations. Because of this, the current regulations are not in conformance with the Standards of Annex 6 pertaining to the installation of ground proximity warning systems (GPWS).

3.5.1.3 The CAA technical staff assigned to operations inspectorate duties include ten flight operations inspectors, nine ground operations inspectors, one cabin safety inspector and one dangerous goods inspector.

3.5.1.4 The executive officer of the Air Operator Certificate Section within the Director’s Secretariat is responsible for the legal assessment of an applicant for an AOC and for ensuring the applicant’s file is routed to all relevant experts in the CAA, including operations, airworthiness, dangerous goods and cabin safety specialists. The technical assessment of AOC applicants using single-pilot aeroplanes or helicopters is performed by the Flight Operations Section of the Operation Division. The technical assessment of AOC applicants using multi-pilot aeroplanes is performed by the Flight Operations Section of the Flight Operations Division. It should be noted that the Operation Division and the Flight Operations Division each have a Flight Operations Section.

3.5.1.5 The Flight Operations Division is responsible for monitoring and supervising the activities of the eight commercial AOC holders who operate multi-pilot aeroplanes. The activities of the flight operations inspectors are being gradually supplemented with the addition of ground operations inspectors. The Flight Crew Inspection Section comprises six flight operations inspectors and the Flight Operations Inspection Section comprises four ground operations inspectors. One cabin crew inspector is assigned to perform in-flight inspections, monitor training, testing and records. The Flight Operations Division is also responsible for monitoring air navigation services providers and for the supervision of the implementation of all subparts of JAR-OPS 1, except Subparts M, R and S (dangerous goods and security).

3.5.1.6 The Operations Division is responsible for the supervision of commercially operated single-pilot aeroplanes and helicopters. Within the Division, the Flight Operations Section is staffed by ground operations inspectors and the Single-pilot Operations Section is staffed with flight operations inspectors.

3.5.1.7 Although training is received by some inspectors, the CAA does not have a formal training programme, including initial and recurrent training, for operations inspectors. The training that has been received has been inconsistent and insufficient. Furthermore, there is no formal record-keeping system for monitoring training and testing results.

3.5.1.8 AOCs, which are issued with operations specifications and conform to ICAO Standards, are issued for one year and renewed for a period of up to three years. Procedures for AOC certification are contained in the Manual for Air Operators, which also provides information for the AOC applicant. Other CAA guidance is contained in Organizational Order Letter No. 3572/1998, issued by the Director of the CAA. Inspections are conducted in accordance with the CAA Audit Inspection Manual and Checklists. During the technical assessment, the technical aspects of the application are evaluated according to L Series regulations, JAR-OPS 1 and JAA guidance material.

3.5.1.9 The CAA does not require an applicant for an AOC to provide an initial compliance statement detailing how the applicant will comply with relevant sections of the regulations. This creates the potential for confusion and misunderstanding since regulations are derived from various sources, including the L Series, JARs, Bulletins and Orders.
3.5.1.10 Eight AOCs have been issued to operators using multi-pilot aeroplanes on the basis of the JARs and the L Series regulations. AOCs have been issued to operators using helicopters and single-pilot aeroplanes, but without full compliance with JAR-OPS. In September 1999, the CAA informed all operators that JAR-OPS 1 had been adopted, with the result that fifteen operators chose not to continue operating. The remaining five AOC operators are working toward full JAR compliance.

3.5.1.11 Flight operations inspectors are responsible for in-flight inspections, the supervision of flight crew training, the supervision of type-rating instructors and examiners and the assessment of the structure and content of relevant sections of the operator’s operations manual. Ground operations inspectors supervise the operator’s quality assurance system, monitor flight and duty time limitations, assess leasing applications, approve applications for special flight authorizations and review of specific parts of the operations manual.

3.5.1.12 The CAA generally performs inspections of crew records and trip records only on an annual basis. A work programme for ground operations inspections exists, but is often limited to an inspection in conjunction with an AOC renewal, which includes a review of the operations manual, crew training and the records of crew flight and duty time limitations. AOC holders are inspected only once or twice a year. A flight operations inspection programme is planned monthly so that each flight operations inspector averages about twenty-five hours of flight time each month in the performance of in-flight inspections of the eight AOC holders operating multi-pilot aeroplanes. The five AOC holders operating single-pilot aeroplanes are each inspected only once a year.

3.5.1.13 The Director of the Flight Operations Division and the Director of the Operation Division have not developed surveillance programmes for regular, periodic inspections of air operators by ground and flight operations inspectors to ensure safety and continuing compliance. The current frequency of inspections of AOC holders is well below the guidelines described in ICAO Doc 8335, paragraph 9.6.33.

3.5.1.14 Designated flight examiners are usually evaluated only once every three years in conjunction with the renewal of their examiner authorization. Guidance and procedures for these examiners are contained in the Audit Inspection Manual and the Type-rating Examiner Handbook. CAA operations inspectors are not routinely observing a sufficient number of checks each year in order to ensure adequate supervision and positive CAA quality control of examination procedures conducted by the various approved examiners and check pilots for AOC holders.

3.5.2 Corrective action proposed/implemented by the Czech Republic

3.5.2.1 With respect to the recommendation that an applicant for an AOC provide an initial statement of compliance detailing its plan to comply with relevant sections of the regulations, the CAD indicated that the relevant section of the Manual for Air Operators pertaining to AOC certification will be updated by 30 April 2001. The detailed procedure associated with the appropriate record form will be compiled pursuant to ICAO Doc 8335, paragraph 3.3.2(e).

3.5.2.2 With respect to amending the current regulations with respect to the installation of GPWS, the CAD indicated that the requirements of Annex 6, Part I, paragraphs 6.15.1, 6.15.3, and 6.15.4 are fully covered by the requirements of JAR OPS 1.665 which has been adopted by the Czech Republic. The requirements of Annex 6, Part I, paragraphs 6.15.5, 6.15.6 and 6.15.7 (amendment 24 to Annex 6) pertaining to EGPWS (TAWS) will be adopted once incorporated by the JAA into JAR-OPS 1. The CAD advised that the expected date for JAA promulgation is 30 June 2001.
3.5.2.3 The CAD indicated that, by 31 March 2001, the Directors of the Flight Operations and Operation Divisions will develop surveillance programmes for regular, periodic inspections of all AOC holders by ground and flight operations inspectors in order to increase the frequency of inspections. The surveillance programmes will be developed in accordance with ICAO Doc 8335, paragraph 9.6.33 and will be part of the Audit/Inspection Manual. The CAD noted that the current frequency of en-route inspections, executed by the flight inspectors of multi-pilot aeroplanes, is above the guidelines prescribed in Doc 8335 and that the surveillance programme for en-route inspections of multi-pilot aeroplanes will be developed on the basis of the monthly planning inspections to continue the attained standards.

3.5.2.4 With respect to the recommendation that operations inspectors routinely observe a sufficient number of checks each year conducted by approved examiners and check pilots for AOC holders in order to ensure adequate supervision and positive CAA quality control of the examination procedure, the CAD noted that flight inspectors perform an Examiner Acceptance Test every three years with each designated and authorised examiner in conjunction with the renewal of their examiner authorization. In addition, the flight inspectors of multi-pilot and single-pilot aeroplanes routinely observe the checks conducted by designated and authorized examiners, although this is done only on an ad hoc basis. The CAD indicated that by 31 March 2001, it will develop an annual surveillance programme for the routine observation of designated and authorised examiners to ensure their competency to conduct proficiency checks and skills tests.

3.6 Airworthiness of aircraft in the Czech Republic

3.6.1 Abstract of findings

3.6.1.1 The Czech Republic has adopted JAR 145 and JAR-OPS 1, Subpart M to supplement the L Series 6, 8, 8/A and the Orders, and has adopted the airworthiness code of the JARs. Provisions have been made under L-8/A for acceptance of airworthiness codes of States of Design. The CAA has also developed procedures for the validation of type certificates issued by those States. This is supplemented by Orders, such as the Procedures for Obtaining Design Organization Approval, CAA CZ Requirements for Conducting Maintenance, Preventive Maintenance, Rebuilding and Alterations, and the Procedures for Obtaining Product Organization Approval which outlines the national requirements for certification of production and design organizations.

3.6.1.2 Most of the Czech Republic production organization approvals are produced under the national requirements for manufacturing. Four production organizations are approved according to JAR 21, Subpart G. National requirements for design and manufacturing are established in the L Series of regulations. Issuance or validation of type certificates is performed in accordance with national requirements or with the JAA process with additional national requirements. The Czech Republic has adopted the following JARs: JAR 22 — gliders, VLA — very light aircraft, JAR 23 — small aeroplanes, JAR 27 — small rotorcraft, and JAR E — engines, P — propellers and TSO — technical standard orders.

3.6.1.3 The Airworthiness Division comprises thirty-nine inspectors and five administrative persons and is headed by a Director who reports to the Director of the CAA. The Airworthiness Division is divided into the following eleven sections which perform both inspectorate and engineering functions: Transport Aircraft, Small Aircraft, Airframe, Avionics, Ground Facilities, Power Unit, Production, Maintenance, Flight Performance and Characteristic, Certification Procedures and Management, and Airworthiness Directives and Documentation.
3.6.1.4 The CAA has not developed a formal training programme for inspectors which would enhance their safety oversight skills to a level that would fulfil the responsibilities of the Airworthiness Division. Furthermore, there is no requirement for airworthiness inspectors and engineers to maintain their technical qualifications, and the CAA is not providing them with initial, recurrent or specialized training. In some cases, inspectors are performing maintenance and engineering surveillance functions without the appropriate training.

3.6.1.5 The CAA has not established the qualifications and minimum experience requirements for flight test pilots and flight test engineers, nor a system for periodic evaluations. Despite the requirement for designated airworthiness and engineering inspectors in the manufacturing and production facilities to submit records on their work activities, work records are not consistently submitted to the CAA. Furthermore, the CAA has not implemented a system of ongoing supervision and oversight of these activities.

3.6.1.6 Current copies of JAR 145 and JAR-OPS 1, Subpart M, and amendments to the two documents are available to the Airworthiness Division. However, the Airworthiness Division has no system to administer, maintain and control airworthiness information, manufacturers’ technical publications and technical documentation relating to maintenance organizations and air operators in the Czech Republic. Data for major repairs and modifications are not maintained on all aircraft on the Czech Republic aircraft registry. In addition, revisions to MOE manuals are not always maintained.

3.6.1.7 The Airworthiness Division has limited its surveillance and oversight programme to annual renewals of its Approved Maintenance Organizations (AMO) and certificates of commercial air operators. It carries out approval of aircraft maintenance programmes, maintenance organization exposition (MOE) manuals and minimum equipment lists (MEL). However, there were no records of continuing surveillance of the AMOs or major air operators.

3.6.1.8 The Airworthiness Division has developed and adopted procedures which are contained in an inspector’s handbook. However, the handbook does not adequately cover all aspects of the airworthiness functions assigned to the Airworthiness Division, including checklists and guidance material for continuing airworthiness and aircraft engineering.

3.6.1.9 The Airworthiness Division has not developed procedures for specialized maintenance activities, such as aircraft welding and non-destructive testing for use by operators and maintenance organizations, nor has the CAA established standards for the approval and surveillance of these activities.

3.6.1.10 The Czech Republic has established a regulation based on FAA guidance concerning maintenance requirements for the approval of CAT I, CAT II and CAT III operations. Furthermore, several international operators have been authorized for CAT II and CAT III operations, but the maintenance requirements in this regard are not being observed and the CAA is not performing the necessary oversight of these programmes.

3.6.1.11 The Czech Republic uses FAA guidance material and JAR-OPS 1 as the basis for approving maintenance requirements for ETOPS. However, the CAA is not requiring operators to provide an ETOPS manual, develop maintenance requirements or provide the CAA with consistent airworthiness information on ETOPS. Furthermore, records of continuing oversight of ETOPS maintenance operations were inadequate.
3.6.1.12 The CAA has not established a requirement for international air transport operators to develop and submit to the CAA aircraft maintenance reliability information nor does the Airworthiness Division maintain ongoing oversight of these programmes.

3.6.1.13 The Airworthiness Division is not enforcing regulations, as described in a CAA Order and the JARS, regarding the reporting of unairworthy conditions of aircraft. The CAA does not have an effective system for monitoring information on faults, defects and malfunctions of operators and maintenance organizations in the Czech Republic.

3.6.1.14 There is no CAA regulatory requirement for operators to escalate or pro-rate their maintenance programmes as necessary. The Technical Order on maintenance programme revisions does not include all commercial transport aircraft on the Czech Republic aircraft registry.

3.6.1.15 In accordance with the Act and Community Council Regulation EEC No. 3922/91, the CAA is responsible for the approval and surveillance of design and production organizations and for the certification of aeronautical products. There is no specific aircraft engineering department established within the CAA. Engineering activities are shared by the eleven sections of the Airworthiness Division. This creates a problem whereby engineering training and specialization is not organized into functional areas and engineering responsibilities are not clearly defined.

3.6.1.16 The Production Section is responsible for the initial approval and the surveillance of production and testing organizations. It is assisted by three regional offices. The continuing supervision of the production organizations was insufficient because production organizations are audited only for renewal of their certificates. No record of audits or continued surveillance for production organizations were available for review by the audit team, other than a two-year renewal programme used by the Airworthiness Division. Until recently, design organizations had only been registered and were not approved. The CAA established a working team of inspectors from engineering sections and the certification procedures and management section to develop a system according to JAR 21. Three applications for Design Organization Approval (DOA) are now in process.

3.6.1.17 STCs are approved according to the national regulation L8/A. If the design change (major modification) affects one aircraft only the CAA issues the modification approval. However, the engineering procedures for the approval of modifications and repairs contained in L-8A are not detailed and do not include guidance on the determination of the certification basis with which compliance should be demonstrated, and does not address the issue of repair compatibility and special conditions as outlined in ICAO Doc 9642, Part V, paragraph 2.5.

3.6.1.18 ADs from States of Design for manufactured products are mandatory and additional requirements can be imposed, if considered necessary. CAA mandatory airworthiness information is published in a mandatory aircraft modifications and inspections summary, but is referred to as a State of Manufacturer’s requirement. Major modifications and repairs are addressed in Technical Instruction CAA-TI-006-0/98 — Procedures for Issuing Approvals for Maintenance, Repairs and Modifications of Aeronautical Products.

3.6.1.19 The CAA is not enforcing compliance with Annex 8 requirements, with regard to the State of Design, for its aircraft and engine manufacturers to develop a system for communicating continuing airworthiness information to and from operators and for providing the necessary airworthiness guidance to
those operators. There is no effective system for monitoring and assessing the maintenance and operational experience of operators in regard to mandatory airworthiness information. Furthermore, the CAA does not ensure that a structural integrity programme exists, including specific information concerning corrosion prevention and control.

3.6.1.20 The CAA does not ensure the compliance of operators with the provisions contained in Annex 8 concerning least-risk bomb location, flight crew compartment door and bulkhead and easy concealment of weapons, and does not advise operators to include this information in their aircraft flight manuals.

3.6.1.21 The Airworthiness Division has no written procedures for the development and approval of Master Minimum Equipment Lists (MMELs). Furthermore, no procedures have been developed for amending MMELs, nor are MMELs maintained for all transport aircraft on the Czech Republic aircraft registry.

3.6.2 Corrective action proposed/implemented by the Czech Republic

3.6.2.1 With respect to establishing a system to administer, maintain and control continuing airworthiness information, manufacturers’ technical publications and technical documentation relating to maintenance organizations and air operators, the CAD noted that such a system is established in CAA Order UCL-S-016-0/99 issued in 1999, although the system is not being followed by all aircraft type inspectors. The CAD indicated that the function and capacity of the technical library will be improved by increasing the administrative staff by one person who will be responsible only for aircraft technical documentation. A larger room with appropriate equipment will be provided for the technical library and inspectors will be required to comply with CAA Order UCL-S-016-0/99. CAA inspectors will check all type certificate holders regarding the submission of continuing airworthiness information and CAA inspectors will be required to maintain better data for major modifications and repairs. All action regarding this recommendation will be completed by 31 December 2001.

3.6.2.2 The CAD indicated that, by 15 January 2001, it will create an annual inspection plan of continuing surveillance of AMOs and air operators requiring inspections on a more frequent basis, which will be possible due to the increasing numbers of new inspectors.

3.6.2.3 By 31 December 2001, the Airworthiness Inspectors’ Handbook will be completed to cover all airworthiness functions assigned to the Airworthiness Division including checklists and guidance material for continuing airworthiness and engineering inspection functions. Procedures for the approval of new aircraft technologies, including composites, non-destructive testing and welding will be developed by 30 June 2001. In addition, minimum requirements for lease agreements will be established and included in the handbook by 30 June 2001.

3.6.2.4 Regarding specialized maintenance activities, the CAD indicated that procedures for welding will be improved and new procedures developed for non-destructive testing and composite by 30 June 2001. Inspectors will be trained for surveillance of specialized maintenance activities commencing 1 January 2002.

3.6.2.5 The CAD indicated that it currently performs continuing oversight of CAT II/III operations by monitoring reports on aircraft deficiencies. However, by 30 September 2001, it will develop a system requiring operators to provide aircraft maintenance reliability information specifically related to CAT II/III operations.
3.6.2.6 The CAD indicated that all air operators engaged in ETOPS operations have met the necessary maintenance requirements during the ETOPS approval process. However, by 30 May 2001, an additional requirement will be developed for operators to submit an ETOPS Manual and the CAA will also ensure an increase of surveillance on operators conducting ETOPS operations.

3.6.2.7 With respect to establishing a requirement for international operators to submit aircraft maintenance reliability information and establishing a programme for the ongoing oversight of these programmes, the CAD indicated that continuing oversight of maintenance reliability programmes will be increased, including two audits planned in 2001. Operators have been notified of the need to improve or establish procedures and information in the field of maintenance reliability programmes.

3.6.2.8 The CAD indicated that the system for sending and storing information on faults, defects and malfunctions will be improved and a new AC will be developed by 31 December 2001. A letter was sent on 31 December 2000 to transport category aeroplane operators to improve the system and to enforce the regulations, and an AIC will be issued for other operators by 31 March 2001. JAR 145 maintenance organizations were trained on 14 December 2000 in the reporting of unairworthy conditions.

3.6.2.9 The CAD indicated that it will ensure compliance with JAR 145 Appendix 6 (quality system and surveillance of sub-contractors) and compliance with JAR-OPS-M.

3.6.2.10 An additional paragraph was added to Technical Order UCL-S-023-0/00 on 15 January 2001 concerning the escalation of maintenance programme intervals. Training of inspectors will be provided by 30 June 2002 on how to escalate and pro-rate maintenance programmes.

3.6.2.11 With respect to restructuring the Airworthiness Division along functional lines to include an engineering department as outlined in ICAO Doc 9389, the CAD noted that the current structure is functional and corresponds with the state budget. The complete separation of the engineering branch from the continuing airworthiness branch is connected with the expense of increasing staff and training employees. The CAA has been asked by the Government to submit a suggested new structure in accordance with the new law regarding government service and, in particular, addressing the issue of the avionics section from AED being responsible for the supervision of continuing airworthiness regarding avionics, and inspectors from AID managing post-type certification activities. Action is expected to be taken by 31 December 2001.

3.6.2.12 With respect to developing a programme and procedures regarding audits and continued surveillance of design and production organizations, the CAD noted that the procedures of the CAA comply with JAA methods. All Czech producers of products must be mandatory POA holders according to JAR 21 from 1 January 2001, and the rest must be holders from 1 January 2002. The CAA will continue in accordance with JAA JPOAP Chapter 9 which requires continued surveillance of each POA holder. The CAA is implementing a new system of DOA according to JAR 21 and DOA holders will be continuously checked in accordance with JAA JDOAP, Chapter 12. All procedures regarding DOA will be developed before 31 December 2001.

3.6.2.13 The CAD indicated that the Airworthiness Division will issue procedures which establish the qualifications and minimum experience requirements for flight test engineers, including periodic evaluations, by 31 May 2001. In addition, the system of surveillance of designated inspectors will be improved by higher frequencies of record checks. Designated inspectors will be notified to comply with CAA-TI003-n/96, part 4.15.
3.6.2.14 With respect to enforcing the requirement that aircraft and engine manufacturers develop a system for communicating continuing airworthiness information, the CAD indicated that, by 30 April 2001, the CAA will review systems of all Czech manufacturers for communicating continuing airworthiness information on all their aircraft or engines to and from the operators, to check that necessary airworthiness guidance is provided and to check the effectiveness of the system. The development of a database will be evaluated by 30 June 2001 for monitoring where aircraft and engines are operated and the relevant actions taken. By 31 December 2001, the CAA will also review structural integrity programmes for aircraft above 5 700 kg of Czech design to check their existence, quality and completeness, including specific information concerning corrosion prevention. An internal procedure will developed by 30 June 2002 to receive and analyse all data on operational usage and service life of aircraft of Czech design.

3.6.2.15 With respect to ensuring compliance with Annex 8 provisions concerning least-risk bomb location, flight crew compartment door and bulkhead, and easy concealment of weapons, the CAD indicated that by 30 March 2001 it will ask all aviation authorities of the States of the type design of the aircraft for assistance in showing compliance with these provisions. Czech aircraft manufacturers will be asked to comply with these provisions, also contained in L8 regulation, by the same date.

3.6.2.16 The CAD indicated that new additional procedures will be developed in accordance with ICAO Doc 9642 concerning the approval of modifications and repairs and will be included in the Airworthiness Inspector Handbook by 31 January 2002.

3.6.2.17 Procedures for the approval of MMELs will be developed as part of the aircraft type certification and validation procedures by 30 September 2001.

4. COMMENTS

As indicated above, the Czech Republic submitted an action plan on 26 January 2001, addressing all the findings and recommendations that were forwarded, including comments and feedback on the interim report sent on 18 December 2000. If the action plan is executed as indicated, the Czech Republic will be in a position to effectively fulfill its safety oversight obligations. The CAD is encouraged to keep ICAO regularly informed with regard to the implementation of the proposed action plan and the progress made in accordance with the schedule established.
5. STATUS OF IMPLEMENTATION AND DIFFERENCES FROM THE ICAO SARPs

Differences identified during the audit are found in Appendices A and B to this summary report and differences vis-à-vis Standards will be included in the relevant Annex Supplement in line with Article 17 of the MOU signed between the Czech Republic and ICAO.
## APPENDIX A

### STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO STANDARDS

(ANNEX 1 — PERSONNEL LICENSING)

<table>
<thead>
<tr>
<th>Annex 1 Standard reference</th>
<th>Czech Republic’s regulations reference</th>
<th>Differences between the national regulations of the Czech Republic and ICAO Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>JAR-FCL 1</td>
<td>Definition of “flight time” includes the words “or external power” as follows:</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Flight time.</strong> The total time from the moment an aircraft first moves under its own power or external power for the purpose of taking off until the moment it comes to rest at the end of the flight.</td>
</tr>
<tr>
<td>1.2.5.2</td>
<td>JAR-FCL 1</td>
<td>The interval for a report of medical fitness for the Class 2 medical certificate is 5 years until the age of 30.</td>
</tr>
<tr>
<td>2.1.10.1</td>
<td>JAR-FCL 1</td>
<td>The holder of a pilot licence, who has attained the age of 62 shall not act as a pilot-in-command of an aircraft engaged in commercial air transport operations.</td>
</tr>
<tr>
<td>4.2</td>
<td>L-1</td>
<td>Class I and Class II licences continue to be issued for aircraft maintenance engineers, until the implementation of JAR 66 in 2001.</td>
</tr>
<tr>
<td>5.1.1</td>
<td></td>
<td>The CAA issues licenses using two different formats, one of which uses the Roman numeral XIV for date of birth information.</td>
</tr>
<tr>
<td>ICAO Annex 6, Part I Standard reference</td>
<td>Czech Republic’s regulations reference</td>
<td>Differences between the national regulations of the Czech Republic and ICAO Standards</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2.1</td>
<td>Extended to include aerial works.</td>
<td></td>
</tr>
<tr>
<td>4.2.5</td>
<td>Different wording pertaining to human factors.</td>
<td></td>
</tr>
<tr>
<td>4.3.6</td>
<td>Distinction is made between turbine engine and piston engine aircraft.</td>
<td></td>
</tr>
<tr>
<td>4.3.8.2</td>
<td>Oxygen supply requirements: provision is not made for all passengers in pressurized aircraft below 15 000 ft.</td>
<td></td>
</tr>
<tr>
<td>5.1.1</td>
<td>Uses the words “State of the Operator” in place of “State of Registry”.</td>
<td></td>
</tr>
<tr>
<td>5.2.5</td>
<td>Information provided by the operations manual rather than the flight manual.</td>
<td></td>
</tr>
<tr>
<td>5.3.2</td>
<td>Not required.</td>
<td></td>
</tr>
<tr>
<td>6.2</td>
<td>Not required.</td>
<td></td>
</tr>
<tr>
<td>6.3.1.5</td>
<td>Not required.</td>
<td></td>
</tr>
<tr>
<td>6.3.1.5.1</td>
<td>Not required.</td>
<td></td>
</tr>
<tr>
<td>6.3.11</td>
<td>Operational checks not specifically required.</td>
<td></td>
</tr>
<tr>
<td>6.4.2</td>
<td>For VFR night flights only.</td>
<td></td>
</tr>
<tr>
<td>6.5.2.2</td>
<td>Requirements specified differently.</td>
<td></td>
</tr>
<tr>
<td>6.7.3</td>
<td>Not implemented.</td>
<td></td>
</tr>
<tr>
<td>6.9.1</td>
<td>Requirements specified differently.</td>
<td></td>
</tr>
<tr>
<td>6.2</td>
<td>Not implemented.</td>
<td></td>
</tr>
<tr>
<td>8.2.3</td>
<td>Not specifically required.</td>
<td></td>
</tr>
<tr>
<td>8.3.2</td>
<td>Not specifically required.</td>
<td></td>
</tr>
<tr>
<td>9.4.1</td>
<td>Recency of experience also permitted in a flight simulator.</td>
<td></td>
</tr>
<tr>
<td>9.5</td>
<td>Other means of compliance.</td>
<td></td>
</tr>
<tr>
<td>ICAO Annex 6, Part II Standard reference</td>
<td>Czech Republic’s regulations reference</td>
<td>Differences between the national regulations of the Czech Republic and ICAO Standards</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>3.2</td>
<td>Act, Article 79</td>
<td>Other means of compliance.</td>
</tr>
<tr>
<td>6.2.1 (b)</td>
<td></td>
<td>Not required for aeroplanes for which Certificate of Airworthiness was edited for the first time before 31 December 1997.</td>
</tr>
<tr>
<td>6.7</td>
<td></td>
<td>For night flight in the vicinity of a CAA-approved airport.</td>
</tr>
</tbody>
</table>
STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO STANDARDS

(ANNEX 6 — OPERATION OF AIRCRAFT)
(PART III — International Operations — Helicopters)

<table>
<thead>
<tr>
<th>ICAO Annex 6, Part III Standard reference</th>
<th>Czech Republic’s regulations reference</th>
<th>Differences between the national regulations of the Czech Republic and ICAO Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 2</td>
<td>Applicable to commercial, general aviation and aerial works operations.</td>
<td></td>
</tr>
<tr>
<td>2.5.1  Act, Article 79</td>
<td>Other means of compliance.</td>
<td></td>
</tr>
</tbody>
</table>
### STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO STANDARDS

(ANNEX 8 — AIRWORTHINESS OF AIRCRAFT)

<table>
<thead>
<tr>
<th>ICAO Annex 8 Standard reference</th>
<th>Czech Republic’s regulations reference</th>
<th>Differences between the national regulations of the Czech Republic and ICAO Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part III, 4.1.6 b), g), h) and i)</td>
<td></td>
<td>The Czech Republic does not have similar requirements. However, the CAA, in conjunction with the JAA member States and the United States, is working towards meeting the intent of these provisions.</td>
</tr>
<tr>
<td>Part III, 9.3.5, 11.1, 11.2 and 11.3</td>
<td></td>
<td>The Czech Republic does not have similar requirements. However, the CAA, in conjunction with the JAA member States and the United States, is working towards meeting the intent of these provisions.</td>
</tr>
<tr>
<td>Part IV, 4.1.6 f)</td>
<td></td>
<td>There is no requirement for design precautions to be taken to protect against instances of cabin depressurization. The Czech Republic does not have any pressurized helicopters at this time.</td>
</tr>
<tr>
<td>Part IV, 6.7</td>
<td></td>
<td>The Czech Republic does not have a similar requirement. However, the CAA, in conjunction with the JAA member States and the United States, is working towards meeting the intent of this provision.</td>
</tr>
</tbody>
</table>
APPENDIX B

STATUS OF IMPLEMENTATION AND LIST OF DIFFERENCES FROM THE ICAO RECOMMENDED PRACTICES

(ANNEX 6 — OPERATION OF AIRCRAFT)
(PART I — International Commercial Air Transport — Aeroplanes)

Note: The Chicago Convention requires that a Contracting State file differences existing between its regulations and ICAO Annex Standards. However, due to the specific mandate given to ICAO for the implementation of the ICAO Universal Safety Oversight Audit Programme, it is necessary to include differences existing between the national regulations and ICAO Annex Recommendations, including Annex definitions, to encourage implementation and for inclusion in the summary report. Differences with Annex Recommended Practices will not be included in the Supplement to the relevant Annex if they should remain unimplemented by the time the final report is published.

<table>
<thead>
<tr>
<th>ICAO Annex 6, Part I, RPs reference</th>
<th>Czech Republic’s regulations reference</th>
<th>Differences between the national regulations of the Czech Republic and ICAO Recommended Practices</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3.6.2</td>
<td></td>
<td>For aeroplanes with more than nine passengers.</td>
</tr>
<tr>
<td>6.3.8.2</td>
<td></td>
<td>No requirement for aeroplanes with C of A issued before 1998.</td>
</tr>
<tr>
<td>10.3</td>
<td></td>
<td>Only general requirements listed.</td>
</tr>
<tr>
<td>11.5.3</td>
<td></td>
<td>Preserved for three months instead of six months.</td>
</tr>
<tr>
<td>13.5</td>
<td></td>
<td>Requirements included in National Security Programme.</td>
</tr>
</tbody>
</table>

The following Annex 6, Part I, Recommended Practices are not implemented: 4.7.4, 6.3.1.6, 6.3.4.2, 6.7.4, 6.7.6, 6.15.2, 6.15.7, 6.18.3, 6.21.1, 6.21.2 and 10.4

— END —