

*ACT of March 12, 2002 on the
Safety and Security of Civil
Aviation in Suriname.*

*(Civil Aviation Safety and
Security Act)*

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**GAZETTE
OF THE
REPUBLIC OF SURINAME**

**ACT of March 12, 2002 providing for the Safety and Security of Civil Aviation in
Suriname.
(Civil Aviation Safety and Security Act)**

THE PRESIDENT OF THE REPUBLIC OF SURINAME,

Whereas in the interest of civil aviation safety and security it is desirable to bring the regulatory framework thereof in conformity with global developments, one thing and the other while rendering inoperative all previous acts, decrees or regulations that are contrary to or that have been substituted by the provisions incorporated in this act.

Having heard the Council of State, after approval by the National Assembly, has ratified the following act:

CHAPTER I

GENERAL PROVISIONS

Definitions

Article 1

- I. For the purposes of this act and the provisions and abbreviations founded thereon, the following terms shall have the following meanings:
1. Recommended practice: Any specification of physical characteristics, configuration, material, performance, personnel or procedure stated by or by virtue of the Convention, of which the uniform application is recognised as desirable in the interest of the safety, orderly or efficiency of international aviation and as regards which Suriname will attempt to comply with;
 2. Designated aerodromes: aerodromes that meet the safety requirements set forth in the Civil Aviation Legislation and that have been designated as such by the Minister;
 3. AIP: Aeronautical Information Publication;
 4. General aviation: The use of any aircraft for purposes other than

- commercial aviation operations;
5. Crew member: A member of the cabin - or cockpit personnel, unless otherwise stated in the applicable statutory regulations;
 6. Rules: Provisions, procedures and other legal measures issued in pursuance of this act and other requirements of national law;
 7. Authorised person: A person to whom the Minister delegates his powers derived by virtue of this act;
 8. Foreign Air Operator: An air operator, which is not a national air operator;
 9. Citizen: An individual of Surinamese nationality, a resident of Suriname, a governmental body or a corporate body established under the laws of Suriname;
 10. Civil Aviation Document: Any license, certificate, authorisation, permit, waiver or other document related to aviation;
 11. Civil Aviation Legislation in Suriname: The Civil Aviation Legislation of Suriname, consisting of the Civil Aviation Act, the Act on Civil Aviation Safety and Security in Suriname, the Regulations and Rules.
 12. CARS: Civil Aviation Regulations Suriname (Regulations);
 13. CASAS: The “Civil Aviation Safety Authority Suriname”;
 14. Commercial Air Operation: The use of any aircraft for hire, for payment or other benefit, requested, stipulated or promised;
 15. Managing Director: The Director of CASAS;
 16. Economic License: An authorisation granted by Resolution to an air operator permitting it to perform commercial air operations;

17. Recognition: Acceptance of a certificate of a licence and/or rating and/or certificate of airworthiness issued by another State without the mediation of CASAS, as if it were a licence and/or rating and/or certificate of airworthiness issued by Suriname. A recognition is of a collective nature;
18. Validation: Acceptance of a licence and/or rating and/or certificate of airworthiness issued by another State after the mediation of CASAS. A validation is given on an individual basis following an application to that effect;
19. ICAO: International Civil Aviation Organisation;
20. Aircraft: Any machine that can be maintained in the atmosphere as a result of the forces exercised thereon by the air, including or excluding machines to be designated by Regulations;
21. Minister: The Minister in charge of civil aviation;
22. National Air Operator: An air operator established under the laws of Suriname;
23. Standard: Any specification of physical characteristics, configuration, material, performance, personnel or procedure stated by or by virtue of the Convention, of which the uniform implementation is recognised as necessary in the interest of the safety, orderly or efficiency of international aviation and as regards which Suriname shall comply with;
24. NOTAM: Notice to Airmen;
25. Violation: The non-compliance with one or more of the provisions laid down in the Civil Aviation Legislation;

26. Board of Supervisory
Directors: The body in charge of supervising the administration and management of the Director;
27. Regulations: Provisions issued by the Minister and comprising regulations ensuing from the Civil Aviation Legislation;
28. Government: The Government of the Republic of Suriname;
29. Gazette: The official bulletin of the Republic of Suriname;
(*Staatsblad van de Republiek Suriname*)
30. Standards and
Recommended Practices: Standards and Recommended Practices as laid down in the Convention;
31. Suriname: The Republic of Suriname, including the territory of Suriname, the airspace above that territory, as well as the territorial waters and the airspace above those territorial waters;
32. Surinamese Aircraft: An aircraft registered in the Suriname aircraft register, or a foreign registered aircraft for which responsibilities have been transferred to Suriname by virtue of an international agreement with the State of Registry;
33. Safety Conventions: Collective designation for: the Convention on offences and certain other acts committed on board aircraft done in Tokyo on September 14, 1963 (the Tokyo Convention); the Convention for the suppression of the unlawful seizure of aircraft done in the Hague on December 16, 1970 (The Hague Convention); and the Convention for the suppression

of unlawful acts against the safety of Civil Aviation done in Montreal on September 23, 1971 (the

Montreal Convention) as well as any other Convention or Protocol dealing with aviation safety. For the purposes of foregoing Conventions, any reference to said Conventions includes reference to the relevant amendments adopted and ratified as regards the Conventions concerned;

34. Convention: The Convention on International Civil Aviation drawn up in Chicago on December 7, 1944, including the accompanying Appendices and any amendments and additions thereto in so far as they have been ratified by Suriname;
35. Air Operator Certificate: A license issued to an Air Operator, which affirms that the Air Operator in question has the professional ability and organisation to secure and guarantee the operation of specific commercial air services specified therein;
- II. For the meanings of other terms used in this act one shall refer to the definitions of the Convention and other multilateral Conventions to which Suriname is a party.

CHAPTER 2

ORGANISATION AND ADMINISTRATION OF CIVIL AVIATION

Objectives

Article 2

Subject to the provisions laid down in this act, the Minister shall be charged with the general duty of furthering civil aviation, taking into consideration the following objectives:

1. enhancing safety and security of civil aviation;

2. establishing an economically sound and environmental-friendly development of civil aviation;
3. entering into bilateral and multilateral conventions and causing these conventions to be ratified.

Powers and Duties of the Minister

Article 3

1. Subject to the provisions of this act the Minister shall lay down measures within the framework of the objectives referred to in this act as regards:
 - a. complying with international obligations in the field of civil aviation including those with respect to the Convention and the Safety Conventions;
 - b. causing to establish, operate and maintain aerodromes in Suriname;
 - c. issuing Regulations;
 - d. maintaining or increasing safety;
 - e. formulating an aviation policy;
 - f. delegating powers to persons or bodies to perform certain tasks;
 - g. establishing departments, commissions and other bodies;
 - h. involving other Ministries and public or private bodies if matters are concerned that concern them as well;
 - i. acquiring land and rights to land intended for civil aviation;
 - j. adjusting the Civil Aviation Legislation to prevailing conventions, norms and other international rules;
 - k. determining remunerations for services within the framework of the Civil Aviation Legislation;
 - l. regulating and supervising all aspects of civil aviation in Suriname.

The Civil Aviation Safety Authority Suriname

Article 4

1. a. By this act the “Civil Aviation Safety Authority Suriname” is established, abbreviated CASAS.

b. CASAS is a corporate body and it is domiciled in Paramaribo.

Subject to the provisions of the Civil Aviation Legislation, CASAS shall be charged with:

- a. Supervising and inspecting compliance with the provisions of the Civil Aviation Legislation;
 - b. All other tasks mentioned in the Civil Aviation Legislation, related to aviation safety and the security as regards the services offered;
3. CASAS shall be headed by a Director who is appointed or dismissed by resolution. In so far as this act does not lay down the tasks and powers of the Director, these shall be regulated by State Decree.
 4. The Government shall draw up a list of remunerations, which shall be paid to CASAS by the users in connection with inspections and other tasks performed.
 5. The proceeds as referred to in paragraph 4 of this article shall be used to finance operating expenses of CASAS on the basis of a budget approved by the Minister.

Board of Supervisory Directors

Article 5

1. The Board of Supervisory Directors, consisting of at least 5 (five) and no more than 7 (seven) members, shall be in charge of supervising the administration and management of CASAS.
2. The Supervisory Directors shall be appointed by the Minister for maximally 3 (three) years after approval thereto of the Council of Ministers and shall be forthwith eligible for reappointment on the expiry of said period, without prejudice to the right of the Minister to prematurely dismiss the Supervisory Directors after approval thereto of the Council of Ministers.
3. The Minister shall appoint one of the Supervisory Directors as Chairman of the Board of Supervisory Directors and the Board shall elect from its number a Secretary and shall further determine its tasks in mutual consultation.

4. Supervisory Directors and the Secretary will receive a remuneration to be determined by the Minister. The remuneration shall be charged to the operating expenses of CASAS.
5. All other matters concerning the Board not provided for in this act shall be laid down in further Regulations.

CHAPTER 3

AIRCRAFT

Nationality and Registration Marks

1.
 - a. There shall be a Suriname Aircraft register.
 - b. The Director shall have the power to register aircraft in pursuance of the provisions laid down in this chapter.
 - c. The register shall be open for public inspection.
 - d. The register shall contain information about registered aircraft and all other data relevant to the aviation industry in pursuance of the relevant legislation.
2. It is prohibited in Suriname to perform aviation operations with an aircraft, unless it:
 - a. is registered in the Suriname aircraft register or in the aircraft register of another country in accordance with internationally applicable rules and agreements;
 - b. is bearing the prescribed nationality and commonly accepted registration marks;
 - c. is provided with a valid certificate of registration.

Nationality of Aircraft

Article 7

1. Aircraft registered in the Suriname aircraft register shall have Surinamese nationality.

2. Aircraft with the Surinamese nationality may not be simultaneously on the aircraft register of another State.

Aircraft registration and de-registration procedures

Article 8

1. In pursuance of the provisions of the Civil Aviation Legislation any person may register an aircraft in the aircraft register of Suriname.
2. The Director has the authority to allow, suspend, refuse or terminate the registration of an aircraft in Suriname; the norms and procedures for the registration of such an aircraft, including the requirements with regard to marking and painting Surinamese nationality and generally accepted registration marks and any other mark as required by international agreement, shall be established by the Civil Aviation Legislation.

Certificate of Airworthiness

Article 9

1. A valid certificate of airworthiness of an aircraft navigating within Suriname, which certificate is issued or rendered valid by the State of registration, or issued or recognised pursuant to an international agreement with the State of the air operator, shall be recognised as valid if the requirements referred to in this article have been met.
2. A certificate of airworthiness issued or recognised by another State shall be recognised as valid by the Director if the requirements under which such certificate was issued or rendered valid by such State are at least equal to, or exceed those minimum standards of airworthiness laid down in the Standards and Recommended Practices.
3. The Director shall be authorised to issue, suspend, modify or revoke certificates of airworthiness for Surinamese aircraft; the standards, criteria and procedures under which such authority is exercised shall be provided for in the Civil Aviation Legislation.

4. The conditions for issuing such a certificate of airworthiness shall be at least equal to the Standards and Recommended Practices.

**Flight Instruments, Navigation and Communication Apparatus and Crew
Requirements
Article 10**

Subject to the requirements under the Civil Aviation Legislation no aircraft shall be operated in Suriname unless it:

1.
 - a. is provided with a valid certificate of airworthiness and all requirements thereof have been met;
 - b. is equipped with flight instruments, navigation and communication apparatus appropriate for the conditions under which a flight is conducted; and
 - c. is operated by a duly authorised crew having licences and/or ratings;
2. The standards for installation, licensing and maintenance of equipment of Surinamese aircraft, as laid down in article 10 paragraph 1, shall be laid down by State Decree. Said standards shall at least be equal to the Standards and Recommended Practices.
3. The Director shall be authorised to determine whether the requirements under this article have been met. If said requirements have not been met the Director may refuse, suspend or revoke the authorisation and/or licenses concerned as laid down in the Civil Aviation Legislation.

Documents aboard an aircraft

Article 11

Subject to the requirements laid down in the Civil Aviation Legislation:

1. any aircraft navigating within Suriname shall carry aboard the aircraft the following documents or copies thereof depending on the type of aircraft or the nature of the flight operation:
 - a. a valid certificate of registration;

- b. a valid certificate of airworthiness or another flight authorisation;
 - c. a valid licence for each crew member;
 - d. an approved flight operation log book;
 - e. a radio license, if the aircraft is equipped with transmitting apparatus;
 - f. the approved Aircraft Flight Manual (AFM) and the Operations Manual (OM) in so far as necessary and applicable;
 - g. the passengers' list, load-sheet and the cargo manifest, in so far as applicable;
 - h. a valid maintenance release certificate;
 - i. the insurance policy as referred to in article 36 paragraph 1, in so far as applicable;
 - j. a copy of the valid Air Operator Certificate;
 - k. an approved Minimum Equipment List (MEL);
 - l. the aircraft noise certificate, in so far as applicable; and
 - m. any other document and/or equipment required for a safe flight operation as may be prescribed by the Director;
2. the documents aboard a foreign aircraft shall be equal to and at least comply with the Standards and Recommended Practices;
 3. regarding form and content the logbook as referred to in paragraph 1 under d of this article shall comply with the directives as issued by the Director; said directives shall at least comply with the Standards and Recommended Practices.

CHAPTER 4

PERSONNEL

Licences

Article 12

1. No crewmember of an aircraft navigating in Suriname may operate an aircraft unless said member possesses a required valid licence provided with the necessary ratings issued by an ICAO member state. The issue thereof shall at least comply with the Standards and Recommended Practices.

2. It shall be prohibited to pilot a Surinamese aircraft, to act on board of a Surinamese aircraft as flight engineer, to give flight instruction in Suriname and to provide air traffic control services, unless the person involved possesses:
 - a. a government issued identification card;
 - b. a valid Surinamese license or validation including the required licence provided with the necessary ratings; and
 - c. a valid Surinamese medical certificate required for this purpose.
3. It shall be prohibited to perform maintenance activities in or on a Surinamese aircraft as a mechanical engineer unless the person concerned possesses:
 - a. a government issued identification card; and
 - b. a valid Surinamese license or validation, which includes the required licence provided with the necessary ratings.
4. The Minister may lay down further rules as regards the recognition of licences and ratings issued by another ICAO member state – unless issued in compliance with the Standards and Recommended Practices – for:
 - a. piloting Surinamese aircraft;
 - b. giving flight instruction in Suriname;
 - c. acting as flight engineer on board Surinamese aircraft;
 - d. acting as mechanical engineer in or on Surinamese aircraft;
 - e. rendering air traffic control services in Suriname.
5. The Director shall be authorised to lay down further rules with regard to the full or partial validation of licences and ratings issued by another ICAO member state, provided that the issue thereof shall be at least in accordance with the Standards and Recommended Practices.
6. After consultations with the Minister, the Director shall be authorised to deviate from aforesaid prohibitive provisions in specific cases, by issuing an exemption in writing under specific conditions and for a limited period of time.
7. It shall be prohibited for a crewmember or air traffic controller to act as such if he has been declared medically unfit.
8. The crewmember shall be obliged to register in the logbook used for this purpose, the time, during which he was on duty, as well as the functions in which and the

circumstances under which this took place. The records concerned shall be entered with writing material that cannot be easily erased.

9. It shall be prohibited for a crewmember:
 - a. to record incorrect data or incorrect notes in the log book or allow such to be recorded;
 - b. to make changes, cause changes to be made or allow changes to be made to the log book in an irresponsible manner;
 - c. to entirely or partially destroy the log book, to cause it to be destroyed, to keep it hidden or cause it to be hidden, or to allow the log book to be destroyed or hidden or that it is kept hidden.
10. In case of violating the provisions laid down in paragraphs 8 and 9 of this article the relevant provisions of the Penal Code shall apply.
11. The Director shall be authorised, pursuant to rules to be further laid down by State Decree,
 - a. to issue;
 - b. to renew;
 - c. to pronounce valid again;
 - d. to suspend; or
 - e. to revokeSurinamese licenses and ratings.
12. The Director shall be authorised, pursuant to rules to be further laid down by State Decree:
 - a. to issue;
 - b. to suspend; or
 - c. to revokeSurinamese medical certificates pursuant to the Convention.
13. The Director shall be authorised pursuant to rules to be further laid down by State Decree to set requirements to aviation personnel designated thereto by the Convention, in respect of:
 - a. age;
 - b. training;

- c. knowledge;
 - d. skill;
 - e. experience; and
 - f. medical condition
14. As evidence that the personnel designated thereto by the Convention meets the requirements as regards knowledge, skill and medical fitness to obtain a licence or a rating, a theoretical examination and a practical examination shall successfully have been taken and said personnel shall have been declared medically fit for this purpose.

Aircraft Commander

Article 13

1. Subject to the requirements laid down in the Civil Aviation Legislation, every operator shall, for each flight or segment of a flight, designate a qualified member of the crew as aircraft commander and where appropriate, another qualified crewmember who is able to assume command of the aircraft when necessary.
2. The aircraft commander shall be ultimately responsible for a safe aircraft operation and shall safeguard the safety of the aircraft as well as that of the persons and property on board the air craft; he shall at all times observe the air navigation rules and the applicable instructions of the air traffic controllers, and obtain all meteorological and other relevant information.
3. The aircraft commander shall be the principal decision-making authority aboard an aircraft.
4. The aircraft commander shall be authorised to:
 - a. restrain persons on board who may constitute a threat to the safety of the flight;
 - b. protect the safety of persons, property and animals on board;
 - c. maintain good order and discipline on board;
 - d. disembark persons who may constitute a threat to the safety of the flight and/or persons and/or property on board the aircraft;

- e. search persons or baggage in the aircraft and take possession of any object that may be used to commit any act made punishable under the statutory regulations of Suriname or by virtue of regulations to be further laid down.
5. The Director shall be authorised – in the interest of the safety and security – to impose additional duties and responsibilities upon the aircraft commander, which the commander shall perform.
6. Notwithstanding any provision of the Civil Aviation Legislation, the commander may, in the interest of the safety, deviate from any such provision on the condition that the written details of such deviation shall be made available to the Director as soon as possible, yet in any case within five working days following the deviation concerned.

CHAPTER 5

AIRCRAFT OPERATIONS

Air navigation rules

Article 14

1. The Minister shall lay down Regulations governing the operation of aircraft in flight within Suriname, which shall at least be equal to the Standards and Recommended Practices and which shall be published by Directives of the Director.
2. Military aircraft flying in Surinamese airspace, including AIRNAV routes, shall comply with the provisions laid down in paragraph 1 of this article.
3. No military aircraft of another State may fly over or land in Suriname, except after a prior invitation or permission thereto in writing has been extended or granted to said State by the Minister after consultation with the minister in charge of Defence affairs. In extending such invitation or in granting such permission to said State, the Minister may at the same time grant exemption from the provisions of the Civil Aviation Legislation to the extent and under such conditions as contained therein.

Airspace classification and establishment of Airways

Article 15

1. A classification for the airspace of Suriname shall be established in pursuance of the Standards and Recommended Practices. Said classification shall be published by the competent authority.
2. The competent authority shall establish airways through which aircraft operating in Suriname-controlled airspace must proceed.
3. The commander of an aircraft shall comply with the requirements applying to the airspace classification of the Surinamese airspace, unless due to special circumstances he is obliged to deviate from these.
4. No aircraft shall be flown over areas where there are flight restrictions, the particulars of which have been duly published by the competent authorities.

General Prohibited Activities

Article 16

1. Subject to the provisions of the Civil Aviation Legislation, among other things the following acts and/or activities shall be prohibited:
 - a. to have aboard an aircraft explosives, weapons, ammunition, poisons, radioactive or highly magnetic materials, flammable substances, oxidising substances, corrosives, pungent substances and substances having a strong odour and other dangerous goods;
 - b. to fire a gun or launch a projectile into airspace;
 - c. to launch an unmanned aircraft;
 - d. to use any machine, equipment or device, which may substantially affect or interfere with civil aviation radio communication, navigation or control of the aircraft or related systems;
 - e. to use equipment minimising or interfering with the proper functioning or reliability of air navigation equipment;
 - f. to transmit signals or display lights liable to endanger aircraft;
 - g. to smoke aboard an aircraft.

2. The Minister may grant conditional exemption from the prohibitions as laid down in paragraph 1 of this article. If exemptions are granted these shall be implemented in pursuance of the terms, limitations and conditions thereof.

Search and Rescue Operations

Article 17

1. The Civil Aviation Legislation shall lay down provisions with regard to search and rescue operations, intended to render assistance to any aircraft and/or vessel missing or in distress within the territory of Suriname. The competent authority shall be authorised to coordinate measures between aerodromes, local public services, armed forces and other international organisations.
2. In the event the aircraft missing or in distress is registered in or under control of another State, the competent authority may permit the owner or holder of the aircraft or the authorities of such other State to render assistance, provided that said assistance shall at all times be under the control of the competent authority.
3. The competent authority may also, within the bounds of his possibilities, accede to requests of other States or international organisations to render search and rescue assistance to aircraft and/or vessels missing or in distress in the territory of an adjacent State or the territorial waters of Suriname.

Accidents and Incidents

Article 18

1. Subject to the provisions laid down in the Convention, the Attorney General of Suriname shall:
 - a. appoint a commission and adopt procedures to conduct an investigation into the circumstances of any aircraft accident in Suriname;
 - b. after consultation with other relevant authorities of Suriname, request the relevant international organisations, to furnish assistance in the conduct of the investigation of the accident in so far as this is compatible with the proper conduct of said investigation.

2. No aircraft or component thereof involved in an accident or incident is to be moved from the place of the accident, without prior permission thereto of the Attorney General, unless such is done to prevent harm to an individual.
3. The purpose of an investigation into an accident or incident shall be to determine the circumstances and probable causes.

Establishing Prohibited, Restricted or Danger Areas

Article 19

1. The Minister may, if it deems necessary to him in the interest of defence, public order or safety:
 - by publication in a NOTAM or the AIP declare Suriname or any parts thereof to be a prohibited, restricted and danger area as intended in article 15, paragraph 4 and appoint a qualified person to implement said NOTAM or AIP.
2. The person appointed in pursuance of the previous paragraph of this article shall take all the necessary measures to implement said NOTAM or AIP.
3. Non-compliance with a NOTAM or AIP constitutes a violation of the Civil Aviation Legislation and shall be punished in pursuance of the relevant provision of the Penal Code.

CHAPTER 6

AIR TRANSPORT

Commercial Aviation Operations

Article 20

No operator shall engage in any commercial air operation in, to or from Suriname, unless such operator is in the possession of a valid Economic License or a license required by virtue of an international agreement.

Economic License

Article 21

No operator shall be granted an Air Operator Certificate prior to obtaining from Suriname an Economic License or a license required by virtue of an international agreement.

1. The validity of the Air Operator Certificate shall be dependent upon the validity of the Economic License.

2. Without prejudice to any international agreement to which Suriname is a party, no operator shall be granted an Economic License, unless it has its principal place of business in Suriname and a substantial portion of the ownership and the actual supervision rests with Suriname or its citizens.

Issue of an Economic License

Article 22

1. Upon issuing an Economic License to an operator, the competent authority shall also consider the fitness and solvency of the applicant.
2. Without prejudice to the provisions laid down in paragraph 1 of this article, Suriname may request operators to submit for approval their safety and security programmes in the interest of maintaining safety and security of civil aviation.

Air Operator Certificate

Article 23

1. Without prejudice to any international agreement to which Suriname is a party, no Operator intending to use Surinamese aircraft in commercial air operations shall be granted an Air Operator Certificate unless it has its principal place of business in Suriname and a substantial portion of the ownership and the actual supervision rests with Suriname or its citizens.
2. The Air Operator Certificate shall comprise the activities of the Economic License and shall comply with the criteria and conditions as laid down in the Civil Aviation Legislation.

Issue of an Air Operator Certificate

Article 24

1. CASAS shall be authorised to issue the Air Operator Certificate.
2. The criteria and procedure for obtaining an Air Operator Certificate shall be laid down in the Civil Aviation Legislation.

Amendment, suspension or revocation of an Air Operator Certificate

Article 25

CASAS shall be authorised to amend, suspend or revoke the Air Operator Certificate in case the operator cannot guarantee a safe flight operation. The revocation shall be effected in consultation with the Minister.

Aerial Works not being the transport of persons/animals/or goods

Article 26

1. The rules to perform aerial works, not being the transport of persons, animals or goods have been laid down in the Civil Aviation Legislation.
2. CASAS shall be authorised to establish conditions and limitations for the performance of aerial works not being the transport of persons, animals or goods, taking into account the ecological peculiarities and the special circumstances of the transport and the people in that area.
3. By State Decree further rules may be laid down as regards the provisions laid down in paragraphs 1 and 2 of this article.

General Aviation

Article 27

1. General aviation shall be subject to the provisions of the Civil Aviation Legislation.
2. By State Decree further rules may be laid down as regards the provisions of paragraph 1 of this article.

CHAPTER 7

AERODROMES

Designation of Aerodromes

Article 28

By virtue of the Convention the Minister is authorised to establish different classifications of aerodromes and to designate certain aerodromes as international airport(s) to be used by operators in performing international flight operations.

Landing at designated aerodromes

Article 29

Unless the Minister grants exemption, all civil aircraft must land at or take off from a designated aerodrome or place.

Issue of an operating permit for designated aerodromes

Article 30

1. The Minister shall lay down further rules by State Decree as regards the issue, revocation, suspension or approval for transfer of an operating permit for a designated aerodrome.
2. In addition to said operating permit the applicant shall submit to the Director an application for a technical license.
3. A designated aerodrome shall be operated in conformity with the conditions under which the licences mentioned in paragraphs 1 and 2 have been issued.

Issue of a technical license for designated aerodromes

Article 31

1. In deciding whether or not to issue a technical license the Director will have due regard for the requirements of safety and security of aviation and the environment, including as regards the latter, pollution and noise hindrance.
2. The requirements referred to in paragraph 1 of this article shall be laid down in Regulations and Rules, taking into account the provisions of the Convention.
3. The Director shall be authorised by Decree to lay down further rules as regards the issue, revocation, modification, suspension or approval for transfer of the technical license for a designated aerodrome.

Maintenance of the safety and security of aerodromes

Article 32

Subject to the provisions of the Convention, the Director shall be charged with the supervision of the safety and security of the designated aerodromes and shall have the power to take such measures as he deems necessary to maintain and enhance such safety and security.

CHAPTER 8

LIABILITY OF AIRCRAFT OPERATORS

Applicability of the liability conventions

Article 33

1. The liability of damages caused by operators, passengers, consignors and consignees and other persons, shall be governed by the liability conventions to which Suriname is a party and all amendments to said conventions, in so far as they have been ratified by Suriname.
2. Any payment of damages by an operator by virtue of the conventions referred to in paragraph 1 of this article, shall be exclusive of any other form of compensation.

Non-international Carriage

Article 34

The provisions of article 33 shall apply by analogy to such carriage by air, not being international carriage.

Liability of Aircraft Operators to Third Parties on the Surface

Article 35

1. An operator, either foreign or national, shall during the performance of a flight by its aircraft, be liable for damages caused by that aircraft or caused by any person or object falling from the aircraft resulting in the death, physical injury to persons or damage to property of a third party on the surface of the earth; said liability shall be governed by the Convention on Damage caused by an aircraft not registered in

Suriname to third parties on the surface of the earth, signed at Rome October 7, 1952, or any amendment thereto, in so far as said amendment has been ratified by Suriname.

2. If the aircraft concerned has been transferred, let or made available by the owner to any other person for any period of time and no crewmember of the aircraft is in the employment of the owner, then the provisions of this chapter shall apply by analogy to the person to whom the aircraft was transferred, let or made available.

Minimum Insurance Requirements

Article 36

1. Any operator to which an Economic License has been issued under article 22 of this act, shall take out and maintain in force an insurance in such minimum amounts set forth in article 33 and article 35 of said conventions to cover the various liabilities as laid down by law.
2. The failure to take out or maintain such insurance as referred to in paragraph 1 of this article, shall, in addition to any other civil or penal sanction, constitute grounds for the suspension or revocation of the Air Operator Certificate.

Rules in Public Interest

Article 37

By State Decree the Minister is authorised in the public interest, to adopt such additional rules with respect to the provisions laid down in article 33, paragraph 1 and article 35, paragraph 1 of this act.

CHAPTER 9
SECURITY OF CIVIL AVIATION
Applicability of Safety Conventions

Article 38

1. The provisions of the safety conventions to which Suriname is a party shall apply to civil aviation in Suriname and shall be administered or enforced by or on behalf of the Minister, the minister in charge of justice and other ministries concerned.
2. The Minister, in consultation with the minister in charge of justice, shall be authorised to lay down Regulations as are deemed necessary to comply with the provisions of the safety conventions referred to in paragraph 1 of this article.

Security at designated Aerodromes

Article 39

1. Subject to the provisions of the Convention a National Aerodromes Security Programme shall be established, designed to enhance the safety at designated aerodromes in Suriname and to secure that said Programme is adhered to.
2. The National Aerodromes Security Programme as intended in paragraph 1 of this article, shall specify which areas of the designated aerodrome are restricted; persons and vehicles without the required permission of the competent authority entering such areas, shall be subject to penalties under national law.
3. Personnel charged with maintaining the safety and security of designated aerodromes in Suriname, shall by Regulations to be further laid down, be authorised to take all necessary safety measures to protect the civil aviation, including pre-boarding screening of passengers and baggage.
4.
 - a. Persons to be designated thereto by State Decree in charge of the security of the designated aerodromes shall have the power to arrest and book any person disembarked for safety or security reasons.
 - b. The person who threatens with or uses a firearm, or explosives or otherwise harmful material or any other dangerous instrument, commits a violent act

against another person who is within or in the immediate vicinity of the departure or arrival areas of a designated aerodrome, shall be punished in accordance with the law.

CHAPTER 10
PENAL PROVISIONS

Article 40

1. A violation of the provisions of the Civil Aviation Legislation shall be punished by a fine, confiscation of property or imprisonment as prescribed pursuant to the relevant statutory regulations.
2. Violations committed on board an aircraft shall be governed by the national legislation of Suriname where the jurisdiction of Suriname has been established.

The penalties imposed by virtue of this Act shall be in addition to the penalties imposed pursuant to Customs regulations relating to the import or export of goods and pursuant to the Immigration regulations of Suriname.

Reporting Requirement

Article 41

1. Without prejudice to any other reporting requirement by virtue of the Civil Aviation Legislation, all persons shall be obliged to report to the Director:
 - a. any suspected violation of the Civil Aviation Legislation committed by any person whomsoever, whether in an official or civilian capacity;
 - b. any incident or act, which may affect the safety of civil aviation; or
 - c. any aircraft accident.
2. Non-compliance with the obligation mentioned in paragraph 1 of this article shall be punished in compliance with national laws.
3. Any report submitted pursuant to paragraph 1 of this article shall be forthwith investigated; if necessary appropriate measures shall be taken.

Exemptions

Article 42

1. Notwithstanding any other provision of this Act the Minister shall have the authority to exempt any person from the provisions of the Civil Aviation Legislation, if it is determined that the public interest or considerations of international comity or reciprocity require such exemption.
2. The Minister may attach such terms, limitations and conditions to any exemption granted as are deemed necessary.

Any exemption granted to any person from any provision of the Civil Aviation Legislation shall be made in writing and shall clearly mention the reasons for such exemption.

Transitional Provisions

Article 43

1. Any certificate, licence, rating, permit or authorisation or any other document required by virtue of the Civil Aviation Legislation, issued or granted by the competent authorities of Suriname prior to the effective date of the Civil Aviation Legislation, and valid and in effect on that date, shall remain in effect in accordance with its own provisions.
2. Upon expiration of its validity, or upon any review, re-issue or renewal of any such certificate, license, rating, permit, authorisation or any other document, the provisions of this Civil Aviation Legislation shall be fully applicable.
3. The Minister may lay down further Regulations as regards subjects regulated under this act or international obligations regarding civil aviation.

Repeal of Previous Aviation Legislation

Article 44

Upon the entry into force of this act the following shall be repealed:

1. “The State Decree of December 29, 1984 to implement Article 10 of the 1935 Suriname Aviation Act” (Bulletin of Acts and Decrees 1984, no. 115),

2. “The State Decree of November 27, 1985 to implement Article 10 of the 1935 Suriname Aviation Act” (Bulletin of Acts and Decrees 1985, no. 69),
3. The State Decree of May 10, 1996 (Bulletin of Acts and Decrees 1996, no. 30),
4. The State Decree of May 12, 1997 (Bulletin of Acts and Decrees 1997, no. 19),
5. The State Decree of November 17, 1979 (Bulletin of Acts and Decrees 1979 no. 43)

and furthermore all statutory regulations that are contrary to this act.

Concluding Section

Article 45

1. This act may be cited as the “Civil Aviation Safety and Security Act”.
2. It shall be promulgated in the Gazette of the Republic of Suriname.
3. This act shall come into force on the day following its promulgation.
4. The Minister shall be charged with the implementation of this act.

Done in Paramaribo on March 12, 2002

R.R. VENETIAAN

Issued in Paramaribo, April 11, 2002

The Minister of Internal Affairs

U. JOELLA – SEWNUNDUN

**ACT of March 12, 2002 providing for the Safety and Security of Civil Aviation in Suriname.
(Civil Aviation Safety and Security Act)**

EXPLANATORY MEMORANDUM

Chapter by chapter explanation

General

The acting Aviation Act of the Republic of Suriname dates from 1935, The Gazette of the Republic of Suriname no. 102 in conjunction with the State Decree of 1955 (The Gazette of the Republic of Suriname 1955 no. 70). This act is truly outdated. Certain essential provisions are not contained therein. Over the course of the years world-wide changes have taken place that influenced the regulations in those States having an aviation industry. Gradually they adjusted their Aviation Laws putting the emphasis on making aviation operations better controllable and/or on guaranteeing aviation safety and security. The current bill provides clear indications about the organisation, the responsibilities and powers This bill is a reflection of the mentioned global developments and is with regard to its content of such a nature that it cannot be expected that it has to be amended in a relatively short term. A construction is used – which is internationally common practice – in which regulations and rules will be used. If the nature of the case requires additions this can be done simply and fast by making additions to the regulations concerned, for these regulations are issued by the Minister who is authorised to do so after enactment of this bill. The outlines for the organisation of Civil Aviation can be found in the bill. They originate in the Chicago Convention and the accompanying Annexes , which total eighteen. The most important Annexes for ordering and maintaining safety and security of Civil Aviation are Annex 1 (Personnel Licensing), Annex 6 (Operation of Aircraft), Annex 8 (Airworthiness), Annex 14 (Aerodromes), Annex 17 (Aviation Security), Annex 18 (Safe Transport of Dangerous Goods by Air) and Annex 2 (Rules of the Air).

Chapter 1

Contains provisions explaining the meaning of aviation-specific terms, concepts and abbreviations.

Chapter 2

Comprises duties and powers of the Minister in charge of Civil Aviation and CASAS, -Civil Aviation Safety Authority Suriname-. By State Decree, for the implementation of this act, further rules will be laid down as regards duties and powers of the Director of CASAS. CASAS is a corporate body. This chapter also deals with the Board of Supervisory Directors to be appointed and that will be in charge of supervising the management of CASAS.

Chapter 3

Contains provisions with regard to the registration and/or deregistration of aircraft in the Suriname Aircraft Register. After this act has become effective the registration and all that is related thereto, will be performed by CASAS. The certificate of airworthiness is an important requirement. This document is issued for a limited period after inspections are conducted. The same applies to the necessary equipment of an aircraft required for a safe conduct of flight and the documents that need to be aboard the aircraft during the flight. This enumeration is subject to expansion as the ICAO from time to time issues supplements thereto.

Chapter 4

Lays down provisions as to the licences and ratings that any person fulfilling a specific function in relation to flights and the maintenance of aircraft needs to have.

A licence is a document, which establishes the qualification of the holder thereof within civil aviation. A rating is an endorsement on the licence indicating that the holder of the licence is qualified for example to act as an Instructor.

Chapter 5

Contains provisions regarding air navigation, classification of airspace, establishment of airways, prohibited activities, search – and rescue operations as well as accidents and incidents.

Chapter 6

The Economic Licence, which contains the conditions for making commercial operations possible, is regulated in chapter 6. Not less important is the possession of an approved Air Operator Certificate issued by CASAS, in which the technical and other operational requirements are laid down, forming the basis for a safe operation.

This certificate may be suspended or revoked if afterwards it appears that the guarantees for a safe flight no longer exist. Commercial activities not being transport of persons, goods or animals shall be further laid down by State Decree. The same applies to general aviation. Flights of a non-commercial nature fall under General Aviation.

Chapter 7

The designation of aerodromes as well as the equipment of airports is an absolute requirement and is provided for in chapter 7. The operating permit for the designation of the aerodrome will among others contain provisions related to the security of the designated aerodromes that find their origin in the multilateral conventions on the security of airports. In addition to the operating permit the owner of the designated aerodrome shall also possess a technical license to be issued by the Director of CASAS.

Chapter 8

Contains essential provisions with regard to the liability of the carrier in transporting persons, baggage, cargo, etc. It also includes provisions with regard to insurance of aircraft and the liability of operators for damage caused to persons and property of third parties on the surface of the earth.

The maxim in this respect is that persons to be transported or that have been transported should have a guarantee that their surviving relatives should be able to claim damages under certain circumstances.

Chapter 9

In general regulates the suppression or the prevention of unlawful acts against civil aviation and sabotage of the installations at aerodromes, as laid down in the 1963 Tokyo Convention, the 1970 The Hague Convention, the 1971 Montreal Convention. The

penalties contained in the 1963 Tokyo Convention, the 1970 The Hague Convention, the 1971 Montreal Convention can be found in the Penal Code of the Republic of Suriname. See also the 1988 Protocol and the 1991 Convention.

Chapter 10

Lays down sanctions in case of violation of any legal provision of the Civil Aviation Act. It also imposes the obligation on any person who has any knowledge in any manner whatsoever of a violation to report this in the prescribed manner to the person who has jurisdiction over such matters.

The inclusion of the provision as regards the exemption of the payment of charges to certain groups of persons on the basis of reciprocity is internationally common practice. Upon the coming into force of this act the acting legal regulations, in so far as contrary thereto, shall be rescinded.

An article by article explanation

Article 1

This article contains definitions that give further explanations of the various abbreviations and aviation-specific concepts occurring in the text.

Article 2

Establishment of the duties of the Minister is necessary. The current legislation does not provide for such an essential provision. As far as the purpose and structure are concerned the organisation is a reflection of Document 8335 of the ICAO.

Article 3

Establishment of the duties and powers of the Minister ensues from an international obligation especially the one related to the responsibility for Civil Aviation in Suriname.

Article 4

By this act the Civil Aviation Safety Authority is established, abbreviated CASAS. CASAS is a corporate body. Upon enactment of this bill the State Decree of May 12, 1997 (The Gazette of the Republic of Suriname 1997, no. 20) is rescinded and is substituted by another State Decree, which will specify the duties and powers. This State Decree will then

be an implementing provision of this act. The proceeds of CASAS obtained from the services to third parties will be used to cover the operating expenses and other expenses.

Article 5

The appointment of a Board of Supervisory Directors is intended to supervise the administration and management of the Director. The Board will consist of at least 5 (five) and no more than 7 (seven) members. Other matters pertaining to the Board will be laid down by Regulations (Decree).

Article 6

The provisions included in this article with regard to nationality and registration marks are a reflection of Annex 7 to the Chicago Convention by virtue of which aircraft may be registered in the Aircraft Register. The nationality mark is an indication that the aircraft concerned belongs to a certain State and/or falls under said State's jurisdiction and is consequently governed by the regulations of the State in question. The registration mark is the evidence of registration. If the aircraft concerned is abroad the aviation authorities there can establish who they can contact under certain circumstances.

Article 7

Requires no explanation.

Article 8

Regulates the registration and deregistration procedure. Once an aircraft is registered in the aircraft register, it may be deregistered under certain circumstances, and/or the owner may request cancellation of the registration. This may happen in case of a change of ownership of the aircraft or if, after an accident, it cannot be restored to an airworthy condition.

Article 9

The issue of a certificate of airworthiness indicates that the aircraft is in an airworthy condition. The issue thereof is preceded by a technical evaluation, performed by inspectors. The issue requirements for a certificate of airworthiness are equal to or exceed the minimal ICAO standards as laid down in the Standards and Recommended Practices concerned (Annex 8 to the Convention). A certificate of airworthiness issued by another State may be recognised or accepted in pursuance of an international agreement with the State of the operator. A certificate of airworthiness may be suspended, amended or revoked if such appears to be necessary in the interest of safety.

Article 10

Contains rules with regard to the equipment of the aircraft with flight, navigation and communication apparatus, which are very important for a safe conduct of flight and navigation of the aircraft.

Airworthiness does not only concern the mechanical part of the aircraft, but the required equipment with flight instruments, navigation and communication equipment and the proper functioning thereof as well.

Article 11

This is also one of the requirements of the Convention and the related Annexes, which explicitly stipulates which documents have to be aboard the aircraft during the flight. This article contains a very detailed, yet not limitative enumeration of the documents. It is subject to expansion as international legislation may issue further rules for ICAO member states.

The reason for this provision is to be able under certain circumstances to determine to which State the aircraft belongs. National and international inspection may request to submit the documents for perusal.

Article 12

This article contains rules regarding persons with a certain function in civil aviation on the basis of which they must possess a licence and/or rating, more in particular pilots, mechanical engineers, air traffic controllers, etc. These provisions can be found in Annex 1 to the Convention.

By State Decree further rules are laid down in this respect, as implementing provision to this act.

In the text a licence is a document, establishing which function the holder thereof may exercise and the authorisations attached thereto. The rating is an endorsement in the licence qualifying the holder, for example, to act as an instructor or exercise a certain function on a certain type of aircraft. This rule also clearly indicates that under certain circumstances the licence may be suspended or revoked.

Suriname uses the system of issuing a Private Pilot License as this training is locally given. Commercial licences are not issued in Suriname yet only recognised or validated equivalent, provided that the foreign licence is still valid upon submission for recognition

or validation and that it was issued abroad on the basis of rules equal to the minimum requirements or exceed these as mentioned in Annex 1 (Personnel Licensing) to the Convention.

Article 13

It is a fact that a person authorised thereto and duly qualified acts as commander during the flight. Depending on the type of aircraft the commander shall appoint a second qualified person to act as assistant commander. The powers of a commander are also laid down in this article. The Director, however, is authorised under certain circumstances to impose upon the commander additional duties in the interest of safety or security. Depending on the circumstances the additional duties may be notified to the operator in writing.

Article 14

This article provides for flights within the Surinamese airspace. Foreign military aircraft may not fly over or land in Suriname, unless they possess a written invitation or permission from the Minister.

Article 15

This article aims at establishing a classification of airspace, one thing and the other with due observance of the provisions to that effect in the Standards and Recommended Practices of the Convention. In general the commander shall strictly observe the instructions of the competent authorities and/or service rendering bodies. No flights may be carried out over areas with flight restrictions.

Article 16

The enumeration of prohibited activities in this article, which should be strictly observed in connection with the flight safety and security, are of eminent importance. The Minister may grant an exemption in writing, on conditions to be set forth therein. These conditions may not be deviated.

Article 17

Search – and rescue operations constitute an important part of operations in cases where an aircraft or vessel is in distress or missing. The Director is assigned a coordinating task in this respect.

Article 18

This article deals with accidents and incidents. As internationally prescribed (Annex 13 to the Convention) each incident or accident shall be investigated by the State or third parties at the request of the State concerned, in order to discover the probable cause of the incident or the accident.

The reason for such an investigation is to determine the cause and circumstances of the accident in order to create a situation in which similar cases can be prevented. If it concerns a hidden fault that already occurred with certain types of aircraft, the manufacturer shall take the necessary steps.

Article 19

The Minister not only has the power, in the interest of public order or safety, to designate parts of the airspace within which no flights may be performed for reasons of safety of the State but to limit flight operations as well. The Minister may also designate parts of the airspace as danger area. Such prohibitive provisions or limitations shall forthwith be notified by NOTAM (Notice to Airmen) with simultaneous publication in the AIP (Aeronautical Information Publication). Interested parties may at all times consult these sources of publication.

Article 20

No commercial flights shall be performed unless the operator possesses a valid Economic License or a license required by virtue of an international agreement.

Article 21

This article lays down that no Air Operator Certificate shall be issued to an operator as long as the latter does not possess an Economic License issued by the Minister. In general, in view of the investments to be made, the Economic License is issued to the operator for a term not exceeding 5 years.

Article 22

This article lays down requirements the applicant of an Economic License must meet.

Where it concerns a foreign operator, the Minister also takes into consideration the existence of an international air transport agreement closed between Suriname and the State concerned.

As aviation security is of eminent importance to civil aviation security, the Minister may also require from the operator to submit a security programme in order to obtain an Economic License.

Article 23

No Air Operator Certificate shall be issued to the operator unless it is established that it has its principal place of business in Suriname and the aircraft is the property of and operated by a Surinamese corporate body.

Article 24

The requirements, criteria and procedures for issuing the Air Operator Certificate shall be laid down by Regulations. This certificate is of a technical nature, which shall be preceded by a technical evaluation.

Article 25

This article prescribes that an Air Operator Certificate that has been issued may be amended, suspended or revoked if afterwards it appears that the operator is not able to continue to guarantee the safety.

Article 26

The provisions of this article among other things apply to aerial picture and filming operations and agricultural spraying activities such as fertilising, sowing etc.; new in this article is the provision that in performing these works the ecological characteristics of the area and the protection of men and animals against the harmful effects of the chemicals to be used have to be taken into account. In doing so Suriname implements the international provisions aiming at protecting environment and men. This activity is internationally classified as Aerial Works.

Article 27

General Aviation refers to the use of private aircraft for purposes other than commercial. Commercial flights may only be performed if the operator possesses an Economic License and the Air Operator Certificate.

Article 28

Aerodromes will be designated as such by decree of the Minister, including the provisions and conditions regarding the use thereof. The designated aerodromes used for international carriage will fall under classifications to be further determined. Regulations will further

lay down who is authorised to issue the technical - and operating permit for the designated aerodromes.

Article 29

Landing and take off may solely be done on or from an aerodrome or place designated thereto. (Annex 14 to the Convention). The Minister may grant exemption on conditions to be laid down by him.

Article 30

The Minister shall grant an operating permit to operate a designated aerodrome, followed by a technical license to be issued by the Director. Operating the designated aerodrome shall be done pursuant to the conditions and provisions laid down in the licenses and permits issued (Annex 14 to the Convention).

Article 31

This article contains provisions and/or criteria for the issue of a technical license to operate a designated aerodrome.

The requirements to be set are related to safety, security, noise hindrance, environmental aspects and the equipment of the designated aerodrome. In this case it concerns compliance with the provisions of the Annexes to the Convention, more in particular: 6, 14, 16 and 17. Annex 6 is related to the inspection of flight operations, Annex 14 contains provisions on aerodromes, Annex 16 deals with environmental aspects and noise hindrance and Annex 17 deals with aviation security.

Article 32

This article stipulates that the Director is in charge of the supervision of the safety and security of the designated aerodromes. He may take measures in the interest of safety and security.

Article 33

This article is related to the liability of the operator as regards damage caused to cargo transported, injury to a passenger or the death of a passenger.

Inclusion of the provisions like these provides the users of the aircraft security that if the occasion arises they may seek recovery somewhere for the damage sustained and/or for fatal accidents.

Article 34

Inclusion of this provision is necessary to make users of that aircraft aware of the applicable liability rules as regards taking part in national carriage.

Article 35

This article provides for damage caused to third parties by a Surinamese registered aircraft during flight or a person or object falling from the aircraft on the surface of the earth, which is meant to refer to injury to persons, causing the death of a person, and damage to property on the surface of the earth. These provisions have been included in the 1952 Rome Convention.

Article 36

This article contains an imperative provision with regard to the operator closing an insurance agreement with an renowned insurance company. Non-compliance with this obligation may result in suspension or revocation of the Air Operator Certificate, as a result of which the Economic License becomes ineffective.

The operator has to ensure that the insurance agreement remains effective and that the insurance adequately covers interested parties.

The insurance agreement or a copy thereof shall always be aboard the aircraft, while the entrepreneur is also obliged to submit an authentic copy of the insurance agreement to CASAS as well as any amendment thereto.

Article 37

In addition to the provisions of article 33 and article 35, by State Decree, the Minister may lay down additional rules in the general interest, provided that these are not contrary to the provisions of chapter 8 of this act.

Article 38

The content of this article pertains to civil aviation security. As is known, the rules as regards civil aviation security have been included in the multilateral 1963 Tokyo Convention, 1970 The Hague Convention, 1971 Montreal Convention. Actions intended to endanger civil aviation security as indicated in said Conventions, are liable to punishment under the Suriname Penal Code.

Article 39

This article contains provisions pertaining to an important aspect in civil aviation, more in particular security of the designated aerodromes. Unauthorised persons may, e.g. not be on or in the vicinity of the designated aerodromes on pain of legal measures to be taken against them. Searching persons and cargo should be regarded within this framework as well.

Article 40

This article provides for provisions regarding violations and the attached administrative and penal sanctions. In addition to the punishable acts referred to in paragraphs 1 up to 4 inclusive, the Director, in so far as not provided for by law, may issue rules to regulate administrative sanctions etc. provided that those are compatible with the objectives of this act.

Article 41

The Minister is assigned the power to grant exemption from any provision of the Civil Aviation Legislation if said exemption is based on reciprocity. In addition to the restrictions and conditions also the term of the exemption shall have to be explicitly mentioned as well as the liability regulations.

Article 42

Has been extracted from the draft and shall be included in the Instrument of Amendment.

Article 43

The provision of this article aims at guaranteeing the validity of issued licences, any other document or authorisation, until the validity of said documents has expired in an ordinary manner in which case the provisions of the new act will apply to their full extent.

Article 44

Immediately after enforcement of this bill, the regulations mentioned under 1 up to 5 inclusive will become invalid as well as other provisions that are contrary to this act. This construction was chosen as it is not known whether other regulations exist that are directly or indirectly related to aviation.

Article 45

Requires no explanation.

The structure of the Civil Aviation Legislation comprises the Civil Aviation Act, Act on Civil Aviation Safety and Security in Suriname, the Regulations, the Rules. The Regulations are Ministerial decrees. The scope of application of the rules and regulations is not restricted to aircraft registered in Suriname, yet extends to foreign aircraft navigating in Surinamese airspace.

Paramaribo, March 12, 2002

R.R. VENETIAAN.