I.C.A.O. 83bis

DELEGATION AGREEMENT

BETWEEN THE

IRISH CIVIL AVIATION AUTHORITY
(IRELAND)

AND

THE CIVIL AVIATION OFFICE OF
(POLAND)

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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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 by Lessee Authority.
WHEREAS the protocol relating to Article 83 bis of the Convention on International Civil Aviation (Chicago, 1944), to which Ireland and Poland 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, Part B, Chapter 10, 'International Leasing Arrangements' and in light of ICAO Document 8335, Chapter 10, 'Lease, Charter and Interchange operations', it is necessary to establish precisely the international obligations and responsibilities of Ireland and Poland in accordance with the Convention;

WHEREAS EU regulations 1592/2002, 1702/2003, 2042/2003 and 1899/2006 and applicable amendments are binding in Ireland and Poland, the implementation requirements as laid down in this agreement will be satisfied taking into account EU regulations and the Convention on International Civil Aviation (Chicago, 1944) for aircraft affected by this agreement;

WHEREAS, with reference to the relevant Annexes to the Convention, this agreement organizes the transfer between Ireland and Poland of responsibilities normally carried out by the State of Registration, as set out in paragraph 1, 2 & 3 below;

WHEREAS, in pursuance of the Chicago Convention 'Transfer of certain functions and duties Order' the Lessor Authority shall be relieved of responsibility in respect of the functions and duties transferred to the Lessee Authority upon due publication or notification of this agreement as determined in paragraph (b) of Article 83 bis.

The Civil Aviation Authority of IRELAND
Aviation House
Hawkins Street
Dublin 2.
Ireland.

And

The Civil Aviation Office of Republic of Poland
Civil Aviation Office
00-848 Warszawa
59 Żelazna Str 6
Poland

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 the Chicago Convention ‘Transfer of certain functions and duties Order’ this is enacted in Ireland in accordance with article 4 and 5 of Statutory Instrument S.I. 322 of 1989 ‘Transfer of certain functions and duties Order’ and in Poland in accordance with Civil Aviation Act Art.32, p.2

The scope of this agreement shall be limited to aircraft on the register of civil aircraft of Ireland or Poland and operated under leasing arrangement by A.O.C Operators, whose principal place of business is in Ireland or Poland.

DEFINITIONS.
Lessor. Registered owner or Operator of the aircraft.
Lessee. Operator under the A.O.C. on which the leased aircraft are operated.
Lessor Authority. State of Registration of the aircraft
Lessee Authority, State of the A.O.C. operator

The list of aircraft concerned, identified by type, registration number and serial number, is reproduced in the attached Schedule 1A, which also indicates the expiry date of each listed aircraft leasing arrangement.

1 TRANSFERRED RESPONSIBILITIES

Under this agreement, the Parties agree that the lessor and lessee authority transfers 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 Lessee Authority.

Annex 2.

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

Annex 6.


Annex 8.

Under this agreement, while the lessor Authority 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, including Annex 8 Part 11, Chapter 4 “Continuing Airworthiness of Aircraft”, Annex 8 Chapter 3.3.5 “Temporary Loss of Airworthiness” Annex 8 Chapter 3.3.4 “Aircraft Limitations and Information” [Flight Manual], Chapter 3.3.6 “Damage to Aircraft”.

(Appendix No. 1) hereunder describes the responsibilities of the parties regarding the continuing airworthiness of leased aircraft as listed in Schedule 1A to this agreement.

2 NOTIFICATION

Responsibility for notifying directly any States concerned of the existence and contents of this agreement pursuant to Article 83 bis rests with the Lessor Authority. This agreement, as well as any amendments to it, will also be registered with ICAO by the Lessor Authority, as required by Article 83 of the Convention, and in accordance with the Rules for Registration with ICAO of Aeronautical Agreements and Arrangements (ICAO Doc 6685).

- 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 the Lessee AOC operator in which the aircraft concerned will be duly listed and properly identified, will be carried on board each aircraft.

3 CO-ORDINATION

Meetings between Civil Aviation Authority of [Poland] 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 meetings may take place at the respective Authorities' offices in Warsaw or Dublin. The following subjects may be reviewed during these meetings.

- Review of current agreement.
- Flight Operations.
- Continuing Airworthiness Surveillance and Aircraft Maintenance.
- Operators Control Manual Procedure as applicable.
- Any other significant matter arising from inspections.
- EU SAFA findings.
- ARC. Airworthiness Review Certificate.

ICAO ARTICLE 83 bis DELEGATION OF SURVEILLANCE AGREEMENT BETWEEN IRELAND AND POLAND

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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 [Schedule 1A refer]. The parties shall agree in writing to any modification of this agreement. Nothing in this agreement will preclude the lessor Authority from taking any enforcement actions pursuant to the laws of its State in respect of the operation or maintenance of a leased aircraft.

This agreement will take effect from date of signature by both parties.

This agreement is accepted and signed by:

**Director**
IRELAND [Irish Aviation Authority]

**President**
POLAND [Civil Aviation Office]

For the Irish Aviation Authority of IRELAND.

Mr Kevin Humphreys
Director- Safety Regulation
Date: 07 NOV 2007
Dublin

For the Civil Aviation Office of
Republic of POLAND.
Mr Grzegorz KRUSZYŃSKI
President of Civil Aviation Office
Date 08.11.2007
Warsaw

**ATTACHMENTS:**

[Schedule 1A]. Delegated Aircraft, affected by this agreement.
(Please note that this Schedule may change from time to time by agreement between both States)

[Appendix No. 1]. Responsibilities of Lessee and Lessor Authority regarding airworthiness.
APPENDIX No. 1

I. — PURPOSE.

The purpose of this appendix is to provide detailed working arrangements between the Irish Aviation Authority (IAA) of Ireland and the Civil Aviation Authority of POLAND to allow both Authorities to discharge their responsibilities for the continuing airworthiness of dry leased aircraft whilst operated in commercial air transportation by Lessee Authority AOC 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 principle:

Irish Aviation Authority Civil Aviation Office
Aviation House 00-848 Warsaw
Hawkins Street 59 Żelazna Str
Dublin 2 Poland
Ireland
Tel +353-1-6718655 Fax + 353-1-6793349
Tel +48 22 520-72-00 Fax + 48 22 520-73-00
Web site: www.iaa.ie
Web Site: www.ulc.gov.pl

As far as the current activities to be performed in the case of delegated aircraft, the lessee and lessor inspectors in charge of a specific 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 by the State of Design Authority, by EU Regulation 1702/2003 and applicable amendments and accepted by the Lessor Authority.

The Lessee Authority will be responsible for supervising continuous compliance with this requirement after delivery for the delegated period that the aircraft is operated by the Lessee operator.

IV. — CHANGES TO THE TYPE DESIGN.

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

1 Design Changes

All Design changes shall be approved in accordance with EU regulation 1702/2003 and applicable amendments or by the State of Design Authority where these changes are accepted by EU regulation 1702/2003.

2. Embodiment of Approved Design Changes

Embodiment on aircraft of the Design Changes approved in accordance with the above procedure will be performed by an appropriately approved/accepted maintenance EASA Part 145 organisation. Maintenance work shall be carried out and released by personnel licensed or qualified in accordance with EU Regulation 2042/2003 and applicable amendments.

V. FLIGHT MANUAL.

The aircraft must be operated within the limitations described in the Aircraft Flight Manual [AFM] approved in accordance with EU regulation 1702/2003.

VI. — CONTINUING AIRWORTHINESS.

In accordance with ICAO Annex 8, the Lessor Authority shall adopt, or assess and take appropriate actions against, the mandatory airworthiness information issued by the State of Design Authority. The Lessor 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 Design Authority Airworthiness Directives, EASA Airworthiness Directives and other Lessor Authority mandatory airworthiness actions or information. The Lessee Authority shall ensure that the Lessee operator is in receipt, in accordance with the system established by the Lessor Authority, of all the applicable State of Design Authority, EASA Airworthiness Directives and other mandatory airworthiness requirement issued by the Lessor Authority.

The Lessee Authority will be responsible to ensure that all-applicable State of Design Authority Airworthiness Directives, EASA Airworthiness Directives and mandatory airworthiness actions issued by the Lessor Authority are properly applied to leased aircraft.

Derogation’s to Airworthiness Directives or other mandatory airworthiness actions, where requested, will be co-ordinated between IAA and Polish Civil Aviation Office, on case-by-case basis.

The Lessee Authority shall ensure that the lessee operator reports in-service events on the aircraft to its Authority in accordance with EU and national occurrence reporting system requirements.

The Lessee Authority will be responsible for defining to the operator the type of service information that’s to be reported to the Lessor Authority. (ICAO Annex 6, Chapter 8.5.1 and Annex 8, Chapter 4.3.8 refer). The document (IAA-Aeronautical Notice A.30 [latest issue] describe the type of in-service information, to be reported.

The Lessee’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 or ARC is also forwarded by the lessee operator to the Lessor Authority in order to allow proper corrective actions. In such cases, the Lessor Authority will accept that, in accordance with ICAO Annex 8, Chapter 3.6.2, the Lessee Authority is entitled to prevent the aircraft from resuming flight, subject to the Lessee Authority advising the Lessor Authority that they have taken such action.

The Lessee 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, Chapter 8.5.1 and Annex 8, Chapter 4.3.5 refers).

The Lessee Authority and the Lessor 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 Lessee 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 EU regulation, the Lessee Authority and the Lessor Authority (ICAO Annex 6, Chapter 8.5.2. refers).

The Lessee 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 3.6 and 8.5.1 refers). Relevant procedures shall be specified in operator’s MME, MCM, MMOE, CAME or equivalent document.

VII.-REPAIRS AND PERMITS TO FLY.

All repairs shall be approved in accordance with EU regulation 1702/2003 and applicable amendments. Any damage resulting from a major incident should be notified to the Lessor Authority prior to the embodiment of any repair.

All Permits to Fly shall be approved in accordance with EU regulation 1702/2003 and applicable amendments. The Permit to Fly shall be issued by the Lessor Authority.

VIII.-MAINTENANCE.

The Lessee Authority shall ensure that the operator Maintenance Management Exposition (MME) or equivalent Manual (e.g. MMOE, CAME, MCM), and aircraft maintenance program comply with EU Regulation 2042/2003 as amended (EASA IR Part M, Part 145, Part 147 and Part 66) and applicable requirements as specified and laid down in this appendix. The Lessee Authority shall approve the MME or equivalent manual and any revision thereof and ensure that relevant copies are sent to Lessor Authority.

Leased aircraft, its engines and equipment, will be maintained in accordance with an EASA Part M approved maintenance programme, with the approval of the Lessee 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 Lessee Authority with the agreement of the Lessor Authority. The maintenance programme will be based on MRB, manufacturer recommendations (e.g. MPD), international recognised standards and EASA Part M implementing rules. Where a reliability programme forms part of, or is a condition within the approved maintenance schedule approved by the Lessee Authority, the Authority must ensure the reliability programme complies with national procedure and will monitor the effectiveness of such a programme.

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IAA

AWSD

IAA

AWSD
The lessee operator shall provide a copy of the aircraft reliability report to the Lessor Authority.

Maintenance and airworthiness records will be kept by the aircraft operator (lessee) in accordance with EASA Part M implementing rules and procedures approved by the Lessee Authority. The lessee operator will transfer the records to the lessor at the end of the leasing period.

IX. RECORDS.

The Lessor 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 Lessee Authority will ensure that the operator is responsible for maintaining aircraft-records and transferring these records to the lessor when the aircraft is leased back.

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, Chapter 8.2, 8.4, & 8.6, Annex 8, Chapter 4.3 and section 3 of Appendix A to Part VIII of ICAO Doc. 9760-AN/967 “Airworthiness Manual” refers).

The Lessee Authority shall ensure that lessee operator shall make available these records for the lessor and the Lessor Authority at the end of the leasing period and for each aircraft inspection by the Lessor Authority in accordance with XI.

Lessee and Lessor 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 ICAO Doc. 9760 “Airworthiness Manual”

Issue, validation, renewal of the aircraft Certificate of Airworthiness and the issue of an Airworthiness Review Certificate in accordance with Commission regulation 1702/2003 and 2042/2003 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 Lessor Authority and the Lessee Authority inspectors in charge, with the assistance of the lessor and lessee, will co-ordinate to make sure that the maintenance records and documentation used for the issuance, of the aircraft Certificate of Airworthiness and ARC by the Lessor Authority are those provided to the lessee for ensuring the continuing airworthiness of the aircraft during the lease period.

X. FLIGHT OPERATIONS AND AUTHORISATION.

The Lessee Authority shall be responsible for the authorisation of all operations in respect of leased aircraft, to be conducted in accordance with the approved aircraft Flight Manual, Lessee Authority approved Operations Manual, and the Lessee operator’s approved Minimum Equipment List [MEL].

The Minimum Equipment List for each aircraft in accordance with which the aircraft operations may be allowed shall be in compliance with applicable EU regulation and approved by Lessee Authority and shall not be less restrictive than the relevant Master Minimum Equipment List approved by the State of Design Authority or applicable EU regulation.

A copy of the operators M.E.L. (Minimum Equipment List) including amendment service shall be provided by the aircraft operator to the Lessor Authority.
XI. SURVEILLANCE AND INSPECTION.

During the terms of a lease, the Lessee 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 the present 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. The Lessee Authority agree to permit the Lessor Authority to enter the State for the purpose of inspection of leased aircraft, on an annual basis or on a more frequent schedule as required, and where requested will assist the Lessor Authority in the performance of its activity's.

XII. AIRWORTHINESS REVIEW CERTIFICATE. [Continued Validity].

The Airworthiness Review Certificate (ARC) will be renewed in accordance with Commission Regulation 2042/2003 Part M Subpart I by the Lessee, subject to holding the appropriate Part M approval issued by the Lessee Authority, on the basis that the aircraft has been properly maintained and is in condition for safe operation.

XIII. CO-OPERATION.

Each Authority shall ensure that the other Authority is kept informed of all applicable standards of airworthiness, operating requirements, and design-related operational requirements with 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.

Any derogations issued in accordance with EU regulation 1592/2002 Article 10 shall be co-ordinated between the Lessor Authority and the Lessee Authority and require concurrence by both States prior to issue.

The Lessee Authority shall assist the Lessor Authority fulfill its obligations with respect to the Cape Town Convention, where ratified by Ireland or Poland, in the event that the aircraft is to be de-registered in accordance with Article 13 of the Cape Town Convention by an Irrevocable De-registration and Export Request Authorisation (IDERA) where so recorded by the Lessor Authority.

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 leased aircraft.

Should conflicting interpretations occur as to the applicable standards of continuing airworthiness, operational requirements, design related operational requirements or any associated requirements in respect of leased aircraft, the Lessor Authority and Lessee Authority will jointly determine the appropriate determination, taking into account EASA/EU and ICAO guidance.

For: Civil Aviation Office. [Poland]

Mr. Maciej Kozlowski
Director Aviation Technical Department

Date. 08/11/2007 [Poland].

DyrektoR
Departamentu Techniki Lotniczej

Maciej Kozlowski

For: Irish Aviation Authority. [Ireland]

Mr. Brian Skehan
Assistant Director Airworthiness Standards Dept

Date. 07/11/2007 [Ireland].

Irish Aviation Authority
UDARAS EITLIGHTA NA NEREANN
Safely Regulation Division

ICAO ARTCLE 83 bis DELEGATION OF SURVEILLANCE AGREEMENT BETWEEN IRELAND AND POLAND

CERTIFIED TRUE COPY
CURRENT SCHEDULE OF DELEGATED AIRCRAFT, BY TYPE, REGISTRATION, AND SERIAL NUMBER, WITH LEASE EXPIRY DATE AFFECTED BY THIS AGREEMENT.

Schedule 1A

<table>
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<th>LESSEE OPERATOR</th>
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<tr>
<td>BOEING 757-230 REGISTRATION EI-IGC MSN 24747 LEASE EXPIRY DATE: 11th October 2011</td>
<td>AIR ITALY POLSKA</td>
</tr>
</tbody>
</table>

This Schedule is effective as of date, however additional aircraft and details may change from time to time.

For Ireland:
Date: 07 NOV 2007
Signed: [Signature]

[IRELAND AVIATION AUTHORITY]
[SAFETY REGULATION DIVISION]

For Poland:
Date: 08 XI. 07
Signed: [Signature]

[RECTOR]
Department of Technical Operations
Maciej Kozlowski

ICAO ARTICLE 83 bis DELEGATION OF SURVEILLANCE AGREEMENT BETWEEN IRELAND AND POLAND

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[IAA AWD07 4 10]
APPENDIX A.

SAMPLE OF INITIATION LETTER FOR DELEGATION OF SURVEILLANCE OF IRISH REGISTERED AIRCRAFT.

Date

Ref:

The Civil Aviation Office of Poland
Civil Aviation Office
00-848 Warszawa
59 Żelazna Str 6
Poland

Subject: Delegation of Surveillance request for Irish Registered Aircraft
"EI-XXX" Model XXXXXXX Serial No XXXXX for operation with XXXX Airlines Poland

Dear Sir,

In accordance with the general conditions outlined in Article 83bis 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 Polish Civil Aviation Authority in regard to the lease of the Irish registered aircraft whilst being operated by XXXX Airlines Poland.

1. **Annex 8**
   
   **Part II**
   
   Chapter 4. Continuing Airworthiness of Aircraft.
   Chapter 3. 3.4 Aircraft Limitations and Information (AFM).
   Chapter 3. 3.5 Temporary Loss of Airworthiness.
   Chapter 3. 3.6 Damage to aircraft.

2. **Annex 6 Part 1.**
   Operation of Aircraft.

Rules of the Air.

5. The Irish Aviation Authority will issue a General Certificate of Validation to permit Pilots of XXX Airlines Poland 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 Polish Civil Aviation Authority or issued by a contracting State and accepted as valid by the Polish Civil Aviation Authority 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,

Brian Skehan
Assistant Director Airworthiness
Irish Aviation Authority
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 licenses specified in paragraph 2 below, issued by Polish Civil Aviation Authority, or issued by a Contracting State and accepted as valid by Polish Civil Aviation Authority in accordance with Poland’s law subject to the conditions contained in paragraph 3 below.

2. Licenses held by Flight Crew employed by, or contracted to Polish operator [Lessee name], entitling them to act as members of the flight crew of aircraft Model [????] series aircraft.

   (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 Civil Aviation Office of Poland.

   (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 [?????] Series, types registered in Ireland subject to:

      1. a lease agreement remaining in force between the Lessee, [Lessee name] and, the registered owners (Lessor) as listed on the aircraft certificate of registration and

      2. the aircraft being listed in Schedule 1A of the Article 83bis agreement in place between Ireland and Poland

   (d) A radio telephony permit or equivalent issued by the Poland Civil Aviation Authority, or by any other ICAO Contracting State and accepted as valid by the Civil Aviation Authority of Poland 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:

Terry O'Neill
Assistant Director Flight Operating Standards.
For the Irish Aviation Authority.

Date:
APPENDIX C.

SAMPLE OF ACCEPTANCE LETTER

Date:

Ref:

Mr Brian Skehan
Assistant Director Airworthiness
Irish Aviation Authority
Aviation House
Hawkins Street
Dublin 2,
Ireland.

Subject: Delegation of Surveillance for Irish Registered Aircraft EI-XXX
Serial No I?????? Operating with [Lessee airline] Poland

Dear Sir,

Reference to you letter of AWSD/37/01/001. We wish to inform you that the Polish Civil Aviation Office is willing to accept the transfer of surveillance responsibilities for the subject aircraft while being operated by [Lessee airline]. The delegation will be accomplished in accordance with the terms and conditions laid down in the Delegation of Surveillance agreement signed on [ / / ]. 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
The Civil Aviation Office of Poland
Warsaw, 12 November 2007

Our ref: ULC-LTT-1/2007

Mr Brian Skehan  
Assistant Director Airworthiness  
Irish Aviation Authority  
Aviation House  
Hawkins Street  
Dublin 2,  
Ireland.

Subject: Delegation of Surveillance for Irish Registered Aircraft EI-IGC  
Serial No 24747 Operating with Air Italy Poland

Dear Sir,

We wish to inform you that the Polish Civil Aviation Office is willing to accept the transfer of surveillance responsibilities for the subject aircraft while being operated by Air Italy Poland. The delegation will be accomplished in accordance with the terms and conditions laid down in the Delegation of Surveillance agreement signed on [08/11/2007].

Yours faithfully,

[Signature]

Marek Kozłowski

[Signature]

Departamentu Techniki Lotniczej

Certified true copy