



## CAACI Information for Financiers and Lessors

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## **Civil Aviation Authority of the Cayman Islands - a UK Overseas Territory**

- The Cayman Islands falls under the State United Kingdom for Aviation Matters.
- The UK Department For Transport engages the UK body Air Safety Support International (ASSI) for Governance of the Overseas Territories Aviation Authorities to ICAO and UK standards. ASSI board comprises UK Government Departments, UK CAA and Overseas Territories Aviation Directors.
- Authority for Aviation is delegated to each of the appointed Governors of the UK Overseas Territories and subsequently to each Director of Civil Aviation.
- The Aviation code regulated in the OT's stems from the UK Civil Aviation Act where like for the UK register there is an Air Navigation Order (Overseas Territories). The means of compliance to the AN(OT)O is the gazette code Overseas Territory Aviation Requirements (OTARs).
- Unlike the UK CAA, who administer a single code of primary regulation (EASA transition post brexit), under OTARs we have the ability to work in three primary environments, EASA, US FAA and TCCA.
- There are additional and significant advantages to the code OTARs that we are versed in practicing.

## **Civil Aviation Authority of the Cayman Islands**

- Based in Grand Cayman, Cayman Islands, we are led by our Director-General, Mr. Richard Smith.
- Our Head Office administers all of the regulatory responsibilities including that of Financial, Aircraft Registration and Administrative governance.
- Our Air Safety Regulation Department comprised the resource to manage the workings of an aircraft register through Operational, Continuing Airworthiness and Maintenance oversight. We are supported by our Technical Officers who keep track on our daily responsibilities.
- The CAACI administers its oversight on the global stage having significant operations in North America, Europe, Middle and Far East.
- We largely employ full time personnel who come to the CAACI with significant expertise in aviation regulation. Our UK Office provides a staging post for our UK based staff to access many of our geographical locations. Along with our Head Office personnel, we have an efficient joined up team where in house decision making is of paramount importance.
- As a client of the CAACI, you will always be in contact with a CAACI team member.



### **CAACI and LESSORs**

- The CAACI recognises the importance of aircraft Lessors. Many of our clients in aircraft ownership and operation depend on Lessors. This valuable relationship we wish to foster through an insight and collaborative understanding to the dependencies of the industry.
- The CAACI strives to be a leader and be innovative in its approach to aviation safety regulation. We have introduced material processes, online portals, bespoke products all specifically designed to support the interests of Lessors.
- The CAACI is keen to establish long term relationships with Lessors that will provide ready solutions where aircraft registration support is required with emphasis beyond the registration process.
- The CAACI is not offering a parking register, these are readily available, we are offering a Transition Register supported by highly experienced full-time personnel in view of equipment being offered to new lessees in multiple jurisdictions.

### **VP-C Online**

- This is an online portal to our regulatory authority providing an ability for an Operator, CAMO and MRO to control their Approvals and aircraft they manage through making online Applications for required Approvals and Certificates.
- Aircraft registration is also facilitated in this system. Certificates and Approvals are digitised and can be downloaded by the secure login features.
- New to this system is the Lessor Module whereby a Lessor can apply for a VP-C online account. This account will provide ready access to all of the aircraft that the Lessor has registered in the Cayman Islands. This unique feature will provide ready access to the status of airworthiness and operational certifications.
- The Lessor account will when completed satisfy much of the due diligence process of aircraft registration saving much time and that of repetitive applications where multiple aircraft are to be registered.
- VP-C online brings the Authority closer to its industry partners facilitating productive outcomes to required Approvals.



### **ICAO Article 83bis**

- What is 83bis, when ratified (in law) between two ICAO State Aviation Authorities, provides a vehicle for the State of Register to transfer responsibilities of regulatory oversight to the State of Operator in support of an aircraft that is geographically located in operation in another State.
- The Cayman Islands has a long Standing ICAO Article 83bis Agreement with Saudi Arabia. Operating under this Agreement are three commercial Operators utilising A320 and B737 aircraft.
- The CAACI – GACA 83bis Agreement is a modern model wholly ICAO compliant, offering the registered owner confidence through the CAACI activities in Aircraft Certification and Continuing Airworthiness for which the CAACI retains functional regulatory oversight of.
- The CAACI with extensive experience in working at high levels in other State Aviation Authorities, offers Operators and Lessors of aircraft registered in the Cayman Islands operating under 83bis significant security in our administration of the Agreement, through regular face to face meetings with the State of Operator NAA.
- The CAACI is receptive to new proposals for operations under an 83bis Agreement, an MoU arrangement may also provide for a transition arrangement to an 83bis Agreement.

### **NAA MoU's**

- The CAACI is very keen on formal collaborative working arrangements with other National Aviation Authorities. It is of importance to us in securing reliable and supportive outcomes to a wide variety of issues that the CAACI is able to readily turn to significant NAA's such as US FAA and EASA.
- For mutual benefit, the CAACI established several MoU's with the US FAA in agreement for the operation of Cayman Islands registered aircraft to operate commercially under US FAA AOCs. Indeed, in working with the FAA we were the first Register to secure a foreign registered aircraft in Operation FAR 135 < 9 seats. This required the upmost support by the FAA where policy was made.
- To date we have had several MoUs with EASA and the US FAA.
- In spirit of supporting the industry, we will offer and explore solutions in operation leaning on our strong relationships with the three major NAAs we work with.
- MoUs are often an efficient solution to meeting the needs of an urgent operational matter.



### **Off Shore AOC**

- The CAACI has though the Cayman Islands Government secured a robust legal infrastructure enabling the CAACI to issue an AOC where the operational control is located offshore.
- The enabling mechanism is an economic free zone managed by Cayman Enterprise City who administers the Entity incorporation providing the legal basis for the CAACI to work in Aviation Regulation for the issuance of an AOC.
- This robust platform withstanding international scrutiny is an ideal solution for an Operator to take advantage of the CAACI service provision and commitment to ensuring there is a safety partnership.
- We see opportunities for ACMI type operations where equipment can be readily introduced in operation. We are committed to partnership in solution driven outcomes where convention may not.

### **Transition Register**

- We have for some time taken a particular interest in the demands and challenges of Lessors. We have managed several projects returning aircraft to service from difficult circumstance, to arranging rapid transfer of registration.
- We believe we can offer Lessors far more than a place to park an aircraft, our focus is not the registration, but the deregistration activity. We from the outset focus on the objective for returning the aircraft to a new lessee in whatever jurisdiction that requires\*.
- From the outset of aircraft registration, we shall work on an oversight programme specifically designed to ensure all are fully cognisant of required activities to gain the C of A (Export) as required. We will not let aircraft remain parked without effective management causing much costly activity repairing the consequential damage.  
Our highly experienced in-house team work in a coordinated manner, it will not be the case where a new Inspector starts all over again. We work closely with industry partners CAMOs, AMOs and Operators required to support this exercise.
- Our advanced IT record management system enables us to programme cost effective oversight that is proportional to the activity. We grant Approval privileges to CAMOs in support of generating required airworthiness status reports for aircraft in storage and those coming from jurisdictions where an export document is difficult.
- We pride ourselves in being able to offer Export C of A's in multiple Certification environments where to date we have not received any importing difficulties. Indeed, we will offer continued support post Export where the importing Authority requires such. Relationships matter.
- In current climate of returning aircraft, we have been successfully relocating many aircraft from various jurisdictions. Our approach in working with Approved Ferry Flight and Airworthiness Management Organisations has been crucial in achieving these positive outcomes.
- We record Transition Aircraft in a Service Level Agreement established with the Lessor. This clearly defines our commitment in delivery of our service provision with clarity to fees that are

largely fixed basis.

- We are constantly adjusting our approach in managing Transition Aircraft, being initiative, proactive and solution driven is not only rewarding, provides constructive outcomes to adverse circumstances.
- In recent development the CAACI has secured a dedicated set of Aircraft Registration Marks that will be deployed for aircraft transition activities. These come with the prefix VQ-C. This comes as a further level of the CAACI commitment to the Lessor Industry that secures reliable and distinguishable registration activity designed wholly in support of this industry sector.

\* sanctions permitting