STATEMENT OF AGREED PRACTICE - REGULATION 785/2004 - Schedule

1. UK public transport operators

The CAA will check the insurance details of air carriers applying for an operating licence and also those of existing licence holders on renewal. Existing arrangements for the suspension and revocation of licences will be used to ensure compliance with the Regulation.

Physical checks of aircraft will be undertaken when considered appropriate, but usually as part of the normal Flight Operations inspection process. If an air carrier is unable to produce evidence of insurance the CAA shall issue a “notice to produce” in accordance with Article 77A of the Air Navigation Order (ANO) and take follow-up action.

2. Other UK aircraft operators

The CAA will require all owners of UK-registered aircraft subject to the aircraft registration process (i.e. new registrations, re-registrations, or a change in ownership) to produce evidence of adequate insurance. Where evidence is not supplied within two months then action will be taken to de-register the aircraft.

The CAA Aircraft Registration Section (AR) will carry out a rolling audit of active aircraft that have not been through the registration process recently. The audit will be in the form of a “notice to produce”. Where evidence is not supplied within a reasonable period (which in practice will be 14 days) then action will be taken to de-register the aircraft.

The CAA will carry out physical checks of 100 aircraft per year. If an aircraft operator is unable to produce evidence of insurance the CAA shall issue a “notice to produce” and take appropriate follow up action. Where evidence is not supplied within a reasonable period (which in practice will be 14 days) then action will be taken to de-register the aircraft.

The CAA will carry out 50 physical checks of gliders per year. If an aircraft operator is unable to produce evidence of insurance the CAA shall issue a “notice to produce” and take appropriate follow up action.

3. Foreign air carriers operating under permit and EU-registered air carriers

The CAA will carry out 200 physical checks per year of non-UK registered aircraft operating under an ANO Article 113/115 permission, which will normally but not necessarily form part of the (SAFA) ramp inspection process. If an air carrier is unable to produce evidence of insurance the CAA shall issue a “notice to produce” and, in the event of the operator failing to produce valid evidence of insurance, will refer the matter to the DfT for follow up action.

However, in the case of an EU-registered aircraft the CAA will refer the matter directly to DfT for follow-up with the state of registration.

4. Other foreign aircraft

The CAA will carry out 100 physical checks per year. If an aircraft operator is unable to produce evidence of insurance the CAA shall issue a “notice to produce” and take appropriate follow up action, including referral to the aircraft's state of registration.

5. Formal enforcement action

In all cases where the CAA determines that an aircraft is inadequately insured it shall issue a direction not to fly.

Where appropriate the CAA will investigate cases of non-compliance with a view to prosecution.

6. Follow-up action

DfT will inform the CAA (CPG) of the outcome of its action in regard to foreign aircraft that have been referred to it.