MODEL CIVIL AVIATION REGULATIONS

**[STATE]**

Part 10 – Commercial Air Transport by Foreign Air Operators Within [STATE]

**VERSION 2.10**

**November 2020**

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AMENDMENTS

| Location | Date | Description |
| --- | --- | --- |
| Introduction | 08/2006 | Additional descriptive text added |
| Introduction | 11/2012 | Added list of primary references |
| Introduction | 11/2014 | Updated list of primary references |
| Introduction | 11/2020 | Updated the amendment number of the ICAO Annexes used |
| 10.1.1.2 | 11/2012 | Added new definitions of operator, remote pilot, and remotely piloted aircraft |
| 10.1.1.2 | 11/2014 | Moved definitions to MCAR Part 1 |
| 10.1.1.3 | 11/2012 | Added new abbreviation for RPA |
| 10.1.1.5 | 12/2004 | “Specific Operating Provisions” changed to “Operations Specifications” |
| 10.1.1.5 | 08/2006 | Deleted text as the same subject of operations specifications is addressed in 10.1.1.8. Reserved paragraph 10.1.1.5 to avoid renumbering. |
| 10.1.1.5 | 11/2012 | New paragraph (d) added to refer to the associated IS |
| 10.1.1.6–10.1.1.9 | 12/2004 | New subsections |
| 10.1.2.2(a)(3)–(7) | 12/2004 | New subsections |
| 10.1.1.2 | 08/2006 | Editorials made to the title and to item (a) |
| 10.1.1.5 | 05/2010 | Added new text and note |
| 10.1.1.5 | 11/2013 | Item (d) – added clarifying IS location; Item (e) – new |
| 10.1.3.2 | 08/2006 | New text added to reflect ICAO Annex amendment |
| 10.1.3.3 | 08/2006 | Title revised to reflect ICAO Annex amendment |
| 10.1.4.1 | 08/2006 | Rewrote paragraph to reflect all flight rule instead of just approach and landing |
| 10.1.5 | 08/2006 | New section on flight crew requirements |
| 10.2 | 09/2006 | New subsection title of operations specifications added with former paragraphs 10.1.1.6 through 10.1.1.9 included |
| 10.2 | 05/2010 | Subsection title changed |
| 10.2.1.1 | 05/2010 | Title revised and Reference change |
| 10.2.1.1 | 09/2011 | Added and revised text |
| 10.2.1.2 | 09/2011 | New Section – Conditions for the issuance of a Document of Authorisations, Conditions, and Limitations |
| 10.2.1.3 | 09/2011 | New Section – Issuance of a Document of Authorisations, Conditions, and Limitations |
| 10.2.1.4 | 09/2011 | New Section – Contents of Document of Authorisations, Conditions, and Limitations |
| 10.3 | 09/2006 | New numbering for former documents subsection of 10.1.2, renamed to documentation, and paragraphs 10.1.2.5 through 10.1.2.5 |
| 10.3.1.2(a)(4), (7) | 09/2011 | Added text  |
| 10.4 | 09/2006 | New title and numbering and combining of subsection of performance at former paragraph 10,1.3 and operations at former paragraph 10.1.4 |
| 10.4.1.2(b)(2) | 09/2011 | Added text |
| 10.5 | 09/2006 | Renumbering of new text on flight crew member qualifications from 10.1.5 |
| 10.6 | 09/2006 | Renumbering of security subsection from 10.2 |
| 10.7 | 09/2006 | Renumbering of dangerous good subsection from 10.3 |
| 10.7.1.3  | 05/2010 | Added new text |
| 10.8 | 11/2012 | New Subpart for remotely piloted aircraft based on ICAO Annex 2 amendment |
| 10.8.1.1 | 11.2012 | New subsection for foreign operator application to operate remotely piloted aircraft |
| IS 10.1.1.5 | 05/2011 | New IS Section: Authority to Inspect |
| IS 10.1.1.5 | 11/2012 | Added new (d) and updated the Foreign Operator Ramp Inspection Checklist to revised ICAO Doc. 8335 |
| IS 10.1.1.5 | 11/2013 | Item (d) Corrected a reference on the form in blocks 8 and 9; Item (e) – new table |
| IS 10.2.1.1 | 05/2010 | New Section: Requirements for Application by Foreign Operator for Approval to Operate into the Territory of State |
| IS 10.2.1.1 | 11/2012 | Editorial in title; editorial in form Section 1A(3) |
| IS 10.2.1.1 | 11/2013 | Editorial Revisions to the form in page 2 |
| IS 10.2.1.2 | 05/2011 | New IS Section – Conditions for the Issuance of a Document of Authorisations, Conditions, and Limitations |
| IS 10.8.1.1 | 11/2012 | New IS and form |
| IS 10.8.1.1 | 11/2013 | Editorial updates to the form to clarify directions |

Introduction

Part 10 of the Model Civil Aviation Regulations (MCARs) sets forth the terms and conditions under which [STATE] will carry out its aviation safety responsibility to its own citizens and ensure the safe operation, airworthiness, and air crew qualifications of foreign air operators it allows to operate into, from, or within [STATE] territory, as mandated by the International Civil Aviation Organization (ICAO) Convention on International Civil Aviation (Chicago Convention) and the laws and regulations of [STATE].

Each Contracting State is empowered under the Chicago Convention to set the terms for entry into and flight operations into, from, or within that Contracting State. Ordinarily, international commercial air transport flights are allowed into a Contracting State under the terms and authority of international agreements that grant the economic permission to operate into, from, or within that Contracting State and require the safe operation of such aircraft. As a result, the Civil Aviation Authorities (CAAs) of the State of Registry and the State of the Operator are responsible under the Chicago Convention for the safe operation of each aircraft that is allowed to conduct commercial air transport into, from, or within [STATE].[[1]](#footnote-1)

The requirements placed upon foreign air operators in this part are directly related to each Contracting State’s responsibility to assure that its air operators engaged in international commercial air transport adhere to the Standards and Recommended Practices (SARPs) set forth in the applicable ICAO Annexes, the special conditions existing within [STATE] that [STATE] notes to ICAO as differences from the SARPs, and the special conditions within [STATE] that it reports in aeronautical information manuals and publications.

This part of the MCARs is based on the SARPs in ICAO Annex 2, *Rules of the Air,* Amendment 46; Annex 6, *Operation of Aircraft,* Part I, *International Commercial Air Transport–Aeroplanes,* Amendment 45; Annex 6, Part III, *International Operations–Helicopters,* Amendment 23; and ICAO Doc 8335, *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*, Fifth Edition (2010).

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Contents

[Part 10 – Commercial Air Transport by Foreign Air Operators Within [STATE] 10-1](#_Toc21512390)

[10.1 General 10-1](#_Toc21512391)

[10.1.1.1 Applicability 10-1](#_Toc21512392)

[10.1.1.2 Definitions 10-1](#_Toc21512393)

[10.1.1.3 Abbreviations 10-1](#_Toc21512394)

[10.1.1.4 Compliance 10-2](#_Toc21512395)

[10.1.1.5 Authority to Inspect 10-2](#_Toc21512396)

[10.2 Approval for Foreign Air Operators to Operate in the Territory of [STATE] 10-3](#_Toc21512397)

[10.2.1.1 Application for Approval to Operate in the Territory of [STATE] 10-3](#_Toc21512398)

[10.2.1.2 Issuance of Operations Specifications 10-4](#_Toc21512399)

[10.2.1.3 Contents of Operations Specifications 10-4](#_Toc21512400)

[10.2.1.4 Continued Validity of Operations Specifications 10-5](#_Toc21512401)

[10.3 Foreign Air Operator Manuals, Documents, and Records 10-5](#_Toc21512402)

[10.3.1.1 Aircraft Technical Log 10-5](#_Toc21512403)

[10.3.1.2 Manuals, Documents, and Licences to Be Carried 10-6](#_Toc21512404)

[10.3.1.3 Additional Information and Forms to Be Carried 10-6](#_Toc21512405)

[10.3.1.4 Production of Documents, Manuals, and Records 10-7](#_Toc21512406)

[10.3.1.5 Preservation, Production, and Use of Flight Recorder Recordings 10-7](#_Toc21512407)

[10.4 Operations and Performance 10-7](#_Toc21512408)

[10.4.1.1 Computation of Passenger and Baggage Weighed Mass 10-7](#_Toc21512409)

[10.4.1.2 Single-Engine Aeroplanes at Night or in Instrument Meteorological Conditions 10-7](#_Toc21512410)

[10.4.1.3 Single-Pilot Operations Under Instrument Flight Rules or at Night 10-8](#_Toc21512411)

[10.4.1.4 Flight Rules Within [STATE] 10-8](#_Toc21512412)

[10.5 Flight Crew Member Qualifications 10-8](#_Toc21512413)

[10.5.1.1 General 10-8](#_Toc21512414)

[10.5.1.2 Age Limitations 10-8](#_Toc21512415)

[10.5.1.3 Language Proficiency 10-8](#_Toc21512416)

[10.6 Security 10-9](#_Toc21512417)

[10.6.1.1 Aircraft Security 10-9](#_Toc21512418)

[10.6.1.2 Unauthorised Carriage 10-9](#_Toc21512419)

[10.7 Dangerous Goods 10-9](#_Toc21512420)

[10.7.1.1 Offering Dangerous Goods for Transport by Air 10-9](#_Toc21512421)

[10.7.1.2 Carriage of Weapons of War and Munitions of War 10-9](#_Toc21512422)

[10.7.1.3 Carriage of Sporting Weapons and Ammunition 10-10](#_Toc21512423)

[10.8 Approval for Foreign Air Operators to Operate Remotely Piloted Aircraft in the Territory of [STATE] 10-10](#_Toc21512424)

[10.8.1.1 Application for Approval to Operate Remotely Piloted Aircraft in the Territory of [STATE] 10-10](#_Toc21512425)

[Part 10 – Implementing Standards IS 10-3](#_Toc21512426)

[IS 10.1.1.5 Authority to Inspect IS 10-3](#_Toc21512427)

[IS 10.2.1.1 Application for Approval to Operate in the Territory of [STATE] IS 10-16](#_Toc21512428)

[IS 10.2.1.1(B) Safety Clause Example IS 10-18](#_Toc21512429)

[IS 10.2.1.2 Issuance of Operations Specifications IS 10-18](#_Toc21512430)

[IS 10.8.1.1 Application for Approval to Operate Remotely Piloted Aircraft in the Territory of [STATE] IS 10-20](#_Toc21512431)

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## Part 10 – Commercial Air Transport by Foreign Air Operators Within [STATE]

## General

#### Applicability

1. This part prescribes requirements applicable to the operation of any civil aircraft that is:
2. Used for commercial air transportation operations by any air operator whose AOC is issued; and
3. Controlled by an Authority other than [STATE].
4. This part does not apply to aircraft when used by military, customs, and police services, which are not used for compensation or hire.

Chicago Convention, Articles 3, 5, 6

#### Definitions

1. Definitions are contained in Part 1 of these regulations.

#### Abbreviations

1. The following abbreviations are used in this part:
2. **ACAS** **–** airborne collision avoidance system
3. **AFM** **–** Aircraft Flight Manual
4. **AMM –** Aircraft Maintenance Manual
5. **AMO –** approved maintenance organization
6. **AOC –** air operator certificate
7. **ATC** **–** air traffic control
8. **C2 –** command and control
9. **CP –** co-pilot
10. **CVR –** cockpit voice recorder
11. **EDTO –** extended diversion time operations
12. **ELT –** emergency locator transmitter
13. **FDR –** flight data recorder
14. **GPWS –** ground proximity warning system
15. **ICAO –** International Civil Aviation Organization
16. **IFR** **–** instrument flight rules
17. **IMC –** instrument meteorological conditions
18. **IS –** Implementing Standards
19. **iSTARS** **–** integrated Safety Trend Analysis and Reporting System
20. **MEL** **–** minimum equipment list
21. **MMEL –** master minimum equipment list
22. **NOTAM** **–** Notice to Airmen
23. **OPS –** operations
24. **PIC** **–** pilot-in-command
25. **RFM** **–** Rotorcraft Flight Manual
26. **RPA** **–** remotely piloted aircraft
27. **RPAS** **–** remotely piloted aircraft system(s)
28. **RVSM –** reduced vertical separation minimum
29. **USOAP –** Universal Safety Oversight Audit Programme
30. **VFR** **–** visual flight rules
31. **VLOS –** visual line-of-sight

#### Compliance

1. A foreign air operator shall not operate an aircraft in commercial air transportation operations into [STATE] contrary to:
2. The requirements of this part;
3. The applicable paragraphs of Parts 7 and 8 of these regulations;
4. The applicable Standards contained in the Annexes to the Chicago Convention, for the operation to be conducted; and
5. Any other requirements that the Authority may specify.

ICAO Annex 6, Part I: 4.2.2.3

ICAO Annex 6, Part III, Section II: 2.2.2.3

Chicago Convention, Articles 6, 12

#### Authority to Inspect

1. A foreign air operator shall ensure that any person authorised by the Authority shall be permitted at any time, without prior notice, to board any aircraft operated for commercial air transportation to [STATE]:
2. To inspect the documents and manuals required by this part;
3. To conduct an inspection of the aircraft; and
4. To take appropriate action when necessary to preserve safety.
5. When a State identifies a case of non-compliance or suspected non-compliance by an original operator with laws, regulations, and procedures applicable within that State’s territory or identifies a similar serious safety issue with that operator, that State will immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification will also be made to the State of Registry if the issue falls within the responsibilities of that State and warrants a notification.
6. In the case of notification to States as specified in paragraph 10.1.1.5(b) of this subsection, if the issue and its resolution warrant it, the State in which the operation is conducted will engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.
7. Inspections will be conducted in accordance with the requirements prescribed by IS 10.1.1.5 and the checklists contained in IS 10.1.1.5(d).
8. Findings from inspections will be resolved in accordance with Table 1, Levels of Seriousness of Findings and Related Actions, and Table 2, Examples of Findings and Levels of Seriousness, contained in IS 10.1.1.5(e).

Note: ICAO Doc 8335, Manual of Procedures for Operations Inspection, Certification and Continued Surveillance, provides guidance on the surveillance of operations by foreign air operators. The manual also contains guidance on the consultations and related activities specified in this part, including the ICAO model clause on aviation safety, which, if included in a bilateral or multilateral agreement of air service, provides for consultations among States when safety issues are identified by any of the parties to the agreement.

ICAO Annex 6, Part I: 3.2.1; 3.2.2

ICAO Annex 6, Part III, Section II: 1.2.1; 1.2.2

Chicago Convention, Article 1

## Approval for Foreign Air Operators to Operate in the Territory of [STATE]

#### Application for Approval to Operate in the Territory of [STATE]

1. A foreign air operator from the territory of another State shall not operate an aircraft in [STATE] unless it is so authorised by the [AUTHORITY OF STATE] and holds associated operations specifications containing the special limitations and specific approvals issued to it by the [AUTHORITY OF STATE].
2. A foreign air operator intending to operate in the territory of [STATE] shall submit an application to the Authority on a form and in a manner as prescribed in IS 10.2.1.1.
3. An application for approval to operate in the territory of [STATE] shall be accompanied by:
4. A certified true copy of a valid AOC and associated operations specifications issued to the foreign air operator by the Foreign Authority;
5. A copy of the approval page for a MEL for each aircraft type intended to be operated by the foreign air operator in [STATE];
6. A copy of the current certificate of aircraft registration and certificate of airworthiness issued for each aircraft type proposed to be operated by the foreign air operator in [STATE];
7. A copy of the insurance certificate;
8. A copy of the operational procedures and practices of the foreign air operator;
9. A copy of a document identifying the maintenance checks that are required to be performed for the aircraft of the foreign air operator while they are operated in the territory of [STATE];
10. A copy of the maintenance contract between the foreign air operator and the AMO, where the maintenance under paragraph 10.2.1.1(c)(6) of this subsection is performed by an AMO approved by the Foreign Authority;
11. A copy of the air service agreement, containing a safety clause as shown in the example in IS 10.2.1.1(B), allowing the foreign air operator to operate in the territory of [STATE];
12. In the case of wet-leased aircraft, a copy of the approval of the Authority of the State of the Operator, with identification of the foreign air operator that exercises operational control of the aircraft;
13. In the case of a foreign air operator that does not hold an AOC issued by the Authority, a copy of the proposed air operator security programme; and
14. Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.
15. An applicant under these regulations shall apply for the initial issue of operations specifications at least 90 days before the date of commencement of intended operation.

ICAO Doc 8335, Part VI: 1.2; 1.3.4; 1.3.6; 1.4; 2.1; 2.2

14 CFR 129.11; 129.13; 129.14

#### Issuance of Operations Specifications

1. No foreign air operator shall commence commercial air transport operations in [STATE] until the operations specifications have been issued by the [AUTHORITY OF STATE].
2. The [AUTHORITY OF STATE] will issue operations specifications to a foreign air operator to conduct commercial air transport operations in [STATE]:
3. Where the Authority is satisfied and has confidence in:
	* + 1. The validity of the certificates and licences associated with the operator;
			2. The operator’s personnel and aircraft;
			3. The operational capabilities of the operator; and
			4. The level of certification and oversight applied to the activities of the operator by the Foreign Authority;
4. Following approval of the operator’s application to operate in the territory of [STATE];
5. Upon a satisfactory administrative review of the documentation provided by the operator under paragraphs 10.2.1.1(c) and (d) of this part; and when one of the following conditions is met:
	* + 1. The operator has established a bilateral or multilateral agreement with the State of the Operator that includes in the agreement the safety clause referenced under paragraph 10.2.1.1(c)(8) of this part; or
			2. The operator has not established a bilateral or multilateral agreement with the State of the Operator, but the [AUTHORITY OF STATE] receives no significant safety findings or major deficiencies from available safety-related information relevant to the operator.
6. The criteria to be used for evaluating the conditions stipulated under paragraph 10.2.1.2(b) of this subsection are contained in IS 10.2.1.2.

ICAO Annex 6, Part I: 4.2.2.1; 4.2.2.3

ICAO Annex 6, Part III, Section III: 2.2.2.1; 2.2.2.3

ICAO Annex 19

ICAO Doc 8335, Part VI: 3.1; 3.2; 3.3; 3.4; 3.5; 4.2

Chicago Convention, Article 6

14 CFR 129.11

#### Contents of Operations Specifications

1. The [AUTHORITY OF STATE] will issue operations specifications to foreign air operators for elements not listed in the operator’s AOC and its associated operations specifications but considered necessary for compatible operations within [STATE].
2. Operations specifications issued under this subsection shall contain:
3. The operator’s full name;
4. The operator’s principal place of business address and contact details for operational management;
5. The operator’s business address and contact details in [STATE];
6. The date of issuance and expiry (if any) of the operator’s AOC;
7. A statement that reads: “This document authorises [NAME OF FOREIGN AIR OPERATOR] to operate in the territory of [STATE]”;
8. A statement that reads: “This document is issued to [NAME OF FOREIGN AIR OPERATOR] on the basis of it holding a valid AOC. Any changes to the AOC made by the Foreign Authority that issued and oversees the AOC of [NAME OF FOREIGN AIR OPERATOR] shall be submitted by [NAME OF FOREIGN AIR OPERATOR] in writing to the [AUTHORITY OF STATE] within 30 days of such change”;
9. A statement that reads: “This document ceases to have effect upon expiry, suspension, revocation, cancellation, or equivalent action with respect to the foreign air operator’s AOC”; and
10. Any additional special limitations and specific approvals considered necessary by the [AUTHORITY OF STATE].
11. Operations specifications issued to a foreign air operator by the [AUTHORITY OF STATE] shall be supplementary to these regulations.

ICAO Doc 8335, Part VI: 4.1; 4.2

14 CFR 129.11

#### Continued Validity of Operations Specifications

1. A foreign air operator shall, when conducting operations in [STATE], ensure that it complies at all times with the requirements of:
2. Its operations specifications;
3. Its approved air operator security programme; and
4. The security requirements for air operators operating in [STATE].

ICAO Doc 8335, Part VI: 1.4.3

14 CFR 129.11

## Foreign Air Operator Manuals, Documents, and Records

#### Aircraft Technical Log

1. A foreign air operator shall use an aircraft technical log system containing the following information for each aircraft:
2. Information about each flight necessary to ensure continued flight safety;
3. The current aircraft approval for return to service;
4. The current maintenance statement, showing the aircraft maintenance status of what scheduled and out-of-phase maintenance is next due, unless the Authority agrees to the maintenance statement being kept elsewhere;
5. All outstanding deferred defects that affect the operation of the aircraft; and
6. Any necessary guidance and instructions on maintenance support.

ICAO Annex 6, Part I: 6.2.3(b); 11.4.1R

ICAO Annex 6, Part III, Section II: 9.4.1R

Chicago Convention, Article 29

ICAO Doc 9376, Chapter 6: Attachment B

ICAO Doc 8335, Part VI: 1.3.4

14 CFR 129.13; 129.14; 129.15

JAR-OPS 1: 1.915

JAR-OPS 3: 3.195

#### Manuals, Documents, and Licences to Be Carried

1. A foreign air operator shall ensure that the following manuals, documents, and licences are carried on flights into [STATE]:
2. A certified true copy of the AOC and associated operations specifications, all of which shall be in the English language;
3. The current parts of the Operations Manual that are relevant to the duties of the crew;
4. The current parts of the Operations Manual that are required for the conduct of a flight, such as the MEL and information and instructions relating to the interception of aircraft, and which shall be easily accessible to the crew on board the aircraft on each flight;
5. The current AFM or RFM approved by the State of Registry, or the current Aircraft Operating Manual approved by the State of the Operator; the AFM or RFM shall be updated by implementing changes made mandatory by the State of Registry received from the State of Design;
6. The current certificate of aircraft registration and the certificate of airworthiness in force with respect to that aircraft;
7. The appropriate licences of the members of the flight crew and cabin crew, if a cabin crew licence is required by the Foreign Authority;
8. A noise certificate, where applicable, which will be issued in accordance with ICAO Annex 16, Volume I; and
9. Appropriate approvals and/or licences of crew members for aircraft radio operation.

ICAO Annex 6, Part I: 6.1.2; 6.2.3; 11.1

ICAO Annex 6, Part III, Section II: 2.2.2; 4.1.2; 4.2.3; 9.1

Chicago Convention, Article 29

ICAO Doc 8335, Part IV: Attachment

ICAO Doc 8335, Part VI: 1.3.4; 1.3.5; 1.3.6; 1.3.7

14 CFR 129.13

#### Additional Information and Forms to Be Carried

1. A foreign air operator shall ensure that, in addition to the documents and manuals prescribed in 10.3.1.2 of this part, the following information and forms, relevant to the type and area of operation, are carried on each flight:
2. The operational flight plan;
3. The aircraft technical log, containing at least the information required by paragraph 10.3.1.1(a) of this part;
4. The appropriate NOTAM/aeronautical information service briefing documentation;
5. The appropriate meteorological information;
6. The passenger and cargo manifests, as appropriate for the intended flight;
7. The mass and balance documentation for the aircraft, certifying that the load carried is properly distributed and safely secured;
8. The notification of special loads, including any dangerous goods; and
9. The current maps and charts for the area of operation.
10. The Authority may authorise the information detailed in paragraph 10.3.1.3(a) of this subsection to be presented in a form other than on printed paper, provided the information is accessible for inspection.

Chicago Convention, Articles 29, 30, 31

ICAO Doc 8335, Part IV: Attachment, Section A

ICAO Doc 8335, Part VI: 1.3.6; 1.3.7; 1.3.8

#### Production of Documents, Manuals, and Records

1. A foreign air operator shall:
2. Give any person authorised by the Authority access to any documents, manuals, and records that are related to flight operations and maintenance; and
3. Produce all such documents, manuals, and records, when requested to do so by the Authority, within a reasonable period of time.
4. The PIC shall, within a reasonable time of being requested to do so by a person authorised by the Authority, produce to that person the documentation, manuals, and records required to be carried on board.

Chicago Convention, Article 16

ICAO Doc 8335, Part VI: 1.3.1

#### Preservation, Production, and Use of Flight Recorder Recordings

1. Following an accident or incident in [STATE] involving an aircraft of a foreign air operator, or when the Authority so directs, the foreign air operator of an aircraft on which a flight recorder is carried shall preserve the original recorded data for a period of not less than 60 days, unless otherwise directed by the Authority.

ICAO Annex 6, Part I: 6.3.5.2 and Notes 1 and 2; 11.6

ICAO Annex 6, Part III, Section II: 4.3.4.2.1; 4.3.4.2.2 and Notes 1 and 2; 9.6

14 CFR 129.20

## Operations and Performance

#### Computation of Passenger and Baggage Weighed Mass

1. A foreign air operator shall compute the mass of passengers and checked baggage using:
2. The actual weighed mass of each person and the actual weighed mass of baggage; or
3. The standard mass values specified by the Foreign Authority.
4. The Authority may require a foreign air operator conducting operations within [STATE] to produce evidence validating any standard mass values used.

#### Single-Engine Aeroplanes at Night or in Instrument Meteorological Conditions

1. A foreign air operator may not operate a single-engine, non-turbine aeroplane:
2. At night; or
3. In IMC except under special VFR.
4. A foreign air operator may operate a single-engine turbine aeroplane at night and in IMC provided the State of the Operator has ensured that:
5. The turbine engine is reliable;
6. The operator’s maintenance procedures, operating practices, flight dispatch procedures, and crew training programmes are adequate;
7. The aeroplane is appropriately equipped for flight at night and in IMC;
8. Aeroplanes issued a certificate of airworthiness before 01 January 2005 have an engine trend monitoring system; and
9. Aeroplanes issued a certificate of airworthiness on or after 01 January 2005 have an automatic trend monitoring system.

ICAO Annex 6, Part I: 5.1.2; 5.4.1; 5.4.2

#### Single-Pilot Operations Under Instrument Flight Rules or at Night

1. A foreign air operator shall not operate an aeroplane under IFR or at night with a single pilot unless approved by the State of the Operator and the aeroplane meets the following conditions:
2. The AFM does not require a flight crew of more than one pilot;
3. The aeroplane is propeller driven;
4. The maximum approved passenger seating configuration is not more than nine;
5. The maximum certificated take-off mass does not exceed 5 700 kg;
6. The aeroplane is equipped with:
	* + 1. A serviceable autopilot that has at least altitude hold and heading select modes;
			2. A headset with a boom microphone or equivalent; and
			3. A means of displaying charts that enables them to be readable in all ambient light conditions.
7. The PIC has satisfied the requirements of experience, training, checking, and recency prescribed by the State of the Operator.

ICAO Annex 6, Part I: 4.9.1; 4.9.2; 6.23; 9.4.5.1; 9.4.5.2R

#### Flight Rules Within [STATE]

1. Within the territorial boundaries of [STATE], foreign air operators shall comply with the flight rules and limitations contained in Part 8 of these regulations.
2. A foreign air operator shall ensure that its flight crew has available, and has become familiar with, the flight rules contained in Part 8 of these regulations.

## Flight Crew Member Qualifications

#### General

1. A foreign air operator shall ensure that its flight crew members have the appropriate licences and ratings for the operations to be conducted into [STATE].

#### Age Limitations

1. Foreign air operators shall ensure that the required PIC engaged in single-pilot operations in aircraft operating into [STATE] shall be less than 60 years of age.
2. For aircraft engaged in operations into [STATE] requiring more than one pilot as flight crew, foreign air operators shall ensure that if one pilot is between 60 and 65 years of age, the other pilot is less than 60 years of age.

ICAO Annex 1: 2.1.10

#### Language Proficiency

1. Foreign air operators shall ensure that flight crew operating aircraft into [STATE] meet the language proficiency requirement of at least the ICAO Operational Level (Level 4), as contained in ICAO Annex 1, for the English language and that such proficiency is endorsed on the licence.

ICAO Annex 1: 1.2.9.1; 1.2.9.5; 1.2.9.6 and Notes 1 and 2

## Security

#### Aircraft Security

1. A foreign air operator shall:
2. Ensure that all appropriate personnel are familiar with and comply with the relevant requirements of the security programmes of the State of the Operator;
3. Establish, maintain, and conduct approved training programmes that enable the operator’s personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimise the consequences of such events should they occur;
4. Following an act of unlawful interference on board an aircraft, ensure that the PIC or, in his absence, the operator, shall submit without delay a report of such an act to the designated local authority and the Authority of the State of the Operator;
5. Ensure that all aircraft carry a checklist of the procedures to be followed for that type of aircraft in searching for concealed weapons, explosives, or other dangerous devices; and
6. Ensure that, if installed, the flight crew compartment door on all aircraft operated for the purpose of carrying passengers shall be capable of being locked from within the compartment in order to prevent unauthorised access.

ICAO Annex 6, Part I: 13.2.1; 13.4.1; 13.4.2; 13.3; 13.5

ICAO Annex 6, Part III, Section II: 11.1; 11.2.1; 11.2.2; 11.3

#### Unauthorised Carriage

1. A foreign air operator shall take measures to ensure that no persons conceal themselves or cargo on board an aircraft.

ICAO Annex 6, Part I: 13.4.2

ICAO Annex 17: 4.3.1; 4.3.2; 4.3.3; 4.5.1; 4.5.2; 4.5.3

## Dangerous Goods

#### Offering Dangerous Goods for Transport by Air

1. No foreign air operator may accept dangerous goods for transport by air into [STATE] unless the foreign air operator:
2. Has been authorised to do so by the Foreign Authority; and
3. Has conducted the required personnel training.
4. The foreign air operator shall properly classify, document, certify, describe, package, mark, label, and put in a fit condition for transport, dangerous goods as required by the operator’s dangerous goods programme as approved by the Foreign Authority.
5. When the foreign air operator has been granted authority to accept dangerous goods and has an approved dangerous goods programme authorised by the Foreign Authority, the operator shall file a copy of its dangerous goods programme with the [AUTHORITY OF STATE].

ICAO Annex 18: 7.1; 8.1; 10.1; 10.2

#### Carriage of Weapons of War and Munitions of War

1. A foreign air operator conducting commercial air transportation operations into [STATE] shall:
2. Not transport weapons of war and munitions of war by air unless an approval to do so has been granted by all States concerned;
3. Ensure that weapons of war and munitions of war are:
	* + 1. Stowed in the aircraft in a place that is inaccessible to passengers during flight; and
			2. In the case of firearms, unloaded, unless, before the commencement of the flight, an approval has been granted by all States concerned that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this paragraph; and
4. Ensure that the PIC is notified before the flight begins of the details and location on board the aircraft of any weapons of war and munitions of war that are intended to be carried.

Chicago Convention, Article 35

ICAO Doc 9284

#### Carriage of Sporting Weapons and Ammunition

1. A foreign air operator conducting commercial air transport operations into [STATE] shall take all measures necessary to ensure that any sporting weapons intended to be carried by air are reported.
2. A foreign air operator accepting the carriage of sporting weapons shall ensure that they are:
3. Stowed in a place on the aircraft that is inaccessible to passengers during flight, unless the Authority has determined that compliance is impracticable and has approved other procedures; and
4. In the case of firearms or other weapons that can contain ammunition, unloaded.
5. A foreign air operator may allow a passenger to carry ammunition for sporting weapons in that passenger’s checked baggage, as approved by the Authority.

ICAO Annex 6, Part I: 13.6.1; 13.6.2

## Approval for Foreign Air Operators to Operate Remotely Piloted Aircraft in the Territory of [STATE]

#### Application for Approval to Operate Remotely Piloted Aircraft in the Territory of [STATE]

1. A foreign air operator from the territory of another State shall not operate an RPA in [STATE] unless it is so authorised by the [AUTHORITY OF STATE] and holds operations specifications issued to it by the [AUTHORITY OF STATE].
2. When a foreign operator wishes to apply to operate RPA in the territory of [STATE], it shall:
3. Make such application to the [AUTHORITY OF STATE] in the form and manner prescribed; and
4. Make such application by completing the application form prescribed in IS 10.8.1.1.
5. An application for approval to operate in the territory of [STATE] shall be accompanied by a copy of the following, in an English translation if the original documents are not in English, for each RPA proposed to be operated in [STATE]:
6. A certified true copy of a valid RPAS operator certificate;
7. A certificate of aircraft registration;
8. A certificate of airworthiness;
9. The remote pilot(s) licence and medical certificate(s);
10. An aircraft radio station licence, if applicable;
11. An insurance certificate;
12. A noise certificate issued in accordance with ICAO Annex 16;
13. An air operator security programme; and
14. Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.
15. An applicant under these regulations shall apply for the initial issue of a foreign RPA approval at least 90 days before the date of commencement of the proposed operation.
16. Once foreign RPA approval has been issued by the Authority, the operator shall:
17. File a flight plan prior to operation of an RPA;
18. Follow the operational rules for RPA in 8.8.1.33 of these regulations;
19. Notify the Authority and ATC immediately in the event of a flight cancellation; and
20. In the case of changes to the proposed flight, submit such changes to the Authority for consideration.

Note: ICAO Doc 10019, Manual on Remotely Piloted Aircraft Systems (RPAS), contains further information about the evolving regulatory framework of unmanned aircraft systems.

Chicago Convention, Article 8

ICAO Annex 2: 3.1.9; Appendix 4: 1.1; 1.2; 1.3; 1.4; 1.5; 1.6; 1.7; 2.1; 2.2; 2.3; 3.1; 3.2; 3.3; 3.4; 3.5; 3.6

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MODEL CIVIL AVIATION REGULATIONS

[STATE]

Part 10 – IMPLEMENTING STANDARDS

Version 2.10

November 2020

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 10.1.1.5 reflects a standard required by 10.1.1.5 of this part.

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## Part 10 – Implementing Standards

#### IS 10.1.1.5 Authority to Inspect

1. AUTHORISED INSPECTORS.
2. Authorised inspectors assigned to conduct inspections of foreign aircraft will be experienced inspectors who understand the difference between ramp inspections conducted on their own (national) operators as part of their AOC management responsibilities and surveillance inspections conducted on aircraft of foreign air operators.
3. These inspectors will be specifically trained and authorised to conduct such inspections and will possess appropriate credentials identifying them as authorised inspectors employed by the [AUTHORITY OF STATE].
4. Ramp inspections of foreign air operators will be performed in a similar manner to the ramp inspections of national operators, with some important differences, as the standards applied to foreign air operators will be based primarily on International Standards and national regulations derived from International Standards.
5. Authorised inspectors will demonstrate a language proficiency in English of the ICAO Operational Level (Level 4) or higher.
6. Authorised inspectors will have in their personal training records evidence that they have been trained and are knowledgeable in the following areas:
	* + 1. The Chicago Convention and its Annexes 1, 6, 7, and 8;
			2. The differences between ICAO Standards and national regulations, which may be more detailed or restrictive;
			3. Diplomacy, including dealing with potential language difficulties and cultural differences;
			4. The sovereignty of foreign aircraft, which means that inspector authority is limited to documenting, communicating, and reporting findings, except as provided in paragraph 10.1.1.5(a)(3) of this part;
			5. The observation, recording, and reporting of procedures during inspections of foreign air operators; and
			6. Surveillance activities that are not linked to the certification process of the operator.
7. PRE-INSPECTION PLANNING.
8. Authorised inspectors will prepare for inspections of foreign air operators by updating themselves on recent changes to national regulations with respect to operations by operators from other States.
9. A check will be made of the authority for the foreign air operator to operate in [STATE], and to operate the particular aircraft concerned, by consideration of its nationality and registration marks.
10. The record of the foreign air operator’s history in [STATE] will be examined, including records of past aircraft inspections and the particular aircraft concerned in the inspection to be conducted, to check for any outstanding actions or recurring trends that might warrant particular attention.
11. Ramp inspections will involve the aircraft and its crew, line station operations, servicing and maintenance, and the ramp and gate area condition and activity. Time constraints may apply only to the inspection of the aircraft and crew. A determination will be made of the number of authorised inspectors and the specialisations to be involved, the distribution of tasks, and the time to be allocated to each task.
12. As the inspection plan includes comprehensive inspections, it will not be possible to cover all the desired elements in the time available for a particular inspection without causing unreasonable delay to the foreign air operator.
13. As inspections on aircraft of any one foreign air operator may be conducted at different aerodromes by different authorised inspectors, the overall inspection plan will take this into account. Some elements will be covered at every inspection; others may be covered over a number of inspections. Thus, comprehensive records of all inspections of aircraft of a particular operator will be maintained in a central database, in either paper or electronic format that is accessible to, and updated by, the authorised inspectors concerned.
14. From these records, it will be necessary to plan the content of inspections so that a complete inspection of the aircraft of any one foreign air operator will be undertaken over a defined period.
15. Selection of a particular aircraft to inspect should be done at random, in a non-discriminatory manner. However, selection will follow the principles of risk management to identify operations perceived to present a higher safety risk and, as a result, conduct additional inspection activities aimed at those operations, which may be linked to a specific:
	* + 1. State of the Operator;
			2. Aircraft type;
			3. Type of operation (scheduled, non-scheduled, cargo, etc.);
			4. Foreign air operator; or
			5. Individual aircraft.
16. INSPECTIONS.
17. The scope of a foreign air operator ramp inspection is as follows:
	* + 1. It is not possible to cover all items on the checklist at every ramp inspection. Inspections will be planned to cover high-risk items and to cover all other items over a series of inspections.
			2. It is essential that adequate records be kept and that there is complete coordination between all authorised inspectors involved in ramp inspections for any one operator.
18. Areas that will be checked during a ramp inspection are:
	* + 1. Flight deck;
			2. Cabin/safety;
			3. Aircraft external condition;
			4. Cargo; and
			5. General.

ICAO Annex 6, Part I: 4.2.2.2; 4.2.2.3

ICAO Annex 6, Part III, Section II: 2.2.2.2; 2.2.2.3

ICAO Doc 8335, Part IV: Attachment

ICAO Doc 8335, Part VI: 5.4

1. The Authority will use the following checklist when conducting foreign air operator ramp inspections.

|  |
| --- |
| **[STATE]****FOREIGN AIR OPERATOR RAMP INSPECTION – Page 1** |
| 1.a. Inspector name:1.b. Inspector type: [ ] OPS [ ] AW [ ] C/S | 2.a. AOC name:2.b. Flight number: | 3. State of the Operator: |
| 4.a. Aircraft type:4.b. Registration number: | 5.a. PIC name:5.b. Licence number: | 6.a. CPname:6.b. Licence number: |
| 7. Inspection result:[ ]  Satisfactory [ ]  Unsatisfactory | 8. Action taken under 10.1.1.5(a)(3): [ ]  Yes [ ]  No | 9. Date (dd/mm/yyyy): |
| **I. Documents that will be covered at any one inspection of a foreign air operator include:** |
| **Items** | S/U |
|  | 1. Certificate of aircraft registration;
 |  |
|  | 1. Certificate of airworthiness;
 |  |
|  | 1. Certificates of competency, licences, and medical assessment of the flight crew;
 |  |
|  | 1. AOC and associated operations specifications relevant to the aircraft type, which are required information to be carried on board until an international register of AOCs may eventually provide an alternative way to access this information;
 |  |
|  | 1. Flight manual or other document containing performance data;
 |  |
|  | 1. Radio station licence;
 |  |
|  | 1. Journey logbook or technical log or general declaration;
 |  |
|  | 1. Approval for return to service;
 |  |
|  | 1. Fuel and oil records; and
 |  |
|  | 1. Noise certificate.
 |  |
|  | **Remarks:** |  |

|  |
| --- |
| **[STATE]** **FOREIGN AIR OPERATOR RAMP INSPECTION – Page 2** |
| **II. The overall condition of the aircraft will be covered at every inspection, including:** |
| **Items** | **S/U** |
|  | 1. Out-of-tolerance leakage of fuel, engine oil, or hydraulic fluid;
 |  |
|  | 1. Landing gear and wheel well areas;
 |  |
|  | 1. Fuselage and pylons, as applicable;
 |  |
|  | 1. Wings and pylons, as applicable;
 |  |
|  | 1. Engines, their intakes, exhaust cones, and reverser systems;
 |  |
|  | 1. Propellers, as applicable; and
 |  |
|  | 1. Empennage or tail assembly.
 |  |
|  | **Remarks:** |  |
| **III. Documents that will be covered over a defined number of inspections include:** |
| **Items** | **S/U** |
|  | 1. MEL;
 |  |
|  | 1. Aircraft Operating Manual;
 |  |
|  | 1. Airfield performance data;
 |  |
|  | 1. Checklists for normal, abnormal, and emergency procedures;
 |  |
|  | 1. Aeronautical charts (route guide);
 |  |
|  | 1. Aeroplane search procedure checklist;
 |  |
|  | 1. Visual signals for use by intercepting and intercepted aircraft;
 |  |
|  | 1. Mass and balance forms and their completion;
 |  |
|  | 1. Weather reports and forecasts;
 |  |
|  | 1. Operational flight plan; and
 |  |
|  | 1. NOTAMs.
 |  |
|  | **Remarks:** |  |

|  |
| --- |
| **[STATE]** **FOREIGN AIR OPERATOR RAMP INSPECTION – Page 3** |
| **IV. Aircraft equipment that will be covered over a defined number of inspections includes:** |
| **Items** | **S/U** |
|  | 1. Adequate oxygen supply for crew and passengers;
 |  |
|  | 1. Passenger briefing cards and contents;
 |  |
|  | 1. Portable fire extinguishers – flight crew compartment and cabin;
 |  |
|  | 1. Life rafts and life jackets or individual flotation devices (as applicable);
 |  |
|  | 1. Pyrotechnical distress signaling devices (as applicable);
 |  |
|  | 1. First aid kits and medical kits (as applicable);
 |  |
|  | 1. Penetration-resistant flight deck door (as applicable); and
 |  |
|  | 1. Emergency exit signs and lighting.
 |  |
|  | **Remarks:** |  |
| **V. Additional aircraft equipment that will be covered annually per AOC, as applicable to the aircraft and the operation, includes:** |
| **Items** | **S/U** |
|  | 1. ACAS;
 |  |
|  | 1. ELT;
 |  |
|  | 1. FDR and CVR; and
 |  |
|  | 1. GPWS with forward looking terrain avoidance capability.
 |  |
|  | **Remarks:** |  |

CAA form dated 11/2019

ICAO Doc 8335, Part IV: Attachment

ICAO Doc 8335, Part VI: 5.4

1. The Authority will use the procedures in the following tables to resolve findings from inspections.

Table 1. Levels of Seriousness of Findings and Related Actions

| (1)Seriousness of Findings | Actions |
| --- | --- |
| (2)Information to PIC | (3)Information to Responsible Foreign Authority (State of the Operator and/or State of Registry) and Operational Management of the Operator | (4)Corrective Actions Required |
| Minor | Yes | No | No |
| Significant | Yes | YesLetter to Foreign Authority and copy to operator’s management | No |
| Major | Yes | YesLetter to Foreign Authority and copy to operator’s management. In case of aircraft damage affecting airworthiness, a direct communication with the Foreign Authority of the State of Registry shall be established. Under the provisions of ICAO Annex 8, that Foreign Authority shall make decisions about conditions regarding return to flight status. Confirmation afterwards with a letter to the Foreign Authority and a copy to the operator’s management. | YesActions consisting of operational restrictions, corrective actions before flight or at maintenance base, grounding and/or withdrawal of approval to operate in the territory of [STATE] |

ICAO Doc 8335, Part VI: Table 6-1

Table 2. Examples of Findings and Levels of Seriousness

| (1)Item description | Seriousness |
| --- | --- |
| (2)Minor | (3)Significant | (4)Major |
| 1. **FLIGHT DECK – GENERAL**
 |  |  |
| 1. General condition
 | Dirty and untidy |  | Large unsecured objects (e.g., cargo or baggage)Unserviceable flight crew seats |
| 1. Emergency exits
 | Not all exits are serviceable, but properly deferred in accordance with MEL provisions. | Not all exits are serviceable and MEL provisions not applied | No emergency exits serviceable/no provisions in MEL for continued operation |
| 1. Equipment – GPWS
 | Inoperative and in accordance with MEL provisions | Inoperative and MEL provisions not applied | Forward looking GPWS required and not installed |
| 1. Equipment – Flight management computer
 |  | FMS database recently outdated (28 days or less) | FMS database more than 28 days outdated |
| 1. Equipment – ACAS/CVR/ FDR/ELT
 | Inoperative and in accordance with MEL provisions | Inoperative and MEL provisions not applied | Required and not installed |
| **B. FLIGHT DECK DOCUMENTATION**  |  |  |
| 1. AFM
 |  | No evidence of State of Registry approvalIncomplete, but performance calculations possible | Not on board and performance calculations not possible |
| 1. Operations Manual
 |  | Incomplete (see ICAO Annex 6, Part I, Appendix 2) or not approved by the State of the Operator or not the current version | Not on board |
| 1. Checklists
 | Not within reach | Not readily available and used or not the current version | Not on board |
| 1. Route guide (navigation charts)
 | Not within reach | Recently out of date (28 days or less)Photocopies of current charts | Significantly out of date (more than 28 days)Not on board |
| 1. MEL
 |  | Not on board or MMEL used, but no deferred defectsMEL content does not reflect aircraft equipment fittedMEL not approved | Not on board or MMEL used, with deferred defects |
| 1. Certificate of aircraft registration
 | Non-certified copy | Not on boardNo English translation |  |
| 1. Certificate of airworthiness
 |  | Not an original or certified true copyNo English translation | Not on boardOut of date |
| 1. Crew member licences (see also item G.3, Language for communications, in this table)
 | Form or content not in compliance with ICAO Standards | No English translation | Not valid for the type of aircraftNot on board or no proper validation from the State of RegistryExpired or no Class 1 medical assessment |
| 1. Journey logbook or equivalent technical log
 | Minor defects not documented | On board but not properly completed | Not on board or no equivalent documentApproval for return to service expired or not validMEL rectification interval deadline expired for deferred defects |
| 1. Radio station licence
 | Non-certified copy | Not on board |  |
| 1. Noise certificate (where applicable)
 | Not on boardNo English translation |  |  |
| 1. AOC (certified true copy)
 |  | Not a certified true copy of AOC |  |
| 1. Operations specifications (copy)
 |  | Not accurate (out of date, incorrect operation type/route, incorrect aircraft or operator, etc.) or no English translation |  |
| 1. Operational flight plan
 | Copy not retained on ground | Actual flight calculations but no actual documentsLack of fuel monitoring data (arrival flight)Fuel calculation unsatisfactory (departing flight) | No or incomplete flight preparationRequired fuel calculation not available or not updated for actual conditions |
| 1. Mass and balance sheet and data
 |  | Incorrect but within aircraft limits | Incorrect and outside operational limits or missingMass and balance data not available |
| 1. Aircraft performance limitations using current route, aerodrome obstacles, and runway analysis data
 | Data incomplete, but not affecting the operation on that date (e.g., no contaminated or wet runway data, but these conditions are not present) | Data not current or data validity date not available | Data not available |
| 1. Cargo manifest and, if applicable, passenger manifest
 |  | Some limited inaccuracy or missing data not affecting safety | Not available or grossly inaccurate/incomplete |
| 1. Pre-flight inspection
 | Form on board but incomplete | Not performed for inbound flight | Not performed for outbound flight |
| 1. Weather reports and forecasts
 | Not the latest available data but valid | Not printed but handwritten | Not valid or not available |
| 1. NOTAMs
 |  | Some en route relevant data missing | Not available |
| 1. **FLIGHT DECK – SAFETY EQUIPMENT**
 |  |  |
| 1. Portable fire extinguishers
 | Not easily accessible | ExpiredNot properly secured | Empty or insufficient number or missingSignificantly low pressureNot accessible |
| 1. Life jackets/flotation devices (if required)
 | Not directly accessible | Expired, as applicable | Not available for each flight deck crew member on board |
| 1. Harness
 |  | Seat belt instead of harness | Not available or serviceable for all flight crew members |
| 1. Oxygen equipment (if required)
 |  | No direct access | Not available or serviceable for all flight crew membersOxygen quantity not sufficient |
| 1. Electric flashlight (night operations conducted by operator)
 | Only one available | Weak battery | Not on flight deck or unserviceable |
| 1. **CABIN SAFETY**
 |  |  |  |
| 1. General condition
 | Dirty, untidy, and in bad condition | Loose carpetLoose or damaged floor panelUnserviceable seats (and not identified as such) | Not possible to perform, unrestricted, normal and abnormal duties |
| 1. Cabin crew seats
 | Harness/belt is difficult to operate | Strap or buckle worn out or damaged and not serviceable | For any member of the minimum required cabin crew: a seat is not available or proper harness and seat belt are not available or not serviceable |
| 1. First aid kit/emergency medical kit
 | ExpiredIncompleteNot at the indicated location |  | Not available |
| 1. Portable fire extinguishers
 | Not directly accessible | ExpiredNot properly secured | Empty, significantly low pressure, or missingNot serviceable |
| 1. Life jackets/flotation devices (if required)
 | Not directly accessible | Expired, as applicable | Not available for each person to be carried |
| 1. Seat belts (passenger seats)
 | Strap or buckle worn out or damagedNot available or serviceable for all passenger seats and aircraft dispatched in accordance with MEL | Not available or serviceable for all passenger seats and aircraft not dispatched in accordance with MEL | Not available or not serviceable for any passenger |
| 1. Emergency exit lighting and marking, emergency flashlights
 |  | Some emergency exit signs out of orderInsufficient number of emergency flashlights; emergency flashlights not correctly located; emergency flashlight batteries weak or flat | Emergency lighting equipment defects not acceptable according to MEL provisions |
| 1. Slides/life rafts (as required) (for long-range overwater flights)
 | Not in specified location, as established by the State of the Operator | Incorrectly installed | Insufficient numberNot serviceable |
| 1. Oxygen supply (cabin crew and passengers)
 | Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members | Insufficient quantity of oxygen or insufficient quantity of masks for passengers and crew members, and flight performed above flight level 250 |  |
| 1. Emergency briefing cards
 | Not enough emergency briefing cards for all passengers | Briefing cards from another aircraft or from obviously different versionsSome information missing or incorrect | No emergency briefing cards on board |
| 1. Cabin crew members
 |  | Cabin crew members not in specified location | Insufficient number of cabin crew members |
| 1. Access to emergency exits
 |  |  | Impeded by luggage or cargo, etc.Impeded by seats |
| 1. Safety of cabin baggage
 |  |  | Not securely stowed |
| 1. Seating capacity
 |  |  | More seats than certified capacityInsufficient serviceable seats for all passengers on board |
| 1. **AIRCRAFT EXTERNAL CONDITION**
 |  |  |
| 1. General external condition
 | Minor defects | Defects that do not need to be corrected before flight (visible corrosion, marking not legible, etc.) | Safety-related defect (correction required before departure)Inadequate de-icing |
| 1. Doors and hatches
 | Minor defects but serviceable | Door operating instructions missing or unclearSeal slightly damaged | Unserviceable and not compatible with number of passengers on boardSeal missing or badly damaged |
| 1. Flight controls
 | Minor defects | Poor condition (damage, missing bonding strips or static discharges, play, lack of lubrication, disbanding) | Damage, corrosion, leaks, or wear outside limits of MEL, SRM, etc. |
| 1. Wheels, tires, and brakes
 | Minor defects | Signs of underinflationIncorrect tire pressureUnusual wear and tear | Tires worn out or damaged beyond limitsBrakes worn out, leaking, or damaged beyond limitsDamaged components or missing parts (e.g., tie bolts, heat sensors) |
| 1. Undercarriage
 | Minor defects | Significant signs of leakage, strut under- pressure, corrosion, and obvious lack of lubrication | Damage, corrosion, missing parts, and/or leakage outside limits |
| 1. Wheel well
 | Minor defects or dirty | Signs of leakage, corrosion, and obvious lack of lubrication | Damage, widespread corrosion, and/or leakage outside limits |
| 1. Intake and exhaust nozzle
 | Minor defects | Damage to casing or liningDents and cracks in exhaust area all within limits but not recorded in technical log or equivalent documentMinor leaks of oil and fuel | Damage (nicks, dents, cracks, etc.) outside the MEL, AMM, SRM, etc., limitsLeakage outside limits |
| 1. Fan blades (if applicable)
 | Minor defects | Damage to fan blades within limits but not recorded in technical log or equivalent document | Damage (nicks, dents, cracks, etc.) outside the MEL, AMM, SRM, etc., limits |
| 1. Propellers (if applicable)
 | Minor defects | Damage to propellers within limits but not recorded in technical log or equivalent | Damage (nicks, dents, cracks, etc.), leakage, looseness of blades outside the MEL, AMM, SRM, etc., limits |
| 1. Previous structural repairs
 | Minor defects | No information about temporary repairs, doubts about old repairs, and repairs acceptable for continuation of flight | Improperly performed repairs or apparent unsatisfactory designDamage to old repair |
| 1. Obvious unrepaired damage
 | Within limits and recorded | Within limits but not recorded | Unassessed and not recorded damage affecting airworthiness |
| 1. Leakage
 | Within limits | Long-standing water and lavatory leaks (blue ice) | Leakage (oil, fuel, hydraulic, water) outside limits |
| 1. **CARGO**
 |  |  |  |
| 1. General condition of cargo compartment and containers
 | Partly defective lightsMinor defects, but safe condition | Partly damaged panellingPartly damaged containersDefective lights Floor locks (partly) unserviceableLimited access to cargo area (for combination (combi) configuration aircraft)Dividing net or door protection net damaged | Damaged panelling outside limitsDamaged containersStructural damage outside limitsDefective or missing fire extinguishing system (where applicable)Cargo area not used in accordance with classificationNo access to cargo area (for combi configuration aircraft)No barrier net (combi and cargo configuration aircraft)No smoke barrier/curtainFloor locks unserviceable and outside MEL limits |
| 1. Dangerous goods
 | Unable to recognise dangerous goods presented to operator for shipment | No dangerous goods regulations or references | No, or incomplete, information to the PIC on dangerous goods carried, in contradiction with ICAO Doc 9284 provisionsDeficiencies: leakage, wrong packaging, missing labelDangerous goods not correctly securedLoading not performed in accordance with ICAO Annex 18Dangerous goods carried without authorisation or in contradiction to ICAO Annex 18 or ICAO Doc 9284 provisions |
| 1. Safety of cargo on board
 | Minor damage to lashing, tie-down equipment, pallet/container, and/or locks | Damaged pallet, container, or net | Cargo not safely secured and/or properly distributed:– Lashing– Tie-down equipment– Pallets and containers– LocksLoad distribution/floor load limit exceeded |
| 1. **GENERAL**
 |  |  |  |
| 1. Additional remarks
 | General findings with minor safety impact | General findings with significant safety impact | General findings with major safety impact |
| 1. Refuelling
 | Cabin crew not aware of procedures for refuelling with passengers on board | No procedures in place for refuelling with passengers on board | Procedures in place but not performed |
| 1. Language for communications
 |  | Pilot licences with no language proficiency endorsement, for the English language or the language used in radiotelephony (except if implementation plan is made available by the State of issue | Pilots not fluent in the English language or in the language used in radiotelephony |

ICAO Doc 8335, Part VI: Table 6-2

#### IS 10.2.1.1 Application for Approval to Operate in the Territory of [STATE]

1. The following application shall be used by a foreign air operator that intends to apply for approval to operate in the territory of [STATE].

|  |
| --- |
| **Application for Commercial Air Transport Operationsby a Foreign Air Operator – Page 1***(To be completed by a foreign air operator for an approval to conduct operations in [STATE])* |
| **Section 1: To Be Completed by the Applicant** |
| **Section 1A. Applicant Information**  |
| 1. Company’s registered name and trading name, if different; address of company; mailing address; telephone; fax; and email. | 2. Address of the principal place of business; mailing address; telephone; fax; and email. |
| 3. Proposed start date of operations (dd/mm/yyyy): | 4. ICAO 3-letter designator for aircraft operating agency: |
| 5. Operational management personnel: |
| 1. Name
 | 1. Title
 | 1. Telephone, fax, and email
 |
|  |  |  |
| **Section 1B. Type of Approval Requested by Applicant. *(Check applicable boxes)*** |
| 6. | a. [ ]  Air operator intends to conduct commercial flights to and from aerodromes in [STATE]b. [ ]  Air operator intends to conduct overflights and technical stops only in [STATE] |
| 7. Air operator proposed types of operation: | 8. Geographic areas of intended operations and proposed route structure: |
| 1. [ ]  Passengers and cargo
2. [ ]  Cargo only
3. [ ]  Scheduled operations
4. [ ]  Charter flight operations
5. [ ]  Dangerous goods
 |
| **Application for Commercial Air Transport Operationsby a Foreign Air Operator – Page 2**(To be completed by a foreign air operator for an approval to conduct operations in [STATE]) |
| **Section 1C. Aircraft Information of Operator**  |
| 9. Provide location on board or provide separate documentation where individual aircraft nationality and registration marks are listed as part of the aircraft fleet operated under the AOC: Provide the following information: |
| **Aircraft type** (make, model, and series, or master series) | **RVSM[[2]](#footnote-2)approval** | **EDTO\*** | **Noise**†**certification** *(Annex 16 chapter)* | **Remarks** |
| [Aircraft type 1] | [ ]  | [ ]  |  |  |
| [Aircraft type 2] | [ ]  | [ ]  |  |  |
| [Aircraft type 3] | [ ]  | [ ]  |  |  |
| [Aircraft type 4] | [ ]  | [ ]  |  |  |
| Etc. | [ ]  | [ ]  |  |  |
| Attach the following:* A certified true copy of a valid AOC and associated operations specifications;
* A copy of the approval page for a MEL for each aircraft type intended to be operated in [STATE];
* A copy of the current certificate of aircraft registration and certificate of airworthiness issued for each aircraft type proposed to be operated in [STATE];
* A copy of the insurance certificate;
* A copy of the operational procedures and practices of the foreign air operator;
* A copy of a document identifying the maintenance checks that are required to be performed for the aircraft while they are operated in the territory of [STATE];
* A copy of the maintenance contract between the foreign air operator and the AMO;
* A copy of the air service agreement, with a safety clause as shown in IS 10.2.1.1(B), allowing the foreign air operator to operate in the territory of [STATE];
* In the case of wet-leased aircraft, a copy of the approval of the Authority of the State of the Operator, with identification of the foreign air operator that exercises operational control of the aircraft;
* In the case of a foreign air operator that does not hold an AOC issued by the Authority, a copy of the proposed air operator security programme; and
* Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.
 |
| Signature: | Date (dd/mm/yyyy): | Name and title: |
| **Section 2. To Be Completed by the [AUTHORITY OF STATE]** |
| Evaluated by (name and office): | [AUTHORITY OF STATE] decision:[ ]  Approval granted [ ]  Not approved |
| Remarks: |
| Signature of [AUTHORITY OF STATE] representative: | Date (dd/mm/yyyy): |

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ICAO Doc 8335, Part VI: Attachment C

#### IS 10.2.1.1(B) Safety Clause Example

1. Following is an example of the safety clause (extracted from ICAO Doc 8335, *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*) that shall be inserted into air service agreements that allow operators to provide service to another State and vice versa.
2. Each Party may request consultations at any time concerning the safety standards maintained by the other Party in areas relating to aeronautical facilities, flight crew, aircraft and the operation of aircraft. Such consultations shall take place within 30 days of that request.
3. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph (1) of this subsection that meet the Standards established at that time pursuant to ICAO Doc 7300, *Convention on International Civil Aviation*, hereinafter referred to as the Chicago Convention, the other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO Standards. The other Party shall then take appropriate corrective action within an agreed time period.
4. Pursuant to Article 16 of the Chicago Convention, it is further agreed that any aircraft operated by, or on behalf of, an airline of one Party, on service to or from the territory of another Party, may, while within the territory of the other Party, be the subject of a search by the authorised representatives of the other Party, provided this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Chicago Convention, the purpose of this search is to verify the validity of the relevant aircraft documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Chicago Convention.
5. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorisation of an airline or airlines of the other Party.
6. Any action by one Party in accordance with paragraph (4) above shall be discontinued once the basis for the taking of that action ceases to exist.
7. With reference to paragraph (2) above, if it is determined that one Party remains in non-
compliance with ICAO Standards when the agreed time period has lapsed, the Secretary General of ICAO shall be advised thereof. The latter shall also be advised of the subsequent satisfactory resolution of the situation.

ICAO Doc 8335, Part VI: Attachment A

#### IS 10.2.1.2 Issuance of Operations Specifications

1. The [AUTHORITY OF STATE] will, when evaluating an application by a foreign air operator to operate in the territory of [STATE] will examine both:
2. The safety oversight capabilities and record of the Foreign Authority of the State of the Operator and, if different, the State of Registry; and
3. The operational procedures and practices of the foreign air operator itself.

Note: This is necessary to have confidence in the validity of the certificates and licences associated with the foreign air operator and its personnel, aircraft, and operational capabilities and in the level of certification and oversight applied to the activities of the foreign air operator by the Foreign Authority of the State of the Operator.

1. The [AUTHORITY OF STATE] will obtain information on the safety oversight capabilities and the level of compliance with ICAO Standards of the Foreign Authority of the State of the Operator by accessing information from the ICAO USOAP. This information is available:
2. On the ICAO website (http://www.icao.int) through the iSTARS website;
3. On the ICAO Safety Oversight Audit website, which is accessible to the [AUTHORITY OF STATE] through iSTARS, subject to a password available only to the [AUTHORITY OF STATE] from ICAO; and
4. By accessing audit summary reports from the USOAP audits available to the [AUTHORITY OF STATE] on the ICAO website (www.icao.int/safety/iStars/pages/into.aspx), subject to a password available only to the [AUTHORITY OF STATE] from ICAO.
5. The [AUTHORITY OF STATE] will obtain and evaluate information on the foreign air operator. This information is available:
6. By applying to the Foreign Authority of the State of the Operator for reports of any inspections that may have been conducted; and
7. By requesting access to reports of audits of a foreign air operator, conducted by independent aviation audit organisations and/or by other air operators, such as code-sharing partners. Such non-regulatory audits shall be used in conjunction with other information, such as a report from the ICAO USOAP, or other inspection results to evaluate the application.
8. The Authority will complete Section 2 of the Application for Commercial Air Transport Operations by a Foreign Air Operator.
9. In the case of significant negative findings and/or major deficiencies relevant to its review of the safety oversight capabilities and the level of compliance with ICAO Standards of the Foreign Authority of the State of the Operator, the [AUTHORITY OF STATE] will engage in discussions with the Foreign Authority of the State of the Operator seeking resolution of the deficiencies prior to deciding whether to approve or not to approve the Application for Commercial Air Transport Operations by a Foreign Air Operator and whether to approve or not to approve operations specifications.
10. In the case of significant negative findings and/or major deficiencies relevant to its evaluation of the foreign air operator, the [AUTHORITY OF STATE] will not approve the foreign air operator’s Application for Commercial Air Transport Operations by a Foreign Air Operator and will not issue operations specifications to the foreign air operator.

ICAO Doc 8335, Part VI: 1.4; 3.1; 3.2; 3.3; 3.4; 3.5; 4.1; 4.2

#### IS 10.8.1.1 Application for Approval to Operate Remotely Piloted Aircraft in the Territory of [STATE]

1. The following application shall be used by a foreign air operator that intends to apply for approval to operate RPA in the territory of [STATE].

|  |
| --- |
| **Application for Remotely Piloted Aircraft Operationsby a Foreign Air Operator – Page 1 of 3** |
| *Sections 1, 2, 3, and 4 to be completed by a foreign air operator for an approval to conduct operations in [STATE]*. |
| **Section 1. Applicant Information** |
| 1. Operator’s name or, if applicable, company’s registered name and trading name, if different; mailing address; telephone; fax; and email: | 2. Remote aircraft pilot(s)’ name(s) and mailing address; telephone; fax; and email: |
| 3. Name and address of insurer, including telephone, fax, and email: |
| **Section 2. Aircraft Identification**  |
| 1. Aircraft registration number:
2. Aircraft identification to be used in radiotelephony, if applicable:
3. Aircraft type:
4. Aircraft description (e.g., engines, propellers, wing span):
5. Aircraft controlled via:

[ ]  Line of sight[ ]  Satellite[ ]  Computer program[ ]  Other 1. Aircraft equipment (e.g., sprayers, camera type: live feed or photographs):
2. If camera equipped, aircraft camera transmission destination:

[ ]  Operator/company main base[ ]  Other (identify): 1. Frequency band to be used:
 |
| **Section 3. Description of Intended Operation** |
| 12. | Proposed type(s) of operation: *(check applicable boxes)* |
|  | 1. [ ]  Aerial mapping
2. [ ]  Aerial surveying
3. [ ]  Aerial photography
4. [ ]  Aerial advertising
5. [ ]  Aerial surveillance and inspection
6. [ ]  Forest fire management
7. [ ]  Meteorological service
 | 1. [ ]  Search and rescue
2. [ ]  Accident/incident investigation
3. [ ]  Overflight only of [STATE]
4. [ ]  Overflight and technical stop in [STATE]
 | 1. [ ]  Cargo, indicate type: \_\_\_\_\_\_\_\_\_\_\_\_\_
2. Cargo is classified as dangerous goods:

[ ]  Yes [ ]  No1. Payload is:

[ ]  Internal [ ]  External  | [ ]  Other: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| **Application for Remotely Piloted Aircraft Operationsby a Foreign Air Operator – Page 2 of 3** |
| 13. Flight rules: *(check applicable boxes)*1. [ ]  VFR
2. [ ]  IFR
3. [ ]  IMC
4. [ ]  VLOS
 |
| 14. Dates/geographic areas/description of intended operations and proposed route structure:a. Date(s) of intended flight (dd/mm/yyyy): b. Point of departure: c. Destination: d. Route to be followed: e. Cruising speed(s): f. Cruising level(s)/altitude: g. Duration/frequency of flight: h. Emergency set-down sites along proposed route: i. For emergency landings:(i) Responsible person for aircraft recovery: (ii) Responsible person for cleanup if impact occurs: j. Emergency contact telephone numbers:  |
| **Section 4. RPA Characteristics** |
| 15.RPA characteristics:a. Type of aircraft: b. Maximum certificated take-off mass: c. Number of engines: d. Take-off and landing requirements: e. Detect and avoid capabilities: f. Number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable: g. Payload information/description: h. Visual control for take-off and/or landing or take-off and landing handled through camera on board:  |
| 16.Performance characteristics:a. Operating speeds: b. Typical and maximum climb rates: c. Typical and maximum descent rates: d. Typical and maximum turn rates: e. Maximum aircraft endurance: f. Other, such as limitations for wind, icing, precipitation:  |
| 17.Communications, navigation, and surveillance capabilities:a. Aeronautical safety communications frequencies and equipment: (i) ATC communications, including any alternate means of communication:  (ii) C2 links, including performance parameters and designated operational coverage area:   (iii) Communications between remote pilot and RPA observer, if applicable:  b. Navigation equipment:  c. Surveillance equipment (e.g., secondary surveillance radar transponder, automatic dependent surveillance – broadcast out):  |
| **Application for Remotely Piloted Aircraft Operationsby a Foreign Air Operator – Page 3 of 3** |
| 18.Emergency procedures: a. Communications failure with ATC:  b. C2 failure:  c. Remote pilot/RPA observer communications failure, if applicable:  d. Satellite failure, if applicable:  e. Recovery during unplanned landings:  f. Communication procedure with local law enforcement in case of impact:  |
| **Attach copies of the following, in English translation if original documents are not in the English language:*** A certified true copy of a valid RPAS operator certificate;
* A certificate of aircraft registration;
* A certificate of airworthiness;
* The remote pilot(s) licence and medical certificate(s);
* An aircraft radio station licence, if applicable;
* An insurance certificate;
* A noise certificate issued in accordance with ICAO Annex 16;
* An air operator security programme; and
* Any other document the Authority considers necessary to ensure the intended operations will be conducted safely.
 |
| Signature of Applicant: |  | Date (dd/mm/yyyy): | Name and title: |
| **Section 5. To Be Completed by the [AUTHORITY OF STATE]**  |
| Evaluated by (name and office): | [AUTHORITY OF STATE] decision:[ ]  Approval granted [ ]  Not approved |
| Remarks: |
| Signature of [AUTHORITY OF STATE] representative: | Date (dd/mm/yyyy): |

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ICAO Annex 2, Appendix 4: 3.1; 3.2; 3.3

1. Most international commercial air operators in a Contracting State have a single Authority that issues air operator certificates and is responsible for the validity of crew licences and the airworthiness of aircraft registered in that State. However, it is best to consider the State of Registry and the State of the Operator as separate entities until the actual situation respecting leases or arrangements is fully determined. [↑](#footnote-ref-1)
2. \*As approved by the State of the Operator

†As approved by the State of Registry [↑](#footnote-ref-2)