

**PART 10 - COMMERCIAL AIR TRANSPORT BY FOREIGN AIR CARRIERS
WITHIN CAMBODIA**

10.1 GENERAL

10.1.1.1 APPLICABILITY

This regulation prescribes requirements applicable to the operation of any civil aeroplane or helicopter for the purpose of commercial air transportation operations by any air carrier whose Air Operator Certificate is issued and controlled by a civil aviation authority other than Cambodia. Part 10 does not apply to aeroplanes and helicopters when used by military, customs, and police services, which are not used for compensation or hire.

10.1.1.2 DEFINITIONS

- (a) For the purpose of Part 10, the following definitions shall apply:
- (1) **Foreign air operator.** Any operator, not being a Cambodia 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 Cambodia, whether on a scheduled or charter basis.
 - (2) **Foreign Authority.** The civil aviation authority that issues and oversees the Air Operator Certificate of the foreign operator

10.1.1.3 COMPLIANCE

- (a) A foreign air operator may not operate an aeroplane or helicopter in commercial air transportation operations contrary to the requirements of—
- (1) Part 10;
 - (2) Applicable paragraphs of Parts 7 and 8; and
 - (3) Standards contained in ICAO Annex 6, Parts I and III.
- (b) Part (a) applies also to any person who engages in an operation governed by this Part of these regulations without the appropriate certificate and operations specification or similar document required as part of the certification.

10.1.1.4 AUTHORITY TO INSPECT

A foreign air operator shall ensure that any person authorized by the SSCA, will be permitted at any time, without prior notice, to board any aeroplane or helicopter operated for commercial air transportation to Cambodia to inspect the documents and manuals required by 10.1.2.1 and 10.1.2.3.

10.1.1.5 OPERATIONS SPECIFICATIONS

- (a) The SSCA will direct, by means of Operations Specifications, which specific operations shall be authorized, prohibited, limited or subject to certain conditions, in the interest of public safety.
- (b) Each foreign air operator shall have Operations Specifications that contain the following information—
- (1) The reason for the issuance;
 - (2) Applicability and duration;
 - (3) Limitations to, or actions required by, the operator;
 - (4) Enroute authorizations and limitations; and
 - (5) Aerodrome authorizations.
- (c) Operations Specification are supplementary to the provisions of Part 10.

10.1.2 Documents

10.1.2.1 FOREIGN AIR OPERATOR'S AEROPLANE/HELICOPTER TECHNICAL LOG

- (a) A foreign air operator shall use an aeroplane or helicopter technical log system containing the following information for each aircraft—
- (1) Information about each flight necessary to ensure continued flight safety;
 - (2) The current aeroplane/helicopter certificate of release to service or equivalent document;

- (3) The current maintenance statement giving the aeroplane/helicopter maintenance status of what scheduled and out of phase maintenance is next due, unless the foreign Authority agreed to the maintenance statement being kept elsewhere;
- (4) All outstanding deferred defects that affect the operation of the aeroplane/helicopter, and
- (5) Any necessary guidance instructions on maintenance support.

10.1.2.2 AIR OPERATOR MANUALS TO BE CARRIED

- (a) A foreign air operator shall ensure that—
 - (1) The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight;
 - (2) Those parts of the Operations Manual which are required for the conduct of a flight are easily accessible to the crew on board the aircraft on each flight; and
 - (3) The current approved Aircraft Flight manual is carried on the aircraft on each flight.

10.1.2.3 ADDITIONAL INFORMATION AND FORMS TO BE CARRIED

- (a) A foreign air operator shall ensure that, in addition to the documents and manuals prescribed 10.1.2.1 and 10.1.2.2, 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 [10.1.2.1\(a\)](#);
 - (3) Appropriate NOTAM/AIS briefing documentation;
 - (4) Appropriate meteorological information;
 - (5) Mass and balance documentation;
 - (6) Copy of applicable operations specifications required under Part 10;
 - (7) Notification of special loads including any dangerous goods; and
 - (8) Current maps and charts for the area of operation.
- (b) The foreign 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.
- (c) A foreign air operator shall ensure that in addition to documents prescribed in 10.1.2.3 (a), the documents shown in Article 29 of ICAO Convention as indicated below, are carried onboard-
 - (1) Its certificate of registration;
 - (2) Its certificate of airworthiness;
 - (3) The appropriate licenses for each member of the crew;
 - (4) Its journey log book;
 - (5) If it is equipped with radio apparatus, the aircraft radio station license;
 - (6) If it carries passengers, a list of their names and places of embarkation and destination;
 - (7) If it carries cargo, a manifest and detailed declarations of the cargo.

10.1.2.4 PRODUCTION OF DOCUMENTATION, MANUALS AND RECORDS

- (a) A foreign air operator shall—
 - (1) Give any person authorized by the SSCA 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 SSCA, 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 SSCA, produce to that person the documentation, manuals and records required to be carried on board.

10.1.2.5 PRESERVATION, PRODUCTION AND USE OF FLIGHT RECORDER RECORDINGS

Following an accident, incident, or when the SSCA so directs, the operator of an aeroplane or helicopter on which a flight recorder is carried shall preserve the original recorded data for a period of 60 days unless otherwise directed by the investigating authority.

10.1.3 Performance

10.1.3.1 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 SSCA may require a foreign air operator to produce evidence validating any standard mass values used.

10.1.3.2 SINGLE-ENGINE AIRCRAFT

- (a) A foreign air operator may not operate a single-engine aircraft—
 - (1) At night; or
 - (2) In Instrument Meteorological Conditions except under Special Visual Flight Rules.

10.1.4 Operations

10.1.4.1 APPROACH AND LANDING CONDITIONS

- (a) Before initiating an approach to land, the pilot in command must determine that, according to the information available—
 - (1) Weather at the aerodrome and the conditions of the runway are safe for the approach and landing; and
 - (2) In the case of missed approach, being able to meet the performance requirements contained in the Operations Manual.

10.2 SECURITY

10.2.1.1 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 programs of the State of the operator;
 - (2) Establish, maintain and conduct approved training programs 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 minimize the consequences of such events should they occur;
 - (3) Following an act of unlawful interference on board an aircraft the commander or, in their 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;
 - (4) Ensure that all aircraft carry a checklist of the procedures to be followed for that type 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 unauthorized access.

10.2.1.2 UNAUTHORIZED CARRIAGE

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

10.3 DANGEROUS GOODS

10.3.1.1 OFFERING DANGEROUS GOODS FOR TRANSPORT BY AIR

- (a) No foreign air operator may accept dangerous goods for transport by air in Cambodia 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) The foreign air operator shall state in the operations specifications required in 10.1.1.5 whether or not that operator has been authorised to accept dangerous goods by the foreign Authority.
- (d) Where the foreign operator has been granted authority to accept dangerous goods, and has an approved dangerous goods program authorised by the foreign Authority, the foreign operator shall deposit a copy of its dangerous goods program with the Authority.

10.3.1.2 CARRIAGE OF WEAPONS OF WAR AND MUNITIONS OF WAR

- (a) A foreign air operator conducting commercial air transportation operations to Cambodia 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 aeroplane or helicopter 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 aeroplane or helicopter of any weapons of war and munitions of war that are intended to be carried.

10.3.1.3 CARRIAGE OF SPORTING WEAPONS AND AMMUNITION

- (a) A foreign air operator conducting commercial air transportation operations to Cambodia 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 the aeroplane or helicopter in a place 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.