

CURAÇAO CIVIL AVIATION REGULATIONS

PART 10 — COMMERCIAL AIR TRANSPORT BY FOREIGN AIR OPERATORS WITHIN CURAÇAO

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Part 10—Commercial Air Transport by Foreign Air Operators Within Curaçao

10.1 GENERAL

10.1.1.1 APPLICABILITY

- (a) This regulation prescribes requirements applicable to the operation of any civil aircraft, including aeroplane or helicopter, for:
 - (1) The purpose of commercial air transportation operations by any air operator whose Air Operator Certificate is issued and;
 - (2) Controlled by a Civil Aviation Authority other than the Curaçao Civil Aviation Authority (“CCAA”).
- (b) Part 10 does not apply to aircraft when used by military, customs, and police services, which are not used for compensation or hire.

10.1.1.2 DEFINITIONS

- (a) Definitions are contained in Part 1.

10.1.1.3 ABBREVIATIONS

- (a) The following abbreviations are used in Part 10:
 - (1) AFM – Aeroplane Flight Manual;
 - (2) AOC – Air Operator Certificate;
 - (3) AOM – Aeroplane Operating Manual;
 - (4) MEL – Minimum Equipment List;
 - (5) RFM – Rotorcraft Flight Manual;
 - (6) RPA – Remotely Piloted Aircraft.

10.1.1.4 COMPLIANCE

- (a) A foreign air operator may not operate an aircraft in commercial air transportation operations to, from or via Curaçao contrary to the requirements of:
 - (1) Part 10;
 - (2) Applicable paragraphs of Parts 7 and 8;
 - (3) Applicable standards contained in the Annexes to the Convention on International Civil Aviation for the operation to be conducted; and
 - (4) Any other requirements that the Authority may specify.

10.1.1.5 AUTHORITY TO INSPECT

- (a) A foreign air operator shall ensure that any person authorised by the Authority, will be permitted at any time, without prior notice, to board any aircraft operated for commercial air transportation to, from or via Curaçao for the purpose of:
 - (1) To inspect the documents and manuals required by Part 10;
 - (2) To conduct an inspection of the aircraft;
 - (3) To take appropriate action when necessary to preserve safety.
- (b) When the Authority identifies a case of non-compliance or suspected non-compliance by a original operator with laws, regulations and procedures applicable within that Curaçao's territory, or a similar serious safety issue with that operator, that State shall 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 shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.
- (c) In the case of notification to States as Specified in subpart (b), if the issue and its resolution warrant it the Authority shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.
- (d) Inspections shall be conducted in accordance with the requirements and checklist contained in IS: 10.1.1.5. at paragraph (d).
- (e) Findings from inspections shall be resolved in accordance with the CCAA Ramp Inspection Manual.

10.2 APPROVAL TO OPERATE TO, FROM OR VIA CURAÇAO

10.2.1.1 REQUIREMENTS FOR APPLICATION BY FOREIGN AIR OPERATORS FOR APPROVAL TO OPERATE TO, FROM OR VIA CURAÇAO

- (a) A foreign air operator from the territory of another state shall not operate an aircraft to, from or via Curaçao unless it is so authorised by the Authority and holds an associated Document of Authorisations, Conditions, and Limitations issued to it by Authority.
- (b) When an air operator wishes to apply to operate to, from or via Curaçao it shall:
 - (1) Make such application to the Authority in the form and manner prescribed;
 - (2) The Foreign Operator's Application Form is obtainable at the Authority.
- (c) An application for approval to operate to, from or via Curaçao shall be accompanied by:
 - (1) A certified true copy of a valid (AOC) and associated operations specifications issued to the foreign air operator by the Foreign Authority;
 - (2) A copy of the approval page for a Minimum Equipment List for each aircraft type intended to be operated by the air operator to, from or via Curaçao;
 - (3) A copy of the current aircraft Certificate of Registration and airworthiness certificate issued for the aircraft types proposed to be operated by the air operator to, from or via Curaçao;
 - (4) A copy of the insurance certificate;

- (5) A copy of the operational procedures and practices of the operator;
 - (6) A copy of a document identifying the maintenance checks that are required to be carried out for aircraft of the air operator while they are operated to, from or via Curaçao;
 - (7) A copy of the maintenance contract between the air operator and the Approved Maintenance Organisation, where the maintenance under subparagraph (6), is carried out by an Approved Maintenance Organisation approved by the foreign authority;
 - (8) In the cases of wet leased aircraft: a copy of the approval of the CAA of the State of the operator, with identification of the operator that exercises operational control of the aircraft;
 - (9) A proposed Aircraft Operator Security Programme for the foreign air operator who does not hold an Air Operator Certificate issued by the Authority which meets the requirements of the Civil Aviation Regulations, for the acceptance and subsequent approval of the Authority; and
 - (10) Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.
- (d) An applicant under these Regulations shall apply for the initial issue of a foreign air operator Operations Specifications at least ninety days before the date of commencement of intended operation.

10.2.1.2 CONDITIONS FOR THE ISSUANCE OF A DOCUMENT OF AUTHORISATIONS, CONDITIONS, AND LIMITATIONS

- (a) The Director may recommend that the Authority issue a Document of Authorisations, Conditions and Limitations to a foreign air operator to conduct commercial air operations to, from or via Curaçao where the Director 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 foreign air operator by the Foreign Authority.
- (b) See IS: 10.2.1.2 for the process to be used for evaluating the conditions stipulated under (a) (1) through (4).
- (c) No foreign air operator may commence commercial air transport operations to, from or via Curaçao until the Operations Specifications have been issued.

10.2.1.3 ISSUANCE OF A DOCUMENT OF AUTHORISATION, CONDITIONS, AND LIMITATIONS

- (a) The Authority may issue a Document of Authorisation, Conditions and Limitations to a foreign air operator applicant :
- (1) Following approval of the foreign air operator's application form to operate into the territory of Curaçao;

- (2) Upon a satisfactory administrative review of the documentation provided by the foreign air operator under 10.2.1.1 (c) and (d); and
- (3) When it has established bilateral or multilateral agreements with the State of the Operator; or
- (4) When it has not established bilateral or multilateral agreements with the State of the Operator the Authority receives no significant safety findings or major deficiencies from available safety related information relevant to the foreign air operator.

10.2.1.4 CONTENTS OF A DOCUMENT OF AUTHORISATIONS, CONDITIONS, AND LIMITATIONS

- (a) A Document of Authorisation, Conditions and Limitations is issued to foreign air operators for elements not listed in the operator's AOC and associated operations specifications but considered necessary for compatible operations to, from or via Curaçao.
 - (1) A Document of Authorisations, Conditions and Limitations issued under this section shall contain:
 - (i) The foreign air operator's full name;
 - (ii) The foreign air operator's principal business address and contact details for operational management;
 - (iii) The foreign air operator's business address and contact details in Curaçao;
 - (iv) The date of issuance and expiry (if any) of the foreign air operator's AOC;
 - (v) A statement that: This Document authorises [name of foreign air operator] to operate to, from or via Curaçao;
 - (vi) A statement that: 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 within 30 days of such change;
 - (vii) A statement that: This Document ceases to have effect upon expiry, suspension, revocation, cancellation or equivalent action in respect of the foreign air operator's AOC; and
 - (viii) Any additional authorisations, conditions or limitations considered necessary by the Authority.
- (b) Operations Specification issued to a foreign air operator by the Foreign Authority shall be supplementary to these Regulations.

10.2.1.5 CONTINUED VALIDITY OF A DOCUMENT OF AUTHORISATIONS, CONDITIONS, AND LIMITATIONS

- (a) A foreign air operator shall, when conducting operations to, from or via Curaçao, ensure that it complies at all times with the requirements of:
 - (1) Its Operations Specifications;
 - (2) Its approved Aircraft Operator Security Programme; and
 - (3) The security requirements for aircraft operators operating to, from or via Curaçao.

10.3 DOCUMENTS

10.3.1.1 FOREIGN AIR OPERATOR'S AIRCRAFT TECHNICAL LOG

- (a) A foreign air operator shall use an aircraft technical log system containing the following information for each aircraft:
- (1) Information about each flight necessary to ensure continued flight safety;
 - (2) The current aircraft certificate of release to service;
 - (3) The current maintenance statement giving 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;
 - (4) All outstanding deferred defects that affect the operation of the aircraft; and
 - (5) Any necessary guidance instructions on maintenance support.

10.3.1.2 AIR OPERATOR MANUALS, DOCUMENTS AND FLIGHT CREW LICENCES TO BE CARRIED

- (a) A foreign air operator shall ensure that the following manuals, documents and licences are carried on flights to, from or via Curaçao:
- (1) A certified true copy of the air operator certificate and associated operations specifications all of which shall be in the English language;
 - (2) A Copy of the Document of Authorisations, Conditions, and Limitations required under Part 10;
 - (3) The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight;
 - (4) Those parts of the Operations Manual, which are required for the conduct of a flight and are easily accessible to the crew on board the aircraft on each flight, such as the MEL; and information and instructions relating to the interception of aircraft;
 - (5) The current AFM or RFM approved by the State of Registry, or AOM approved by the State of Operator is carried on the aircraft on each flight. 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 registration, and airworthiness certificate in force in respect of 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) Appropriate approval/licence of crewmembers for aircraft radio operation.

10.3.1.3 ADDITIONAL INFORMATION AND FORMS TO BE CARRIED

- (a) A foreign air operator shall ensure that, in addition to the documents and manuals prescribed 10.3.1.2, the following information and forms, relevant to the type and area of operation, are carried on each flight:
 - (1) Operational Flight Plan;
 - (2) Aircraft Technical Log containing at least the information required in 10.3.1.1(a);
 - (3) Appropriate NOTAM/AIS briefing documentation;
 - (4) Appropriate meteorological information;
 - (5) Passenger and Cargo manifests as appropriate for the intended flight;
 - (6) The mass and balance document for the aircraft certifying that the load carried is properly distributed and safely secured;
 - (7) Notification of special loads including any dangerous goods; and
 - (8) Current maps and charts for the area of operation.
- (b) The Authority may authorise the information detailed in subparagraph (a) above, or parts thereof, to be presented in a form other than on printed paper provided the information is accessible for inspection by the Authority.

10.3.1.4 PRODUCTION OF DOCUMENTATION, MANUALS AND RECORDS

- (a) A foreign air operator shall:
 - (1) Give any person authorised by the Authority access to any documents, manuals and records which are related to flight operations and maintenance; and
 - (2) Produce all such documents, manuals and records, when requested to do so by the Authority, within a reasonable period of time.
- (b) The pilot in command 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.

10.3.1.5 PRESERVATION, PRODUCTION AND USE OF FLIGHT RECORDER RECORDINGS

- (a) Following an accident, incident, in Curaçao involving an aircraft of a foreign operator, or when the Authority so directs, the foreign 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.

10.4 OPERATIONS AND PERFORMANCE

10.4.1.1 COMPUTATION OF PASSENGER AND BAGGAGE WEIGHTS

- (a) A foreign air operator shall compute the mass of passengers and checked baggage using:
 - (1) The actual weighed mass of each person and the actual weighed mass of baggage; or

- (2) The standard mass values specified by the foreign Authority.
- (b) The Authority may require a foreign air operator conducting operations to, from or via Curaçao to produce evidence validating any standard mass values used.

10.4.1.2 SINGLE-ENGINE AEROPLANES AT NIGHT OR IN IMC

- (a) A foreign air operator may not operate a single-engine, non-turbine aircraft:
 - (1) At night; or
 - (2) In Instrument Meteorological Conditions except under Special Visual Flight Rules.
- (b) A foreign air operator may operate a single-engine turbine aircraft at night and in IMC conditions provided the State of the Operator has ensured:
 - (1) The reliability of the turbine engine;
 - (2) The foreign operator's maintenance procedures, operating practices, flight dispatch procedures and crew training programmes are adequate;
 - (3) The aeroplane is appropriately equipped for flight at night and in IMC;
 - (4) For aeroplanes issued a certificate of airworthiness before 1 January 2005—an engine trend monitoring system; and
 - (5) For aeroplanes issued a certificate of airworthiness after 1 January 2005—an automatic trend monitoring system.

10.4.1.3 SINGLE PILOT OPERATIONS UNDER IFR OR AT NIGHT

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

10.4.1.4 FLIGHT RULES WITHIN CURAÇAO

- (a) Within the territorial boundaries of Curaçao, foreign air operator shall comply with the flight rules and limitations contained in Part 8.
- (b) Foreign air operators shall ensure that their flight crew have available and have become familiar with the flight rules in Part 8.

Note: The flight rules are contained in Part 8.

10.5 FLIGHT CREW MEMBER QUALIFICATIONS

10.5.1.1 GENERAL

- (a) Foreign air operators shall ensure that their flight crews have the appropriate licences and ratings for the operations to be conducted in Curaçao.

10.5.1.2 AGE LIMITATIONS

- (a) Foreign air operators shall ensure that the required PIC engaged in single pilot operations on aircraft operating in Curaçao shall be less than 60 years of age.
- (b) Foreign air operators shall ensure, for aircraft engaged in operations in Curaçao requiring more than one pilot as flight crew members, that if one pilot is between the age of 60 and up to age 65, the other pilot shall be less than age 60.

10.5.1.3 LANGUAGE PROFICIENCY

- (a) As of March 5, 2008, foreign air operators shall ensure that flight crew operating aircraft in Curaçao meet the language proficiency requirement of least the operational level 4 as contained in ICAO Annex 1 for the English language and that such proficiency is endorsed on the licence.

10.6 SECURITY

10.6.1.1 AIRCRAFT SECURITY

- (a) A foreign air operator shall:
 - (1) Ensure that all appropriate personnel are familiar, and comply, with the relevant requirements of the national security programmes of the State of the operator;
 - (2) Establish, maintain and conduct approved training programmes which 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;
 - (3) Following an act of unlawful interference on board an aircraft the commander or, in his absence the operator, shall submit, without delay, a report of such an act to the designated local authority and the Authority in the State of the operator. The designated local authority is Korps Politie Curaçao (Police Curaçao);
 - (4) 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
 - (5) 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.

10.6.1.2 UNAUTHORISED CARRIAGE

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

10.7 DANGEROUS GOODS

10.7.1.1 OFFERING DANGEROUS GOODS FOR TRANSPORT BY AIR

- (a) No foreign air operator may accept dangerous goods for transport by air in to, from or via Curaçao unless the foreign air operator:
 - (1) Has been authorised to do so by the foreign Authority; and
 - (2) Has conducted the required personnel training.
- (b) 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.

- (c) When the foreign operator has been granted authority to accept dangerous goods, and has an approved dangerous goods programme authorised by the foreign Authority, the foreign operator shall file a copy of its dangerous goods programme with the Authority.

10.7.1.2 CARRIAGE OF WEAPONS OF WAR AND MUNITIONS OF WAR

- (a) A foreign air operator conducting commercial air transportation operations to, from or via Curaçao shall:
 - (1) Not transport weapons of war and munitions of war by air unless an approval to do so has been granted by all States concerned.
 - (2) Ensure that weapons of war and munitions of war are:
 - (i) Stowed in the aircraft in a place which is inaccessible to passengers during flight; and
 - (ii) 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 subparagraph.
 - (3) Ensure that the pilot in command 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.

10.7.1.3 CARRIAGE OF SPORTING WEAPONS AND AMMUNITION

- (a) A foreign air operator conducting commercial air transportation operations to, from or via Curaçao shall take all measures necessary to ensure that any sporting weapons intended to be carried by air are reported.
- (b) A foreign air operator accepting the carriage of sporting weapons shall ensure that they are:
 - (1) Stowed in a place on the aircraft which is inaccessible to passengers during flight unless the Authority has determined that compliance is impracticable and has approved other procedures; and
 - (2) In the case of firearms or other weapons that can contain ammunition, unloaded.
- (c) A foreign air operator may allow a passenger to carry ammunition for sporting weapons in passenger's checked baggage, as approved by the Authority.

10.8 APPROVAL TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) IN THE TERRITORY OF CURAÇAO

10.8.1.1 REQUIREMENTS FOR APPLICATION BY FOREIGN PERSONS OR OPERATORS FOR APPROVAL TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) INTO THE TERRITORY OF CURAÇAO

- (a) A foreign operator from the territory of another State shall not operate a RPA in Curaçao unless it is so authorised by the Authority and holds the associated approvals, conditions and limitations issued by it by the Authority.

- (b) When a foreign operator wishes to apply to operate RPA in Curaçao it shall:
 - (1) Make such application to the Authority in the form and manner prescribed;
 - (2) Make such application by completing the application form. This form is obtainable at the Authority.
- (c) An application for approval to operate into the territory of Curaçao shall be accompanied by a copy of the following, in English translation if the original documents are not in the English language, for each RPA proposed to be operated in Curaçao:
 - (1) Certified true copy of a valid RPAS operator certificate
 - (2) Certificate of aircraft registration;
 - (3) Certificate of airworthiness;
 - (4) Remote pilot(s) licence and medical certificate(s);
 - (5) Aircraft radio station licence, if applicable;
 - (6) Insurance certificate;
 - (7) Noise certificate issued in accordance with ICAO Annex 16;
 - (8) Aircraft operator security programme; and
 - (9) Any other document the Authority considers necessary to ensure that the intended operations will be conducted safely.
- (d) 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.
- (e) Once authorization has been granted by the Authority, the operator :
 - (i) Shall file a flight plan prior to operation of a RPA;
 - (ii) Shall follow the operational rules for RPA in Part 8: 8.8.1.33;
 - (iii) Shall notify the Authority and ATC immediately in the event of a flight cancellation, and
 - (iv) Shall, in the case of changes to the proposed flight, submit such changes to the Authority for consideration.

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CURAÇAO CIVIL AVIATION REGULATIONS

PART 10 — IMPLEMENTING STANDARDS

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PART 10 — IMPLEMENTING STANDARDS

IS: 10.1.1.5 AUTHORITY TO INSPECT

- (a) Authorised Inspectors:
- (1) Authorised inspectors assigned to conduct inspections of foreign aircraft shall 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 (international) operators.
 - (2) These inspectors shall be specifically trained and authorised by the Authority to conduct such inspections and possess appropriate credentials identifying them as authorised inspectors employed by the Authority.
 - (3) Ramp inspections of foreign air operators should be carried out in a similar manner to the ramp inspections of national operators, with some important differences, as the standards applied to foreign operators would be based primarily on international standards and national regulations derived from international standards.
 - (4) Authorised inspectors shall have demonstrated a language proficiency in English of ICAO operational level 4 or higher.
 - (5) Authorised inspectors shall have in their personal training records evidence they have been trained and are knowledgeable in the following areas:
 - (i) ICAO Convention and its Annexes 1, 6, 7 and 8;
 - (ii) Differences between ICAO standards and the regulations, which may be more detailed or restrictive;
 - (iii) Diplomacy, including dealing with potential language difficulties and cultural differences;
 - (iv) Sovereignty of foreign aircraft, which means that inspector authority is limited to document, communicate and report findings, except as provided in 10.1.1.5 (a) (3) of this Part;
 - (v) Observing, recording and reporting procedures during inspections of foreign air operators; and
 - (vi) Surveillance activities, which are not linked to the certification process of the operator.
- (b) Pre-Inspection Planning
- (1) Authorised inspectors shall prepare for inspections of foreign operators by updating themselves on recent changes to national regulations with respect to operations by operators from other States.
 - (2) A check should be made of the authority for the foreign operator to operate to, from or via Curaçao and to operate the particular aircraft concerned, i.e. issuance of a Document of Authorisations, Conditions and Limitations by the Authority.
 - (3) The record of the foreign air operator's history in Curaçao should be examined, including records of past aircraft inspections and, in particular, those of the specific aircraft concerned in the inspection to be conducted, to check for any outstanding actions or recurring trends that might warrant particular attention.

- (4) Ramp (or Apron) inspections 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. Determination should 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.
 - (5) 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.
 - (6) As inspections on aircraft of any one operator may be conducted at different airports by different authorized Authority inspectors, the overall inspection plan will need to take this into account. Some elements should be covered at every inspection; others can be covered over a number of inspections. Thus, comprehensive records shall be maintained of all inspections of aircraft of a particular operator in a central database, in either paper or electronic format that is accessible to, and updated by, the authorised inspectors concerned.
 - (7) From these records it is necessary to plan the content of inspections so that a complete inspection of the aircraft of any one operator is undertaken over a defined period.
 - (8) Selection of a particular aircraft to inspect should normally be done at random, in a non-discriminatory manner. However, 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 can be linked to a specific:
 - (i) State of the Operator;
 - (ii) Aircraft type;
 - (iii) Nature of operations (scheduled, non-scheduled, cargo, air taxi, etc.);
 - (iv) Foreign operator; or
 - (v) Individual aircraft.
- (c) Inspections
- (1) Types
 - (i) Areas to be checked during a Ramp (Apron) Check are:
 - (ii) Flight Deck;
 - (iii) Cabin / Safety;
 - (iv) Aircraft External Condition;
 - (v) Cargo; and
 - (vi) General.
 - (2) Scope of a foreign operator ramp (Apron) inspection -
 - (i) It is not possible to cover all items on the checklist at every ramp inspection. Inspections should be planned to cover high risk items and to cover all other items over a series of inspections.
 - (ii) It is essential that adequate records are kept, and that there is complete coordination between all authorised inspectors involved in ramp inspections for any one operator.

(d) The Authority will use the following checklist when conducting foreign operator ramp inspections.



MINISTRY OF
TRAFFIC, TRANSPORT AND URBAN PLANNING
CURAÇAO CIVIL AVIATION AUTHORITY

RAMP INSPECTION REPORT											
Date:		Time:		Place:						Curacao Civil Aviation Authority (CCAA) <i>Flight Safety Standards Division</i> Inspectorate contact: e-mail: civilair@gobiernu.cw Telephone: +5999 839-3319 +5999 839-3309 +5999 839-3398 Facsimile: +5999 868-9924	
Operator:				State:		AOC N°:					
Route from:				Flight N°:							
Route to:				Flight N°:							
Chartered by Operator:				Charterer's state:							
Aircraft type:		Flight type:		Registration mark:							
Flight crew state of licensing:				Construction N°:							
A	Check	Remark	Code	Std.	Cat.	Remark(s)	C	Check	Remark		
Flight Deck											
1	General condition		21	Journey Log Book or equivalent			1	General External condition			
2	Emergency exit		22	Maintenance Release			2	Doors and Hatches			
3	Equipment		23	Defect notification and rectification			3	Flight controls			
Documentation											
4	Manuals		24	Pre-flight inspection			4	Wheels, Tires and Brakes			
B Safety / Cabin											
5	Checklists		1	General internal condition			5	Undercarriage skids / floats			
6	Radio navigation charts		2	Cabin attendant's station / crew rest area			6	Wheel well			
7	Minimum Equipment List		3	First aid kit / emergency medical kit			7	Power plant and pylon			
8	Certificate of Registration		4	Hand Fire Extinguishers			8	Fan Blades, Propellers, Rotors (main & tail)			
9	Noise Certificate (where applicable)		5	Life Jackets / Flotation devices			9	Obvious repairs			
10	A.O.C.		6	Seat belts and seat conditions			10	Obvious unrepaired damage			
11	Radio License		7	Emerg. Exit, lighting and marking, torches			11	Leakage			
12	Certificate of Airworthiness (CofA)		8	Slides / life-rafts / ELT							
Flight Data											
13	Flight Preparation		9	Oxygen supply (cabin crew & Pax.)			D Cargo				
14	Weight & Balance sheet		10	Safety Instructions			1	General condition of cargo compartment			
Safety Equipment											
15	Hand Fire Extinguisher		11	Cabin Crew Members			2	Dangerous Goods			
16	Life Jackets / Flotation device		12	Access to emergency exits			3	Cargo Stowage			
17	Harness		13	Safety of passenger baggage's			E General				
			14	Seat capacity			1	General			

Actions Taken:	Code	Std.	Cat.	Remark(s)
(3c) Aircraft grounded by inspecting CAA				
(3b) Corrective actions before flight				
(3a) Restrictions on the aircraft operation				
(2) Information to the authority and operator				
(1) Information to the captain				
(G) General remarks				
(0) No remarks				
Inspector(s) code(s) / name (s):		Captain's Name:		

(e) The Authority shall use the procedures in the CCAA Ramp Inspection Manual to resolve findings from inspections.

IS: 10.2.1.1 Requirements for the Application by Foreign Air Operators for Approval to Operate into the Territory of State

- (a) Foreign Operator's Application Form is obtainable at the Authority.

IS: 10.2.1.1(B)RESERVED**IS: 10.2.1.2 CONDITIONS FOR THE ISSUANCE OF A DOCUMENT OF AUTHORISATIONS, CONDITIONS AND LIMITATIONS**

- (a) The Authority of Curaçao shall, when evaluating an application by a foreign air operator to operate within the territory of Curaçao:
- (1) Examine both the safety oversight capabilities and record of the Foreign Authority of the State of the Operator, and if different, the State of Registry; and
 - (2) The operational procedures and practices of the foreign air operator itself.
- (b) The Authority of Curacao shall 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 Universal Safety Oversight Audit Programme (USOAP). This information is available:
- (1) On the ICAO website <http://www.icao.int> and accessible through the Flight Safety Information Exchange (FSIX) – Safety Oversight Information – Audit Reports (1999-2004) or Audit Reports (Comprehensive Systems Approach);
 - (2) On the ICAO Safety Oversight Audit (SOA) Secure Site which is accessible, subject to a password available only to the Authority of Curaçao from ICAO, through the FSIX home page; and
 - (3) Subject to a password available only to the Authority of Curaçao from ICAO, by accessing audit summary reports from the USOAP audits available to the Authority of Curaçao on the ICAO-Net <http://www.icao.int/icaonet/>;
- (c) The Authority shall obtain and evaluate information on the foreign air operator. This information is available:
- (1) By applying to the Foreign Authority of the State of the Operator for reports of any inspections that may have been conducted; and
 - (2) 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 should be used in conjunction with other information such as a report from the ICAO Universal Safety Oversight Audit Programme (USOAP) or other inspection results to evaluate the application.
- (d) Foreign Air Operator's Application Form, Section 2 to be completed by the CAA:

- (1) 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 Curaçao 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 Foreign Air Operator Application Form and whether to approve or not to approve a Document of Authorisations, Conditions and Limitations.
- (2) In the case of significant negative findings and/or major deficiencies relevant to its evaluation of the foreign air operator, the Authority of Curaçao shall not approve the foreign air operator's Foreign Air Operator Application Form and shall not issue a Document of Authorisations, Conditions and Limitations to the foreign air operator.

IS 10.8.1.1 REQUIREMENTS FOR APPLICATION BY FOREIGN PERSONS OR OPERATORS FOR APPROVAL TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) INTO THE TERRITORY OF CURAÇAO

- (a) Foreign Operator's Application Form – Remotely Piloted Aircraft is obtainable at the Authority.

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