



IRISH AVIATION AUTHORITY
ÚDARÁS EITLÍOCHTA NA hÉIREANN

I.C.A.O. 83bis

DELEGATION AGREEMENT

BETWEEN THE

IRISH CIVIL AVIATION AUTHORITY
(IRELAND)

AND

DEPARTMENT OF CIVIL AVIATION
(MALTA)

ON THE IMPLEMENTATION OF ICAO Art. 83 bis of
THE

CONVENTION ON INTERNATIONAL CIVIL AVIATION

FOR THE TRANSFER OF SURVEILLANCE
RESPONSIBILITIES:

(OPERATIONS, MAINTENANCE AND CONTINUING
AIRWORTHINESS)

OF AIRCRAFT OPERATED UNDER DRY LEASING
CONTRACT.

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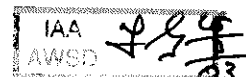


TABLE OF CONTENTS

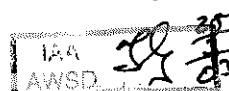
COVER PAGE	page A
TABLE OF CONTENTS	page B
DELEGATION AGREEMENT	page 1 page 2 page 3
 <u>APPENDIX 01</u>	
1- PURPOSE	page 4
II-IMPLEMENTATION	page 4
III-TYPE DESIGN DEFINITION	page 4
IV-CHANGES TO TYPE DESIGN	page 4
V-FLIGHT MANUAL	page 5
VI-CONTINUING AIRWORTHINESS	page 5
VII-REPAIRS	page 6
VIII-MAINTENANCE	page 6
IX- RECORDS	page 7
X- FLIGHT OPERATIONS AND AUTHORISATION	page 7
XI-SURVEILLANCE AND INSPECTION	page 8
XII- CERTIFICATE OF AIRWORTHINESS RENEWAL	page 8
XIII- CO-OPERATION	page 8
SCHEDULE 1(a)	page 9

Appendix (A). Sample, Initiation Letter for the Delegation of Surveillance. (Pages 2)

Appendix (B). Sample, General Certificate of Validation "Flight Crew".

Appendix (C). Sample, Letter of Acceptance

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IRISH AVIATION AUTHORITY
UDARAS EITLIÓCHTA NA HEIREANN

**DELEGATION AGREEMENT BETWEEN IRELAND and MALTA
on the implementation of Article 83 bis of the Chicago Convention**

WHEREAS the protocol relating to Article 83 bis of the Convention on International Civil Aviation (Chicago, 1944), to which IRELAND and MALTA are parties, entered into force on 20th June 1997.

WHEREAS Article 83 bis, with a view to enhanced safety, provides for the possibility of transferring to the State of the Operator all or part of the State of Registration s functions and duties pertaining to Articles 12, 30, 31, and 32 (a) of the Convention;

WHEREAS, in line with ICAO Document 9760, Volume II Chapter 10, and in light of ICAO Document 8335, Chapter 10, International Leasing Arrangements, it is necessary to establish precisely the international obligations and responsibilities of IRELAND (State of Registration) and MALTA (State of the Operator) in accordance with the Convention;

WHEREAS, with reference to the relevant Annexes to the Convention, this agreement organises the transfer from IRELAND to MALTA of responsibilities normally carried out by the State of Registration, as set out in paragraph 3 below;

The Civil Aviation Authority of IRELAND

IRISH AVIATION AUTHORITY
Aviation House
Hawkins Street
Dublin 2.
Ireland],

And

The Civil Aviation Authority of MALTA

Department of Civil Aviation
Luqa Airport
Luqa LQA 05
Malta

Hereinafter referred to as "the Parties", have agreed as follows on behalf of their respective Governments based on Articles 33 and 83 *bis* of the Convention:

GENERAL

In pursuance of the Chicago Convention and article 4 and 5 of Statutory Instrument S.I. 322 of 1989 IRELAND shall be relieved of responsibility in respect of the functions and duties transferred to MALTA upon due publication or notification of this agreement as determined in paragraph (b) of Article 83 *bis*.

The scope of this agreement shall be limited to aircraft on the register of civil aircraft of IRELAND and operated under a leasing arrangement by A.O.C Operators in Malta whose principal place of business is in MALTA .

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DEFINITIONS.

Lessor. Registered owner or Operator of the aircraft
Lessee. Operator under the A.O.C. on which the leased aircraft is operated.

The list of aircraft concerned, identified by type, registration number and serial number, is reproduced in the attached Schedule 1(a).

TRANSFERRED RESPONSIBILITIES

Under this agreement, the Parties agree that IRELAND transfers to MALTA the following responsibilities, including oversight and control, of relevant items contained in the respective Annexes to the Convention:

Annex 1.

Personnel Licensing - issuance or validation of licenses issued or rendered valid by the Department of Civil Aviation Malta.

Annex 2.

Rules of the Air - enforcement of compliance with applicable rules and regulations relating to the flight and manoeuvre of aircraft.

Annex 6.

Operation of Aircraft Part 1 International Commercial Air Transport-Aeroplanes

All responsibilities which are normally incumbent on the State of Registration. Where responsibilities in Annex 6, Part 1, may conflict with responsibilities in Annex 8 Airworthiness of Aircraft, allocation of specific responsibilities are defined in the attached Appendix 01.

Annex 8.

Airworthiness of Aircraft

Under this agreement, while the lessor Authority Ireland will retain responsibility under the Chicago Convention for the regulatory oversight and control of Annex 8 "*Airworthiness of Aircraft*" registered on its register, the responsibility for the maintenance surveillance of leased aircraft, operated under the A.O.C. of the lessee is hereby transferred to the lessee Authority MALTA including Annex 8 part 11 para 4 "*Continuing Airworthiness of Aircraft*", Annex 8 Part II para 6 "*Temporary Loss of Airworthiness*" Annex 8 Part II para 8 "*Aircraft Limitations and Information*" [*Flight Manual*].

(Appendix 01) hereunder describes the responsibilities of the parties regarding the continuing airworthiness of aircraft.

NOTIFICATION

Responsibility for notifying directly any States concerned of the existence and contents of this agreement pursuant to Article 83 bis rests with the State of the Operator MALTA. This agreement, as well as any amendments to it, will also be registered with ICAO by the Irish Aviation Authority or the State of the Operator Malta, Department of Civil Aviation as required by Article 83 bis (b) of the Convention.

A certified true copy of this agreement shall be placed on board each aircraft to which this agreement applies. A certified true copy of the Air Operator Certificate (AOC) issued to State Operators by the "Department of Civil Aviation" Malta in which the aircraft concerned will be duly listed and properly identified, will be carried on board each aircraft.

CO-ORDINATION

Meetings between the Department of Civil Aviation Malta and the Irish Aviation Authority Ireland, will be arranged as necessary to discuss both operational and airworthiness matters resulting from inspections that have been conducted by respective inspectors.

These meeting may take place at the respective Authorities offices in Luga or Dublin.

The following subjects may be reviewed during these meetings.

- Flight Operations.
- Continuing Airworthiness Surveillance and Aircraft Maintenance.
- Operators Control Manual Procedure as applicable.
- Any other significant matter arising from inspections.

FINAL

This agreement will enter into force on its date of signature, and end at the culmination of the respective aircraft leasing arrangements under which the aircraft are operated. The parties shall agree in writing to any modification of this agreement.

This agreement is accepted and signed by.

Director 
IRELAND. Irish Aviation Authority

 **IRISH AVIATION AUTHORITY**
ÚDARÁS EITLIOCHTA NA HEIREANN
SAFETY REGULATION DIVISION
For the Irish Aviation Authority
IRELAND I.A.A.

Mr John Nolan

Director- Safety and Regulatory

Date. 14th - 03-2003

Director General 
MALTA Department of Civil Aviation .



**For the Department of Civil Aviation
MALTA**

Mr Joseph Sultana

Director General of Civil Aviation

Date. 21st - 03-2003.

ATTACHMENTS:

Schedule 1(a). Delegated Aircraft Affected by this Agreement.

Appendix No 01. Responsibilities of IRELAND and MALTA Regarding Airworthiness.

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APPENDIX No 01

I - PURPOSE

The purpose of this appendix is to provide detailed working arrangements between the Irish Aviation Authority (I.A.A) of Ireland and the Department of Civil Aviation of Malta to allow them to discharge their responsibilities for the continuing airworthiness of dry leased aircraft whilst been operated in commercial air transportation by Maltese operators.

II - IMPLEMENTATION

For the implementation, the points of contact of the authorities are the following for all questions regarding Airworthiness, major changes and matter of principles:

**Irish Aviation Authority
Aviation House
Hawkins Street
Dublin 2
Ireland**

**Department of Civil Aviation
Luqa Airport
Luqa LQA 05
Malta**

Tel 00 353-1-6718655

Fax 00 353-1-6793349

Tel + 00 356 21222937

Fax 00 35621239278

As far as the current activities to be performed in accordance with these procedure are concerned IAA inspectors in charge of a specific EI- Irish registered aircraft will co-ordinate their specific intervention and the necessary exchange of information related to the present procedures.

III -TYPE DESIGN DEFINITION

The aircraft must conform to the Type Design approved or otherwise accepted by the State of Registration Authority

The operator's Authority will be responsible for supervising continuous compliance with this requirement after delivery for the period the aircraft is being operated by Maltese operators under Irish registration marks.

IV-CHANGES TO THE TYPE DESIGN

The express permission of the aircraft registered owner is required prior to the incorporation of any modification.

1. Changes generated by the organisation responsible for the Type Design and approved by the State of Design Authority.

Changes generated by the organisation responsible for the Type Design, (typically in the form of aircraft constructor Service Bulletins) and approved by the State of Design Authority are approved for incorporation in the series of aircraft to which the modification relates provided that no deviation from the modification is made.

2. Other changes

Changes to the Type Design are classified as major or minor by the State of Design Authority and / or by the State of Registration Authority and approved in accordance with the following procedure. Changes to aircraft shall be approved by the State of Registration Authority for Irish registered aircraft. Approval requirements procedures are specified in IAA Aeronautical Notice A6 and A9.

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3. Embodiment of approved changes

Embodiment on aircraft of the Design Changes approved in accordance with the above procedure will be performed by an appropriately approved / accepted maintenance organisation. Maintenance work shall be carried out and released by personnel licensed or qualified in accordance with requirements of Department of Civil Aviation Malta.

V FLIGHT MANUAL

The aircraft must be operated within the limitations described in the Aircraft Flight Manual AFM, approved by the State of Registration Authority but may include amendments approved by the State of the Operator Authority subject to their acceptance by the State of Registration Authority.

VI-CONTINUING AIRWORTHINESS

In accordance with ICAO Annex 8, the State of Registration Authority shall adopt, or assess and take appropriate actions against, the mandatory airworthiness information issued by the State of Design Authority. The State of registration Authority may also issue and make mandatory other airworthiness actions in respect of leased aircraft in addition to those mentioned before.

In application of the principles stated above, leased aircraft must comply with State of Registration AD's or other State of Registration mandatory airworthiness actions or information. The Operator Authority shall ensure that the Lessee is in receipt in accordance with the system established by the State of Registration Authority, of all the applicable airworthiness directives (AD's) or other mandatory airworthiness actions issued by the State of Registration Authority. In particular for Irish registered aircraft, all AD's issued by State of Design applicable to the specific aircraft, products, parts and appliances thereof shall apply.

The State of the Operator's Authority will be responsible to ensure that all applicable AD's and other mandatory airworthiness actions issued by the State of Registration Authority are properly applied to leased aircraft.

Derogation's to State of Registration Authority AD's or other mandatory airworthiness actions, if requested, will be co-ordinated between the Irish Aviation Authority I.A.A., and the Department of Civil Aviation Malta, on case-by-case basis.

The State of the Operator shall ensure that in-service events on the aircraft are reported by the lessee operator to its Authority in accordance with national occurrence reporting system requirements.

The State of the Operator Authority will be responsible for defining to the operator the type of service information that is to be reported to the State of Registration Authority. (ICAO Annex 6 part 1, 8.5 and Annex 8 part II, 4.3.5 and 4.3.8 refer). The document, IAA-Aeronautical Notice A.30 (*latest issue*) also describes the type of in-service information to be reported.

The State of the Operator's Authority will ensure that a copy of reports on significant events that affect or could affect the continuing airworthiness of leased aircraft or invalidate their C of A is also forwarded by the lessee operator to the State of Registration Authority in order to allow proper corrective actions. In such cases, the State of Registration Authority will accept that, in accordance with ICAO Annex 8 Chapter 3, 3.6.2, the State of the Operator Authority is entitled to prevent the aircraft from resuming flight subject to the State of the Operator Authority advising the State of Registration Authority that they have taken such action.

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The State of the Operator Authority shall ensure that lessee operator transmits information on significant events affecting continuing airworthiness of leased aircraft to the organisation responsible for the type design (ICAO Annex 6 part 1, 8.5.2 and Annex 8, 4.3.5 refer).

The State of the Operator Authority and the State of Registration Authority will ensure mutual exchange of information on any result arising from the investigation phases of significant in service event in respect of leased aircraft.

The State of the Operator Authority will ensure that the operator obtains and assesses airworthiness information and recommendations available from the type design organisations and implements resulting actions considered necessary by the State of the Operator Authority and the State of Registration Authority (ICAO Annex 6 part 1, 8.5.2. refers).

The State of the Operator Authority will ensure that the operator monitors and assesses maintenance and operational experience with respect to continuing airworthiness, flight safety and accident prevention (ICAO Annex 6 Chapter 3, and chapter 8.5 refers). Relevant procedures shall be specified in operator's company manuals [MME or MCM.]

VII-REPAIRS

Application of repairs on aircraft will be made under operator's Authority surveillance and responsibility according to its usual procedures.

All major repairs, unless contained in the SRM, shall be approved by the State of Design Authority and State of Registration Authority. Any damage resulting from a major incident should be notified to the State of Registration Authority prior to the embodiment of any repair.

VIII-MAINTENANCE

The State of the Operator Authority shall ensure that the operator Maintenance Management Exposition (MME) or equivalent Manual (e.g. MCM), and Aircraft maintenance program comply with State of Registration and State of Operator requirements as specified and laid down in this appendix. The State of the Operator Authority shall approve MME or MCM and any revision thereof and ensure that relevant copies are sent to State of Registration Authority.

Leased aircraft, its engines and equipment, will be maintained in accordance with the State of Registration Authority approved maintenance programme with the approval of the State of the Operator Authority. Any permanent variation (e.g. interval escalation, changes to content and classification of or deletion of maintenance tasks etc) to the aircraft maintenance program shall be approved by the State of Registration Authority with the agreement of the State of the Operators Authority. The maintenance programme will be based on MRBR, manufacturer recommendations (e.g. MPD), international recognised standards etc. Where a reliability programme forms part of, or is a condition within the approved maintenance schedule approved by the State of Registration and Operator's Authority, the State of the Operator Authority will ensure the reliability programme complies with national procedure and will monitor the effectiveness of such a programme.

The lessee operator shall provide a copy of the aircraft reliability report to the State of Registration Authority.

Maintenance and airworthiness records will be kept by the aircraft operator (lessee) in accordance with procedures approved by the State of the Operator Authority. The records will be transferred by the lessee to the lessor at the end the leasing period.

IX- RECORDS

The State of Registration Authority shall ensure that maintenance and in service records and documentation relevant to the leased aircraft, as requested by ICAO Annex 6, part I, accompany or are made available to the lessee at the time of aircraft delivery.

The State of the Operator Authority will ensure that the operator is responsible for maintaining aircraft-records and transferring these records to the lessor at the end of the leasing period.

The records will include:

- a Total time in service for the aircraft and life limited components.
- b Current compliance with all mandatory continuing airworthiness information.
- c Details of modifications and repairs.
- d Time in service since last overhaul and/or last inspection of the aircraft, instruments, equipment and components.
- e Current aircraft inspection status.
- f Details on maintenance activities performed.
(ICAO Annex 6 parts I, 8.4, & 8.6 , Annex 8 part 11, 4.3 and chapter 3 of Continuing Airworthiness Manual, ICAO Doc. 9760-AN/967 refer.

The State of the Operator Authority shall ensure that lessee operator shall make available these records for the lessor and the State of Registration Authority at the end of the leasing period and for each aircraft Certificate of Airworthiness (CofA) renewal.

Authorities will ensure that, at the time of aircraft transfer, presentation of these records is arranged looking at the indications and bearing in mind principles laid down in the Appendix A to chapter 10, 3.4 of ICAO Doc. 9760-AN/967 "Continuing Airworthiness Manual"

Issue, validation, renewal of the aircraft Certificate of Airworthiness by the State of Registration Authority shall be considered an endorsement of the status of the aircraft documentation and its associated maintenance records.

In the course of the activities leading to the approval of the lease agreement and preceding the aircraft delivery to the lessee, the IAA and Department of Civil Aviation Malta inspectors in charge, with the assistance of the lessor and lessee, will co-ordinate to guarantee that the maintenance records and documentation used for the issuance, validation, renewal of the aircraft Certificate of Airworthiness by the State of Registration are those provided to the lessee for ensuring the continuing airworthiness of the aircraft during the lease period.

X FLIGHT OPERATIONS AND AUTHORISATION

The State of the Operator Authority shall be responsible for the authorisation of all operations in respect of a leased aircraft to be conducted in accordance with State of Registration approved aircraft Flight Manual and Operator's Authority approved Operations Manual.

The Minimum Equipment List, MEL for each leased aircraft in accordance with which the aircraft operations may be allowed shall be approved by Operator's Authority and shall not be less restrictive than the relevant Master Minimum Equipment List approved by the State of Design Authority.

A copy of the operators M.E.L. Minimum Equipment List including amendment service shall be provided by the aircraft operator to the State of Registration Authority.

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IAA
AWSD


The Department of Civil Aviation Malta may issue a flight authorisation (flight permit or equivalent document) in respect of Irish registered leased aircraft where the Certificate of Airworthiness for the aircraft is not in force and may prescribe particular limiting conditions to permit the aircraft to fly without fare-paying passengers to an approved maintenance facility at which the aircraft will be restored to an airworthy condition. Such approval may be issued where for e.g.: accomplishment of Mandatory Airworthiness Requirements, Airworthiness Directives, Repairs, Damage to the aircraft etc. The Department of Civil Aviation Malta should immediately notify the Irish Aviation Authority on the issue of any such approval and a copy of the approval should be made available to the Irish Aviation Authority at the earliest possible opportunity. ICAO Annex 8 Para 3.6, damage to aircraft refers.

XI SURVEILLANCE AND INSPECTION

During the terms of a lease, the State of the Operator Authority shall accomplish surveillance activities and inspections in respect of leased aircraft and lessee operator in accordance with its current procedures in order to verify that the aircraft operations is conducted in accordance with the applicable standards of airworthiness, operating requirements and the terms and conditions specified in this appendix. Each Authority shall notify the other Authority of any finding or act which affects the validity status of any certificate or documentation issued in respect of the leased aircraft or the terms and conditions of the lease authorisation or the lessee operator.

XII CERTIFICATE OF AIRWORTHINESS RENEWAL

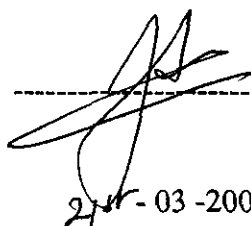
The Certificate of Airworthiness will be renewed by the State of Registration Authority on the basis that the aircraft has been properly maintained and is in condition for safe operation. To this end, State of Operator Authority shall ensure that maintenance records are available for review by the State of Registration Authority Inspectors.

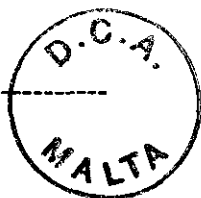
XIII CO-OPERATION

Each Authority shall ensure that the other Authority is kept informed of all applicable standards of airworthiness, operating requirements, design-related operational requirements and associated requirements of its State and will consult the other Authority on any proposed changes thereto to the extent that they may affect the implementation of this appendix.


Each Authority shall render such assistance as may reasonably be required by the other Authority in carrying out inspections, investigations and other functions in respect of the leased aircraft.

For.. Department of Civil Aviation [MALTA]


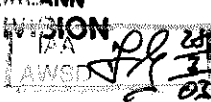

Date. 24th - 03 - 2003



For Irish Aviation Authority [Ireland]


Date.. 14th - 03 - 2003

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 **IRISH AVIATION AUTHORITY**
ÚDARÁS EITLÍOCHTA NA HEIREANN
SAFETY REGULATION DIVISION
AWSD


SCHEDULE 1(a)

Current Schedule Of Irish Registered Aircraft Types, Registration, Serial Number and Operators Affected By This Delegation Agreement.

<u>Schedule of Irish Registered Aircraft Affected</u>	<u>Schedule of "Air Operators" Affected</u>
Registration <u>EI-DBC</u> AIRBUS A320-214. Serial Number 1787 Lease Expiry date: 27th September 2003.	AIR MALTA
Registration <u>EI-</u> Serial Number Lease Expiry date:	
Registration <u>EI-</u> Serial Number Lease Expiry date:	

his schedule is effective as of [date], but aircraft details may change from time to time.

Head of Airworthiness I.A.A. _____
Date. 10th-03-2003

Department of Civil Aviation Malta _____
Date. 21st-03-2003

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APPENDIX (A)

SAMPLE OF INITIATION LETTER FOR THE DELEGATION OF SURVEILLANCE.

Date

Ref: AWSD/del/37/01/XX/00X

Mr Joseph Sultana
Director General
Department of Civil Aviation
Malta.

Subject: **Delegation of Surveillance request for Irish Registered Aircraft "EI-xxx"
Model xxxxxxx Serial No xxxxx for operation with XXXXX Airlines.**

Dear Sir,

In accordance with the general conditions outlined in Article 83 bis of the Convention on International Civil Aviation and Statutory Instrument S.I. 322 of 1989 Air Navigation (Transfer of Certain Functions and Duties of State of Registry of Aircraft) Order 1989, this Authority wishes to delegate the following functions to the Department of Civil Aviation Malta in regard to the lease of the Irish registered aircraft whilst being operated by XXXX airlines.

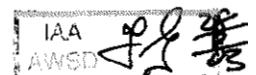
1. **Annex 8** **Airworthiness of Aircraft.**

 Part II.
 Chapter 4. Continuing Airworthiness of Aircraft.
 Chapter 3.4. Temporary loss of Airworthiness.
 Chapter 3.5. Aircraft limitations and information (AFM)
2. **Annex 6.** **Operation of Aircraft.**

 Part 1. International Commercial Air Transport --Aeroplanes
3. **Annex 1.** **Personnel Licensing.**

 Chapter 2. Licences and Ratings for Pilots.
 Chapter 3. Licences for Flight Crew Members other than Licences for Pilots.
 Chapter 4. Licences and Ratings for Personnel other than Flight Crew Members.
 Chapter 6. Medical Provisions for Licensing.
- 4 **Annex 2.** **Rules of the Air.**

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5. The Irish Aviation Authority will issue a General Certificate of Validation to permit Pilots of XXXX Airlines to fly the Irish registered aircraft during the lease. It is emphasised that a copy of the General Validation shall be carried by each individual Pilot and is only effective provided the licence issued by the Department of Civil Aviation Malta or issued by a contracting State and accepted as valid by the Department of Civil Aviation Malta and associated medical validity and ratings are current. A copy of the General Validation Certificate is attached.

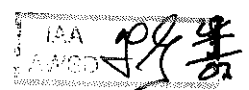
This Authority would be grateful if you would acknowledge in writing your acceptance or otherwise of the delegated functions listed under items 1, 2, 3 and 4 above and your agreement to the procedures for General Validation of Pilots Licences as detailed in item 5 and associated General Certificate of Validation of Pilots Licences.

Thank you for your co-operation and assistance in this matter.

Yours faithfully,

John Nolan
Director Safety Regulation
Irish Aviation Authority

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APPENDIX (B)

SAMPLE OF INITIATION LETTER ON

GENERAL CERTIFICATE OF VALIDATION

1. The Irish Aviation Authority in exercise of its powers under Article 22 of the Irish Aviation Authority (Personnel Licensing) Order, 2000 (S.I. No. 333 of 2000), as amended, hereby renders valid the Flight Crew licences specified in paragraph 2 below, issued by the *Department of Civil Aviation* Malta, or issued by a Contracting State and accepted as valid by *Department of Civil Aviation* Malta in accordance with Government of Malta law subject to the conditions contained in paragraph 3 below.
2. Licences held by Flight Crew employed by, or contracted to Malta operator XXXXXX, entitling them to act as members of the flight crew of aircraft Model XXXXX series aircraft.
3.
 - (a) The said flight crew members shall be entitled to act in the capacity for which the said licenses are valid pursuant to the law of the *Department of Civil Aviation* Malta.
 - (b) The said flight crew shall be trained in the different configurations of the said aircraft as specified in the individual certificates of airworthiness.
 - (c) This General Certificate of Validation shall apply in respect of aircraft model xxxxxxxxxxxx Series, types registered in Ireland subject to a lease agreement, in respect of such aircraft types, remaining in force between the Lessee, XXXX Airlines Malta and, the Lessor(s) XXXXXXXXX Limited Ireland.
 - (d) A radio telephony permit or equivalent issued by the *Department of Civil Aviation* Malta, or by any other ICAO Contracting State and accepted as valid by the *Department of Civil Aviation* Malta shall be considered the equivalent of an R/T endorsement issued under Article 55 of the Irish Aviation Authority (Personnel Licensing) Order, (S.I. No.333 of 2000.)
4. A copy of this General Certificate of Validation shall be carried with the license of each flight crew member to which it relates whilst acting in accordance herewith.

This General Certificate of Validation is valid from [DATE] unless varied, suspended or revoked by this Authority.

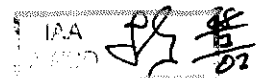
Certified true copy of original:

Signed: _____

Myles Cassidy,
Head of Personnel Licensing and Aerodrome Standards Department.
For the Irish Aviation Authority.

Date:

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APPENDIX (C)

SAMPLE OF ACCEPTANCE LETTER

Date:

Ref:

**Mr John Nolan
Director Safety Regulation
Irish Aviation Authority
Aviation House
Hawkins Street
Dublin 2,
Ireland.**

**Subject: Delegation of Surveillance for Irish Registered Aircraft EI-XXX)
Serial No xxxx Operating with XXXXXXXXXXXX Airline.**

Dear Sir,

Reference to you letter of xx xx xxxx. We wish to inform you that the Department of Civil Aviation Malta is willing to accept the transfer of surveillance responsibilities for the subject aircraft while being operated by XXXXXXXXXXXX Airline. The delegation will be accomplished in accordance with the terms and conditions laid down in the Delegation of Surveillance agreement signed on xx.xx.xxxx. This Authority further agrees with the procedure for the general validation of pilot's licences as detailed in item 5 of your letter as dated.

Yours faithfully,

Director General
Department of Civil Aviation
Malta.

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