

**LIBERIA  
CIVIL AVIATION REGULATIONS**



**PART 10**

**COMMERCIAL AIR TRANSPORT  
BY FOREIGN AIR OPERATORS WITHIN LIBERIA**

**EDITION 3.0**

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## INTRODUCTION

Part 10 of Liberia Civil Aviation Regulations (LCARs) sets forth the terms and conditions under which Liberia will carry out both its aviation safety responsibility to its own citizens and to assure the safe operation, airworthiness and aircrew qualifications of foreign air operators it allows into Liberia's territory as mandated by the Convention and that contracting State's laws and regulations.

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 Liberia.

The requirements placed upon such 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 standards set forth in applicable ICAO Annexes and those special conditions existing within Liberia that Liberia notes to ICAO as differences from the Annex requirements, and special conditions within Liberia that it reports in publications like the Airman's Information Manuals and Publications. Each air operator engaged in international commercial air transport must be made aware of those requirements that Liberia places on the air operator as conditions to gain or maintain permission to operate into, from or within Liberia.

Part 10 also recognizes the responsibilities of each contracting State whose CAA regulates such air operators by making such CAA's are aware of the terms and conditions that Liberia will require of those air operators.

Part 10 gives deference to, and emphasizes the responsibilities existing between all contracting States to adhere to international standards under the Convention respecting the safety regulation of its air operators, of the aircraft on its registry, and the licensing of its crew operating those aircraft. The alternative would be for Liberia to address aviation safety solely with the air operator, which would amount to an attempt to directly regulate the foreign air operator in violation of the Convention.

This part of the LCARs 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 43; Annex 6, Part III, International Operations–Helicopters, Amendment 22; and ICAO Doc 8335, Manual of Procedures for Operations Inspection, Certification and Continued Surveillance, Fifth Edition (2010).

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## PART 10- COMMERCIAL AIR TRANSPORT BY FOREIGN AIR OPERATORS WITHIN LIBERIA

### 10.1 GENERAL

#### 10.1.1 APPLICABILITY

- (a) This regulation prescribes requirements applicable to the operation of any civil aircraft that is:
- (1) Used for commercial air transportation operations by any air operator whose Air Operator Certificate is issued and;
  - (2) Controlled by a civil aviation authority other than Liberia.
- (b) This part does not apply to aircraft when used by military, customs, and police services, which are not used for compensation or hire.

#### 10.1.2 DEFINITIONS

- (a) for the purpose of part 10, the following definitions shall apply:
- (1) **Aeroplane Flight Manual.** A manual, associated with the certificate of airworthiness, containing limitations within which the aeroplane is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the aeroplane.
  - (2) **Air Operator Certificate.** Certificate issued by the State of Operator authorizing an operator to carry out specified commercial air transport operations.
  - (3) **Aircraft Operating Manual.** A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.
  - (4) **Foreign air operator.** Any operator, not being a Liberian air operator, which undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations within borders or airspace of Liberia, whether on a scheduled or charter basis.
  - (5) **Foreign Authority.** The civil aviation Authority that issues and oversees the air operator certificate of the foreign operator.
  - (6) **Minimum Equipment List.** A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List (MMEL) established for the aircraft type.
  - (7) **Operations Manual.** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.



- (8) **Remote pilot.** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.
- (9) **Remotely piloted aircraft (RPA).** An unmanned aircraft which is piloted from a remote pilot station.
- (10) **Rotocraft Flight Manual.** A manual, associated with the certificate of airworthiness, containing limitations within which the rotorcraft is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the rotorcraft.

### 10.1.3 ACRONYMS/ABBREVIATIONS

(a) The following abbreviations are used in this Part:

- (1) ACAS – airborne collision avoidance system
- (2) AFM – Aircraft Flight Manual
- (3) AMM – Aircraft Maintenance Manual
- (4) AMO – approved maintenance organization
- (5) AOC – air operator certificate
- (6) ATC – air traffic control
- (7) C2 – command and control
- (8) CP – co-pilot
- (9) CVR – cockpit voice recorder
- (10) EDTO – extended diversion time operations
- (11) ELT – emergency locator transmitter
- (12) FDR – flight data recorder
- (13) GPWS – ground proximity warning system
- (14) ICAO – International Civil Aviation Organization
- (15) IFR – instrument flight rules
- (16) IMC – instrument meteorological conditions
- (17) IS – Implementing Standards
- (18) iSTARS – integrated Safety Trend Analysis and Reporting System
- (19) MEL – minimum equipment list
- (20) MMEL – master minimum equipment list
- (21) NOTAM – Notice to Airmen
- (22) OPS – operations
- (23) PIC – pilot-in-command
- (24) RFM – Rotorcraft Flight Manual
- (25) RPA – remotely piloted aircraft

- (26) RPAS – remotely piloted aircraft system(s)
- (27) RVSM – reduced vertical separation minimum
- (28) USOAP – Universal Safety Oversight Audit Program
- (29) VFR – visual flight rules
- (30) VLOS – visual line-of-sight

#### 10.1.4 COMPLIANCE

- (a) A foreign air operator shall not operate an aircraft in commercial air transportation operations in Liberia contrary:
  - (1) The requirements of this Part;
  - (2) Applicable paragraphs of Parts 7 and 8 of these regulations;
  - (3) Applicable standards contained in the Annexes to the Chicago Convention, for the operation to be conducted;
- (b) Unless otherwise authorized by the Authority, no Foreign Operator may commence operation into Liberia without its maintenance and operational home base being subjected to a safety audit/inspection by the Authority.
- (c) An annual inspection plan for each foreign air operators will be developed prior to each calendar year by inspectorate staff. The plan will ensure that each foreign air operator home base shall be inspected at least once a year. The Authority may extend at its discretion this period to 24 months, on a biennial basis if an organization’s SMS demonstrates a high level of compliance with applicable standards and has a well-managed self-audit and safety oversight program in place, or as appropriate to the nature of operations.
- (d) Any other requirements that the Authority may specify.

#### 10.1.5 AUTHORITY TO INSPECT

- (a) A foreign air operator shall ensure that any person authorized by the Authority, shall be permitted at any time, without prior notice, to board any aircraft operated for commercial air transportation to Liberia —
  - (1) To inspect the documents and manuals required by this Part;
  - (2) To conduct an inspection of the aircraft; and
  - (3) To take appropriate action when necessary to preserve safety.
- (b) 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 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 State in which the operation is conducted 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: 10.1.5 at paragraph (d).
- (e) Findings from inspections shall be resolved in accordance with the table contained in IS: 10.1.5 at paragraph (e).

## **10.2 APPROVAL FOR FOREIGN AIR OPERATOR TO OPERATE IN THE TERRITORY OF LIBERIA**

### **10.2.1 APPLICATION FOR APPROVAL TO OPERATE INTO THE TERRITORY OF LIBERIA**

- (a) A foreign air operator from the territory of another state shall not operate an aircraft in Liberia unless it is so authorized by the Liberia Civil Aviation Authority and holds an associated operations specifications containing the special limitations and specific approvals issued to it by the Authority.
- (b) A foreign air operator intending to operate in the territory of Liberia shall submit an application to the Authority on a form and in the manner prescribed in IS 10.2.1;
- (c) An application for approval to operate into the territory of Liberia 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 in Liberia;
  - (3) A copy of the current Certificate of aircraft Registration and certificate of airworthiness issued for each aircraft types proposed to be operated by the foreign air operator in Liberia;
  - (4) A copy of the insurance certificate;
  - (5) A copy of the operational procedures and practices of the foreign air operator;
  - (6) 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 Liberia;
  - (7) A copy of the maintenance contract between the foreign air operator and the Approved Maintenance Organization, where the maintenance under paragraph 10.2.1(c)(6) of this subsection is performed by an AMO approved by the foreign authority;
  - (8) A copy of the air service agreement, with safety clause, as shown in the example in IS 10.2.1(b), allowing the foreign air operator to operate in the territory of Liberia;
  - (9) In the cases 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;
  - (10) 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 program for the acceptance and subsequent approval; and
  - (11) 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.

**10.2.2 CONDITIONS FOR THE ISSUANCE OF A DOCUMENT OF AUTHORIZATIONS, CONDITIONS, AND LIMITATIONS**

- (a) The Director may recommend that the Authority issue a Document of Authorizations, Conditions and Limitations to a foreign air operator to conduct commercial air operations in Liberia where the Director is satisfied that such operator —
- (1) has a valid Air Operator Certificate issued by a foreign authority;
  - (2) has had its Aircraft Operator Security Program approved by its Civil Aviation Authority for the operations intended;
  - (3) meets the applicable requirements of the Civil Aviation Operations Regulations, the Civil Aviation Airworthiness Regulations and the Civil Aviation Instruments and Equipment Regulations;
  - (4) meets the standards contained in Annex 6 Parts I and III and Annex 8 of the Chicago Convention;
  - (5) has sufficient financial resources to conduct safe operations;
- (b) See IS: 10.2.2 for the process to be used for evaluating the conditions stipulated under (a) (1) through (4).

**10.2.3 ISSUANCE OF A DOCUMENT OF AUTHORIZATION, CONDITIONS, AND LIMITATIONS**

- (a) No foreign air operator shall commence commercial air transport operations in Liberia until a Document of Authorization, Conditions and Limitations have been issued by the Authority
- (b) The authority may issue a Document of Authorization, Conditions and Limitations to a foreign air operator to conduct commercial air transport operations in Liberia:
- (1) Where the Authority is satisfied and has confidence in:
    - (i) The validity of the certificates and licenses associated with the operator;
    - (ii) The operator's personnel and aircraft;
    - (iii) The operational capabilities of the operator; and
    - (iv) The level of certification and oversight applied to the activities of the operator by the Foreign Authority;
  - (2) Following approval of the foreign air operator's application to operate into the territory of Liberia;
  - (3) Upon a satisfactory administrative review of the documentation provided by the foreign air operator under 10.2.1 (c) and (d) of this part, and when one of the following conditions is met:
    - (i) 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 10.2.1 (c) (8); or
    - (ii) The operator has not established bilateral or multilateral agreements with the State of the Operator but the Authority receives no significant safety findings or major deficiencies from available safety related information relevant to the foreign air operator.

#### 10.2.4 CONTENTS OF A DOCUMENT OF AUTHORIZATIONS, CONDITIONS, AND LIMITATIONS

- (a) The Authority will issue Document of Authorization, Conditions and Limitations to foreign air operators for elements not listed in the operator's AOC and associated operations specifications but considered necessary for compatible operations within Liberia.
- (b) Document of Authorizations, Conditions and Limitations issued under this subsection shall contain:
  - (1) The foreign air operator's full name;
  - (2) The foreign air operator's principal place of business address and contact details for operational management;
  - (3) The foreign air operator's business address and contact details in Liberia;
  - (4) The date of issuance and expiry (if any) of the foreign air operator's AOC;
  - (5) A statement that: This Document authorizes [name of foreign air operator] to operate in the territory of Liberia;
  - (6) 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;
  - (7) 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
  - (8) Any additional authorizations, conditions or limitations considered necessary by the Authority of.
- (c) Document of Authorization, Conditions and Limitations issued to a foreign air operator by the Authority shall be supplementary to these Regulations.

#### 10.2.5 CONTINUED VALIDITY OF A DOCUMENT OF AUTHORIZATIONS, CONDITIONS, AND LIMITATIONS

- (a) A foreign air operator shall, when conducting operations in Liberia, ensure that it complies at all times with the requirements of—
  - (1) Its Document of Authorization, Conditions and Limitations;
  - (2) Its approved Aircraft Operator Security Program; and
  - (3) The security requirements for aircraft operators operating in Liberia.

### 10.3 FOREIGN AIR OPERATOR MANUALS, DOCUMENTS, AND RECORDS

#### 10.3.1 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 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;
- (4) All outstanding deferred defects that affect the operation of the aircraft; and
- (5) Any necessary guidance and instructions on maintenance support.

#### 10.3.2 AIR OPERATOR MANUALS, DOCUMENTS AND LICENSES TO BE CARRIED

- (a) A foreign air operator shall ensure that the following manuals, documents and licenses are carried on flights into Liberia —
- (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 Authorizations, Conditions, and Limitations required under Part 10;
  - (3) The current parts of the Operations Manual 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 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 aircraft registration, and the certificate of airworthiness in force in respect to that aircraft;
  - (7) The appropriate licenses of the members of the flight crew and cabin crew, if a cabin crew license 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 approval and/or licenses of crewmembers for aircraft radio operation.

#### 10.3.3 ADDITIONAL INFORMATION AND FORMS TO BE CARRIED

- (a) A foreign air operator shall ensure that, in addition to the documents and manuals prescribed in 10.3.2, 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(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 documentation for the aircraft, certifying that the load carried is properly distributed and safely secured;
  - (7) The notification of special loads including any dangerous goods; and

(8) The current maps and charts for the area of operation.

- (b) The Authority may authorize 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.

#### 10.3.4 PRODUCTION OF DOCUMENTATION, MANUALS AND RECORDS

(a) A foreign air operator shall—

- (1) Give any person authorized by the Authority access to any documents, manuals and records that 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 authorized by the Authority, produce to that person the documentation, manuals and records required to be carried on board.

#### 10.3.5 PRESERVATION, PRODUCTION AND USE OF FLIGHT RECORDER RECORDINGS

- (a) Following an accident or incident, in Liberia 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.

### 10.4 OPERATIONS AND PERFORMANCE

#### 10.4.1 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 within Liberia to produce evidence validating any standard mass values used.

#### 10.4.2 SINGLE-ENGINE AEROPLANES AT NIGHT OR IN IMC

- (a) A foreign air operator may not operate a single-engine, non-turbine aeroplane:
- (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 aeroplane 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 programs 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.

#### 10.4.3 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 prescribed by the State of the operator.

#### 10.4.4 FLIGHT RULES WITHIN LIBERIA

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

### 10.5 FLIGHT CREW MEMBER QUALIFICATIONS

#### 10.5.1 GENERAL

- (a) A foreign air operator shall ensure that its flight crew members have the appropriate licenses and ratings for the operations to be conducted into Liberia.

#### 10.5.2 AGE LIMITATIONS

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



### 10.5.3 LANGUAGE PROFICIENCY

- (a) Foreign air operators shall ensure that flight crew operating aircraft into Liberia meet the language proficiency requirement of at least the operational level 4 as contained in ICAO Annex 1 for the English language and that such proficiency is endorsed on the license.

## 10.6 SECURITY

### 10.6.1 AIRCRAFT SECURITY

- (a) A foreign air operator shall—
  - (1) Ensure that all appropriate personnel are familiar with and comply with the relevant requirements of the national security programs of the State of the operator;
  - (2) Establish, maintain and conduct approved training programs 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 minimize the consequences of such events should they occur;
  - (3) 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;
  - (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) 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 unauthorized access.

### 10.6.2 UNAUTHORIZED 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 OFFERING DANGEROUS GOODS FOR TRANSPORT BY AIR

- (a) No foreign air operator may accept dangerous goods for transport by air into Liberia unless the foreign air operator—
  - (1) Has been authorized 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 program as approved by the foreign Authority.

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

#### 10.7.2 CARRIAGE OF WEAPONS OF WAR AND MUNITIONS OF WAR

- (a) A foreign air operator conducting commercial air transportation operations into Liberia 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 that 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.

#### 10.7.3 CARRIAGE OF SPORTING WEAPONS AND AMMUNITION

- (a) A foreign air operator conducting commercial air transport operations into Liberia 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 that 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 that passenger's checked baggage, as approved by the Authority.

### 10.8 APPROVAL FOR FOREIGN AIR OPERATORS TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) IN THE TERRITORY OF LIBERIA

#### 10.8.1 APPLICATION FOR APPROVAL TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) INTO THE TERRITORY OF LIBERIA

- (a) A foreign air operator from the territory of another State shall not operate an RPA in Liberia unless it is so authorized by Liberia Civil Aviation Authority and holds the associated approvals, conditions and limitations issued by it by the Authority Liberia.
- (b) When a foreign operator wishes to apply to operate RPA in the territory of Liberia, it shall:

- (1) Make such application to the Authority in the form and manner prescribed; and
  - (2) Make such application by completing the application form in IS: 10.8.1.
- (c)** An application for approval to operate into the territory of Liberia 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 Liberia —
- (1) A Certified true copy of a valid RPAS operator certificate
  - (2) A Certificate of aircraft registration;
  - (3) A Certificate of airworthiness;
  - (4) The Remote pilot(s) license and medical certificate(s);
  - (5) An Aircraft radio station license, if applicable;
  - (6) An Insurance certificate;
  - (7) A Noise certificate issued in accordance with ICAO Annex 16;
  - (8) An Air operator security program; 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 foreign RPA approval has been issued by the Authority, the operator shall:
- (1) File a flight plan prior to operation of a RPA;
  - (2) Follow the operational rules for RPA in LCAR Part 8;
  - (3) Notify the Authority and ATC immediately in the event of a flight cancellation, and
  - (4) 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

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# LIBERIA CIVIL AVIATION REGULATIONS

## Part 10 — IMPLEMENTING STANDARDS

*For ease of reference the number assigned to each implementing standard corresponds to its associated regulation. For example, IS: 10.1.5 would reflect a standard required in subsection 10.1.5.*

**IS: 10.1.5 AUTHORITY TO INSPECT**

**(a) Authorized Inspectors -**

- (1) Authorized 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) air operators.
- (2) These inspectors shall be specifically trained and authorized to conduct such inspections and shall possess appropriate credentials identifying them as authorized inspectors employed by the Liberia Civil Aviation Authority.
- (3) Ramp inspections of foreign air operators shall be performed 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) Authorized inspectors shall have demonstrated a language proficiency in English of ICAO operational level 4 or higher.
- (5) Authorized inspectors shall have in their personal training records evidence they have been trained and are knowledgeable in the following areas:
  - (i) The Chicago Convention and its Annexes 1, 6, 7 and 8;
  - (ii) The Differences between ICAO Standards and national regulations, which may be more detailed or restrictive;
  - (iii) Diplomacy, including dealing with potential language difficulties and cultural differences;
  - (iv) The Sovereignty of foreign aircraft, which means that inspector authority is limited to documenting, communicating and reporting findings, except as provided in 10.1.5 (a) (3) of this Part;
  - (v) The observation, recording and reporting of procedures during inspections of foreign air operators; and
  - (vi) Surveillance activities, that are not linked to the certification process of the operator.

**(b) Pre-Inspection Planning**

- (1) Authorized inspectors shall 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.
- (2) A check shall be made of the authority for the foreign operator to operate in Liberia and to operate the particular aircraft concerned, by consideration of its nationality and registration marks.
- (3) The record of the foreign air operator's history in Liberia 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.

- (4) Ramp (or Apron) inspections shall 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 shall be made of the number of authorized inspectors and the specializations 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 foreign air operator may be conducted at different aerodromes by different authorized inspectors, the overall inspection plan will 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 authorized 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 shall 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) The Scope of a foreign air operator ramp (Apron) inspection is as follows:
  - (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 be kept, and that there is complete coordination between all authorized inspectors involved in ramp inspections for any one operator.
- (2) Areas that will be checked during a ramp inspection are:
  - (i) Flight Deck;
  - (ii) Cabin / Safety;
  - (iii) Aircraft External Condition;
  - (iv) Cargo; and
  - (v) General.

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

LCAA FOREIGN OPERATOR RAMP INSPECTION – PAGE 1		
1.a. Inspector Name: 1.b. Inspector Type: <input type="checkbox"/> OPS <input type="checkbox"/> AW <input type="checkbox"/> 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. Captain Name: 5.b. License Number:	6.a. Co-Pilot Name: 6.b. License Number:
7. Inspection Result: <input type="checkbox"/> Satisfactory <input type="checkbox"/> Unsatisfactory	8. Action Taken Under Part 10.1.5(a)(3) <input type="checkbox"/> Yes <input type="checkbox"/> No	9. Date (dd/mm/yyyy):
<b>I. Documents to be covered on any one inspection of a foreign operator include the following:</b>		
<b>Items</b>		<b>S/U</b>
a. Certificate of registration;		
b. Certificate of airworthiness;		
c. Certificates of competency, licenses and medical assessment of the flight crew;		
d. Air operator certificate 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;		
e. Flight manual or other document containing performance data;		
f. Radio station license;		
g. Journey logbook or technical log or general declaration;		
h. Maintenance release;		
i. Fuel and oil records; and		
j. Document attesting noise certification.		
Remarks:		



LCAA FOREIGN OPERATOR RAMP INSPECTION – PAGE 2

**II. The overall condition of the aircraft should be covered at every inspection:**

Items	S/U
a. Out-of-tolerance leakage of fuel, engine oil or hydraulic fluid;	
b. Landing gear and wheel well areas;	
c. Fuselage and pylons, as applicable;	
d. Wings and pylons, as applicable;	
e. Engines, their intakes, exhaust cones and reverser systems;	
f. Propellers, as applicable; and	
g. Empennage or tail assembly.	

**Remarks:**

**III. Documents that should be covered over a defined number of inspections include:**

Items	S/U
a. MEL	
b. Aircraft operating manual ;	
c. Airfield performance data;	
d. Checklists for normal, abnormal and emergency procedures;	
e. Aeronautical charts (route guide);	
f. Aeroplane search procedure checklist;	
g. Visual signals for use by intercepting and intercepted aircraft;	
h. Mass and balance forms and their completion;	
i. Weather reports and forecasts;	
j. Operational flight plan; and	
k. NOTAMs.	

**Remarks:**

<b>LCAA FOREIGN OPERATOR RAMP INSPECTION – PAGE 3</b>	
<b>IV. Aircraft equipment that should be covered over a defined number of inspections:</b>	
Items	S/U
a. Adequate oxygen supply for crew and passengers;	
b. Passenger briefing cards and contents;	
c. Portable fire extinguishers – flight crew compartment and cabin;	
d. Life rafts and life jackets or individual flotation devices (as applicable);	
e. Pyrotechnical distress signaling devices (as applicable);	
f. First-aid kits and medical kits (as applicable);	
g. Penetration resistant cockpit door (as applicable); and.	
h. Emergency exit signs and lighting	
<b>Remarks:</b>	
<b>V. The following additional aircraft equipment should also be covered annually per/AOC as applicable to the aircraft and the operation:</b>	
Items	S/U
a. ACAS;	
b. ELT;	
c. FDR and CVR; and	
d. GPWS with forward looking terrain avoidance capability.	
<b>Remarks:</b>	

*ICAO Document 8335, 5th Edition, Part VI, Chapter 5: 5.4.*

- (e) The Authority shall 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 pilot-in-command	(3) Information to responsible CAA (State of the Operator and/or State of Registry) and operational management of the operator	(4) Corrective actions required
<b>Minor</b>	Yes	No	No
<b>Significant</b>	Yes	Yes Letter to CAA and copy to operator's management	No
<b>Major</b>	Yes	Yes Letter to CAA and copy to operator's management. In case of aircraft damage affecting airworthiness, a direct communication with the CAA in the State of Registry should be established. Under the provisions of ICAO Annex 8, that CAA decides about conditions regarding return to flight status. Confirmation afterwards with a letter to the CAA and a copy to the operator's management.	Yes Actions consisting or operational restrictions, corrective actions before flight or at maintenance base, grounding and/or withdrawal of approval to operate in the territory of Liberia.

*ICAO Doc 8335, Fifth Edition (2010), Part VI, Chapter 6, Table 6-1*

Table 2. Examples of Findings and Levels of Seriousness

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
<b>A. FLIGHT DECK - GENERAL</b>			
1. General condition	Dirty and untidy.		Large unsecured objects (e.g. cargo or baggage) Unserviceable flight crew seats.
2. 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.
3. Equipment- GPWS	Inoperative and in accordance with MEL provisions.	Inoperative and MEL provisions not applied.	Not installed. Forward looking GPWS required and not installed.
4. Equipment - FMC		Flight management system (FMS) database recently outdated (less than 28 days).	FMS database more than 28 days outdated.
5. Equipment – ACAS/CVR/FDR/ELT	Inoperative and in accordance with MEL provisions.	Inoperative and MEL provisions not applied.	Required and not installed.
<b>B. FLIGHT DECK DOCUMENTATION</b>			
1. Aircraft flight manual		No evidence of State of Registry approval. Incomplete, but performance calculations possible.	Not on board and performance calculations not possible.
2. Operations manual		Incomplete (see Annex 6, Appendix 2) or not approved by State of the Operator or not the current version.	Not on board.
3. Checklists	Not within reach.	Not readily available and used or not the current version.	Not on board.

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
4. 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.
5. MEL		Not on board or MMEL used, but no deferred defects. MEL content does not reflect aircraft equipment fitted. MEL not approved.	Not on board or MMEL used, with deferred defects.
6. Certificate of aircraft registration	Non-certified copy.	Not on board. No English translation.	
7. Certificate of airworthiness		Not an original or certified true copy. No English translation.	Not on board. Out of date.
8. Crew member licenses (see also E — General, 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 aircraft. Not on board or no proper validation from the State of Registry. Expired or no Class 1 medical assessment.
9. Journey log book or equivalent technical log	Minor defects not documented.	On board but not properly completed.	Not on board or no equivalent document. Maintenance release expired or not valid. MEL rectification interval deadline expired for deferred defects.
10. Radio station license	Non-certified copy	Not on board.	
11. Noise certificate (where applicable)	Not on board. No English translation.		

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
12. Air operator certificate (AOC) (certified true copy)		Not a certified true copy of AOC.	
13. Operations specifications (copy)		Not accurate (out of date, incorrect operation type/route, incorrect aircraft or operator, etc.) or no English translation.	
14. Operational flight plan	Copy not retained on ground.	Actual flight calculations but no actual documents. Lack of fuel monitoring data (arrival flight). Fuel calculation unsatisfactory. (departing flight).	No or incomplete flight preparation.  Required fuel calculation not available or not updated for actual conditions.
15. Mass and balance sheet and data		Incorrect but within aircraft limits.	Incorrect and outside operational limits or missing. Mass and balance data not available.
16. 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 data or data validity date not available.	Data not available.
17. Cargo manifest and, if applicable, passenger manifest		Some limited inaccuracy or missing data not affecting safety.	Not available or grossly inaccurate/incomplete.

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
18. Preflight inspection	Form on board but incomplete.	Not performed for inbound flight.	Not performed for outbound flight.
19. Weather reports and forecasts	Not the latest available data but valid.	Not printed but handwritten.	Not valid or not available.
20. NOTAMs		Some en-route relevant data missing.	Not available.
<b>c. FLIGHT DECK - SAFETY EQUIPMENT</b>			
1. Portable fire extinguishers	Not easily accessible.	Expired Not properly secured.	Empty or insufficient number or missing. Significantly low pressure Not accessible.
2. Life jackets/flotation devices, (if required)	Not directly accessible.	Expired, as applicable.	Not available for each flight deck crew member on board.
3. Harness		Seat belt instead of harness.	Not available or serviceable for all flight crew members.
4. Oxygen equipment, (if required)		No direct access.	Not available or serviceable for all flight crew members. Oxygen quantity not sufficient.
5. Electric flashlight (night operations conducted by operator)	Only one available.	Weak battery.	Not on flight deck or unserviceable.
<b>D. CABIN SAFETY</b>			
1. General condition	Dirty, untidy and in bad condition.	Loose carpet. Loose or damaged floor panel. Unserviceable seats (and not identified as such).	Not possible to perform, unrestricted, normal and abnormal duties.
2. Cabin crew seats	Harness/belt is difficult to operate.	Strap or buckle worn out or damaged; item is 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) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
3. First aid kit/emergency medical kit	Expired. Incomplete.  Not at the indicated location.		Not available.
4. Portable fire extinguishers	Not directly accessible.	Expired. Not properly secured.	Empty, significantly low pressure, or missing, or not serviceable.
5. Life jackets/ Flotation devices (if required)	Not directly accessible.	Expired, as applicable.	Not available for each person to be carried.
6. Seat belts (passenger seats)	Strap or buckle worn out or damaged. Not 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.
7. Emergency exit lighting and marking, emergency flashlights		Some emergency exit signs out of order. Insufficient 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.
8. Slides/life-rafts (as required) (for long-range over water flights)	Not in specified location, as established by the State of the Operator.	Incorrectly installed.	Insufficient number. Not serviceable.
9. 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.	
10. Emergency briefing cards	Not enough emergency briefing cards for all passengers.	Briefing cards from another aircraft or from obviously different versions. Some information missing or incorrect.	No emergency briefing cards on board.



(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
11. Cabin crew members		Cabin crew members not in specified location.	Insufficient number of cabin crew members.
12. Access to emergency exits			Impeded by luggage or cargo, etc. Impeded by seats.
13. Safety of cabin baggage			Not securely stowed.
14. Seating capacity			More seats than certified capacity. Insufficient serviceable seats for all passengers on board.
<b>E. AIRCRAFT EXTERNAL CONDITION</b>			
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.
2. Doors and hatches	Minor defects but serviceable.	Door operating instructions missing or unclear. Seal slightly damaged.	Unserviceable and not compatible with number of passengers on board. Seal missing or badly damaged.
3. 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, structural repair manual (SRM), etc.

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
4. Wheels, tires and brakes	Minor defects.	Signs of underinflation. Incorrect tire pressure. Unusual wear and tear.	Tires worn out or damaged beyond limits. Brakes worn out, leaking or damaged beyond limits. Damaged components or missing parts (e.g. tie bolts, heat sensors).
5. 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.
6. Wheel well	Minor defects or dirty.	Signs of leakage, corrosion and obvious lack of lubrication.	Damage, widespread corrosion, leakage outside limits.
7. Intake and exhaust nozzle	Minor defects.	Damage to casing or lining.  Dents and cracks in exhaust area all within limits, but not recorded in Technical Log or equivalent document. Minor leaks of oil and fuel.	Damage (nicks, dents, cracks, etc.) outside the MEL, aircraft maintenance manual (AMM), SRM, etc., limits. Leakage outside limits.
8. 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.
9. 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) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
10. 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 design. Damage to old repair.
11. Obvious un-repaired damage	Within limits and recorded.	Within limits but not recorded.	Unassessed and not recorded damage affecting airworthiness.
12. Leakage	Within limits.	Long-standing water and lavatory leaks (blue ice).	Leakage (oil, fuel, hydraulic, water) outside limits.
<b>F. CARGO</b>			
1. General condition of cargo compartment and containers	Partly defective lights Minor defects, but safe condition.	Partly damaged paneling. Partly damaged containers. Defective lights. Floor locks (partly) unserviceable. Limited access to cargo area (for combis). Dividing net or door protection net damaged.	Damaged paneling outside limits. Damaged containers. Structural damage outside limits. Defective or missing fire extinguishing system (where applicable). Cargo area not used in accordance with classification. No access to cargo area (for combis). No barrier net (combis and cargo aircraft). No smoke barrier/curtain. Floor locks unserviceable and outside MEL limits.

(1) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
2. Dangerous goods	Unable to recognize dangerous goods presented to operator for shipment.	No dangerous goods regulations or references.	No, or incomplete, information to the pilot-in-command of dangerous goods carried, in contradiction with Doc 9284 provisions. Deficiencies: leakage, wrong packaging, label missing. Dangerous goods not correctly secured. Loading not performed in accordance with Annex 18. Dangerous goods carried without authorization or in contradiction to Annex 18 or Doc 9284 provisions.
3. 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: <ul style="list-style-type: none"> <li>– lashing</li> <li>– tie-down equipment</li> <li>– pallets and containers</li> <li>– locks</li> </ul> Load distribution/floor load limit exceeded.
<b>G. GENERAL</b>			
1. Additional remarks	General findings with minor safety impact.	General findings with significant safety impact.	General findings with major safety impact.
2. 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) Item description	SERIOUSNESS		
	(2) Minor	(3) Significant	(4) Major
3. Language for communications		Pilot licenses 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 — until 5 March 2011).	Pilots not fluent in the English language or in the language used in radiotelephony.

**IS: 10.2.1 APPLICATION FOR APPROVAL TO OPERATE INTO THE TERRITORY OF LIBERIA**

- (a) The following application shall be used by a foreign air operator that intends to apply for approval to operate into the territory of Liberia.

<b>Application for Commercial Air Transport Operations by a Foreign Operator – Page 1</b> <i>(To be completed by a foreign air operator for an approval to conduct operations in Liberia)</i>		
Section 1: To be Completed by the Applicant		
Section 1A: Applicant Information		
1. <b>Company Name and Address.</b> Company registered name and trading name if different. Address of company: mailing address; telephone; fax; and e-mail.	2. <b>Principal place of business.</b> Address of the principal place of business including: telephone; fax; and e-mail.	
3. <b>Proposed start date of operations:</b> (dd/mm/yyyy):	4. <b>ICAO 3-letter designator for aircraft operating agency:</b>	
5. Operational management personnel		
a. Name	b. Title	c. Telephone, fax and e-mail

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**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 Liberia  
 b.  Air operator intends to only conduct overflights and technical stops in Liberia

**7. Air operator proposed types of operation:**

- a.  Passengers and cargo  
 b.  Cargo only  
 c.  Scheduled operations  
 d.  Charter flight operations  
 e.  Dangerous goods

**8. Geographic areas of intended operations and proposed route structure:**

**Application for Commercial Air Transport Operations by a Foreign Operator – Page 2**

*(To be completed by a foreign air operator for an approval to conduct operations in )*

**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 air operator certificate:

Provide following information:

Aircraft type <i>(make, model and series, or master series)</i>	RVSM <sup>1</sup> Approval	EDTO <sup>2</sup>	Noise <sup>3</sup> certification <i>(Annex 16 Ch.)</i>	Remarks
[Aircraft type 1]	<input type="checkbox"/>	<input type="checkbox"/>		
[Aircraft type 2]	<input type="checkbox"/>	<input type="checkbox"/>		
[Aircraft type 3]	<input type="checkbox"/>	<input type="checkbox"/>		
[Aircraft type 4]	<input type="checkbox"/>	<input type="checkbox"/>		
Etc.	<input type="checkbox"/>	<input type="checkbox"/>		

<sup>1</sup> As approved by the State of the Operator

<sup>2</sup> As approved by the State of the Operator

<sup>3</sup> As approved by the State of Registry

**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 Liberia;
- A copy of the current certificate of aircraft registration and certificate of airworthiness issued for each aircraft type proposed to be operated in Liberia;
- 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 Liberia];
- 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(B), allowing the foreign air operator to operate in the territory of Liberia;
- 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.

<b>Signature:</b>	<b>Date (dd/mm/yyyy):</b>	<b>Name and Title:</b>
<b>Section 2. To be completed by the LCAA</b>		
<b>Evaluated by (name and office):</b>	<b>CAA decision:</b> <input type="checkbox"/> Approval granted <input type="checkbox"/> Not approved	
<b>Remarks:</b>		
<b>Signature of CAA representative:</b>	<b>Date (dd/mm/yyyy):</b>	

ICAO Doc. 8335, Part, 5th Edition, Part VI: Attachment C

**IS: 10.2.1(B) SAFETY CLAUSE EXAMPLE**

- (a) Example of Safety Clause (Extracted from ICAO Document 8335) that shall be inserted into Air Service Agreements that allow operators to provide service to another State and vice versa.
- (1) 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 thirty days of that request.
  - (2) 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 that meet the Standards established at that time pursuant to the Convention on International Civil Aviation (Doc 7300), hereinafter referred to as: the 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.
  - (3) 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 authorized 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 Convention.
  - (4) 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 authorization of an airline or airlines of the other Party.
  - (5) 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.
  - (6) 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 should be advised thereof. The latter should also be advised of the subsequent satisfactory resolution of the situation.

**IS: 10.2.2 CONDITIONS FOR THE ISSUANCE OF A DOCUMENT OF AUTHORIZATIONS, CONDITIONS AND LIMITATIONS**

- (a) The Liberia Civil Aviation Authority shall, when evaluating an application by a foreign air operator to operate within the territory of Liberia will examine both:
- (1) 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.



**Note:** This is necessary in to have confidence in the validity of the certificates and licenses associated with the foreign air operator, its personnel and aircraft, the operational capabilities of the foreign air operator 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.

- (b) The Liberia Civil Aviation Authority 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 Program (USOAP). This information is available –
- (1) On the ICAO website (<http://www.icao.int>) through the iSTARS website;
  - (2) On the ICAO Safety Oversight Audit website, which is accessible to the LCAA through iSTARS, subject to a password available only to the LCAA from ICAO; and
  - (3) By accessing audit summary reports from the USOAP audits available to the LCAA on the ICAO website ([www.icao.int/safety/iStars/pages/into.aspx](http://www.icao.int/safety/iStars/pages/into.aspx)), subject to a password available only to the LCAA from ICAO.
- (c) The Liberia Civil Aviation 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 organizations 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 Program (USOAP) or other inspection results to evaluate the application.
- (d) The Authority will complete Section 2 of the Application for Commercial Air Transport Operations by Foreign Air Operator.
- (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 LCAA 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 Foreign Air Operator and whether to approve or not to approve a Document of Authorizations, 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 LCAA shall not approve the Application for Commercial Air Transport Operations by Foreign Air Operator and shall not issue a Document of Authorizations, Conditions and Limitations to the foreign air operator.

**IS 10.8.1 APPLICATION FOR APPROVAL TO OPERATE REMOTELY PILOTED AIRCRAFT (RPA) INTO THE TERRITORY OF LIBERIA**

(a) Foreign Operator's Application Form – Remotely Piloted Aircraft

**Application Form for Remotely Piloted Aircraft Operations by a Foreign Operator –Page 1 of 3**

*(To be completed by a foreign operator for an approval to conduct operations in Liberia)*

**Sections 1, 2, 3 and 4 – to be completed by applicant**

**Section 1. Applicant information**

- |   |   |
|---|---|
| <p>1. Operator's name, or if applicable, Company registered name and trading name if different. Address: mailing address; telephone; fax; and e-mail.</p> | <p>2. Remote aircraft pilot(s) name(s) and mailing address; telephone; fax; and e-mail.</p> |
|---|---|

**3. Insurance Information:** Name and address of insurer, including telephone: fax and e-mail.

**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 \_\_\_\_\_
6. Aircraft equipment (eg. Sprayers, -camera, type, live feed or photographs): \_\_\_\_\_
7. If camera equipped, aircraft camera transmission destination:
  - Operator/Company home base
  - Other (identify): \_\_\_\_\_
8. Frequency band to be used: \_\_\_\_\_

**Section 3. Description of intended operation**

1. Proposed type(s) of operation: check applicable boxes

<p>a. <input type="checkbox"/> Aerial mapping</p> <p>b. <input type="checkbox"/> Aerial surveying</p> <p>c. <input type="checkbox"/> Aerial photography</p> <p>d. <input type="checkbox"/> Aerial advertising</p> <p>e. <input type="checkbox"/> Aerial surveillance and inspection</p> <p>f. <input type="checkbox"/> Forest fire management</p> <p>g. <input type="checkbox"/> Meteorological service</p> <p>h. <input type="checkbox"/> Search and rescue</p> <p>i. <input type="checkbox"/> Accident/incident investigation</p>	<p>j. <input type="checkbox"/> Overflight only of [STATE]</p> <p>k. <input type="checkbox"/> Overflight and technical stop in [STATE]</p>	<p>l. <input type="checkbox"/> Cargo, indicate type: _____</p> <p>l.a. Is cargo classified as dangerous goods:</p> <p><input type="checkbox"/> yes</p> <p><input type="checkbox"/> no</p> <p>l.b. Is payload:</p> <p><input type="checkbox"/> internal</p> <p><input type="checkbox"/> external</p>	<p><input type="checkbox"/> Other: _____</p> <p>_____</p> <p>_____</p>
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**Application Form for Remotely Piloted Aircraft Operations by a Foreign Operator –Page 2 of 3**

*(To be completed by a foreign operator for an approval to conduct operations in Liberia)*

**2. Flight Rules:** : check applicable boxes

- a.  VFR
- b.  IFR
- c.  IMC
- d.  VLOS (Visual Line of Sight)
- e.  BLOS (Beyond Visual Line of Sight)
- f.  Above 400ft A.G.L

**3. 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 speeds(s): \_\_\_\_\_
- f. Cruising level(s)/altitude: \_\_\_\_\_
- g. Duration/frequency of flight: \_\_\_\_\_
- h. Emergency set down sites along proposed route: \_\_\_\_\_
- i. For emergency landings:
  - 1. responsible person for aircraft recovery: \_\_\_\_\_
  - 2. responsible person for clean up if impact occurs: \_\_\_\_\_
- j. Emergency contact telephone numbers: \_\_\_\_\_

**Section 4. RPA Characteristics**

**1. 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 takeoff and/or landing or takeoff and landing handled through camera on board: \_\_\_\_\_

**2. 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: \_\_\_\_\_

**4. Communications, Navigation and Surveillance capabilities**

- a. Aeronautical safety communications frequencies and equipment:
  - i. ATC communications, including any alternate means of communication: \_\_\_\_\_
  - ii. Command and control links (C2) including performance parameters and designated operational coverage area; \_\_\_\_\_
  - iii. Communications between remote pilot and RPA observer, if applicable; \_\_\_\_\_
- b. Navigation equipment; and \_\_\_\_\_
- c. Surveillance equipment (e.g. SSR transponder, ADS-B out). \_\_\_\_\_

**Application Form for Remotely Piloted Aircraft Operations by a Foreign Operator –Page 3 of 3**

**5. 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) license and medical certificate(s);
- An aircraft radio station license, 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.

<b>Signature of Applicant:</b>	<b>Date (dd/mm/yyyy):</b>	<b>Name and title:</b>
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**Section 5 to be completed by the LCAA**

<b>Evaluated by (name and office):</b>	<b>LCAA decision:</b> <input type="checkbox"/> Approval granted <input type="checkbox"/> Not approved
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**Remarks:**

  
  
  
  
  
  
  
  
  
  

<b>Signature of LCAA representative:</b>	<b>Date (dd/mm/yyyy):</b>
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