AGREEMENT

BETWEEN

IRISH AVIATION AUTHORITY (IRELAND)

AND

ISLAMIC REPUBLIC OF IRAN CIVIL AVIATION ORGANIZATION

ON THE

IMPLEMENTATION OF THE ARTICLE 83bis OF THE

CONVENTION ON INTERNATIONAL CIVIL AVIATION (ICAO)

FOR THE TRANSFER OF SURVEILLANCE RESPONSIBILITIES

OF IRISH REGISTERED AIRCRAFT

OPERATED UNDER DRY LEASING CONTRACTS

True Certified
AGREEMENT BETWEEN IRELAND and ISLAMIC REPUBLIC of IRAN on the implementation of Article 83bis of the Chicago Convention

PREMISES

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

WHEREAS Article 83bis of the Chicago Convention which was included with the Protocol of 6 October 1980 provides, with a view to enhanced safety, for the possibility of transferring to the State of the Operator all or part of the State of Registry's functions and duties pertaining to Articles 12, 30, 31, and 32 (a) of the Convention;

WHEREAS, in line with ICAO Document 9760, Chapter 10, 'International Leasing Arrangements' and in light of ICAO Document 8335, Part V 'Lease Charter operations', it is necessary to establish precisely the international obligations and responsibilities of Ireland and Islamic Republic of Iran in accordance with the Convention;

WHEREAS the protocol was ratified by IRELAND through the transfer of certain functions as defined in Statutory Instrument S.I. 322 of 1989 'AIR NAVIGATION' (Transfer of Certain Functions and Duties of State of Registry of Aircraft) Order 1989, has given effect to the agreement in relation to article 83bis.

WHEREAS the protocol was ratified by ISLAMIC REPUBLIC OF IRAN through ICAR 143 has given effect to article 83bis agreement in relation the Convention.

WHEREAS each Authority has determined, pursuant to the above mentioned regulation, that the standards of airworthiness and systems for airworthiness, environmental certification and maintenance of the other Authority are equivalent to its own to make this arrangement practicable.

WHEREAS each Authority has determined that the operating requirements and design-related operational requirements of the other Authority are sufficiently equivalent to its own to make this arrangement practicable.

WHEREAS, with reference to the relevant Annexes to the Convention, this agreement organizes the transfer from Ireland to Islamic Republic of Iran responsibilities normally carried out by the State of Registration Authority, as set out in this agreement.

Civil Aviation Authority of Ireland. (State Of Registry) Lessor Authority:

Irish Aviation Authority
11-12 D'Olier Street
Dublin 2.
Ireland.

and

Islamic Republic of Iran Civil Aviation Organisation (State of Operator) Lessee Authority:

Mehrabad Airport
1387883131 Tehran.
Islamic Republic of Iran

Hereinafter referred to as "the Parties," have agreed as follows on behalf of their respective Governments based on Articles 33 and 83bis of the Convention:
In pursuance of the Chicago Convention and article 4 and 5 of Statutory Instrument S.I. 322 of 1989, "Transfer of certain functions and duties Order" Ireland shall be relieved of responsibility in respect of the functions and duties transferred to Islamic Republic of Iran upon due publication or notification of this agreement as determined in paragraph (b) of Article 83bis.

The scope of this agreement shall be limited to aircraft on the register of civil aircraft of Ireland and operated under leasing arrangement by Islamic Republic of Iran Air Operator Certificate (AOC) operators, whose principal place of business is in Islamic Republic of Iran.

**DEFINITIONS.**

- **Lessor**
  - Registered owner
- **Lessee**
  - Operator under the Air Operator Certificate on which the leased aircraft is operated.
- **Lessor Authority**
  - Irish Aviation Authority (Ireland)
- **Lessee Authority**
  - Islamic Republic of Iran Civil Aviation Organisation (Islamic Republic of Iran)

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

**TRANSFERRED RESPONSIBILITIES**

Under this agreement, the parties agree that Ireland transfers to Islamic Republic of Iran the following responsibilities, including oversight and control, of relevant items contained in the respective Annexes to the ICAO Convention:

**Chicago Convention Articles 30b and 32a:**

- **Annex 1**
  - Personnel Licensing - issuance and validation of licenses.
- **Annex 6**
  - Radio operator License

**Chicago Convention Article 12:**

- **Annex 2**
  - Rules of the Air - enforcement of compliance with applicable rules and regulation relating to the flight and manoeuvre of aircraft.

**Chicago Convention Article 31:**

- **Annex 6**
  - Operation of Aircraft - (Part 1, International Commercial Air Transport-Aeroplanes) all responsibilities which are normally incumbent on the State of Registry. Where responsibilities in Annex 6, Part 1, may conflict with responsibilities in Annex 8 Airworthiness of Aircraft, allocation of specific responsibilities is defined in the attached Appendix 1.

**Annex 8**

- **Airworthiness of Aircraft** - Under this agreement, 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 AOC of the lessee, is hereby transferred to the Lessee Authority, including Part II Chapter 3: 3.4 "Aircraft Limitations and Information" [Flight Manual], 3.5 “Temporary Loss of Airworthiness”, 3.6 “Damage to Aircraft” and Chapter 4 “Continuing Airworthiness of Aircraft”.

The transfer of above responsibilities will be accomplished in accordance with terms and conditions laid down in the implementation procedures relevant to this agreement. See Appendix 01.
Responsibility for notifying directly any States concerned of the existence and contents of this agreement pursuant to Article 83bis 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 issued to Lessee AOC operators in which the aircraft concerned will be duly listed and properly identified, will be carried on board each aircraft.

CO-ORDINATION

Meetings between the Lessor Authority and the Lessee Authority 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 Tehran or Dublin.

Meetings will take place with a view to resolving any discrepancies found as a result of aircraft annual inspections and in order to ensure that all parties are fully informed about the operation and maintenance management of the delegated aircraft.

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.
• Incidents and occurrences.

DISPUTES

Any disputes arising from the interpretation or application of this agreement shall be resolved by virtue of bilateral negotiations between the Parties and not referred to any tribunal, arbitration, or third party.
This agreement will enter into force on its date of signature and remain in force unless it is cancelled in writing by either party. 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.

[Signature]
Director, Safety Regulation
IRELAND [Irish Aviation Authority]

Vice President of C.A.O. In-Flight Standards
ISLAMIC REPUBLIC OF IRAN [Civil Aviation Organisation]

For.
Irish Aviation Authority
IRELAND.

For.
Islamic Republic of Iran Civil Aviation Organisation
ISLAMIC REPUBLIC OF IRAN

Mr Ralph James
Director- Safety Regulation

Mohammad Javad Taghvaey
Vice President of C.A.O. In-Flight Standards

Date: 8/12/2017
Tehran, Islamic Republic of Iran

Date 8/12/2017
Tehran, Islamic Republic of Iran

ATTACHMENTS:

Appendix No. 01 Responsibilities of the parties
Appendix No. 02 Sample - Lessor Authority letter of request for delegation of surveillance
Appendix No. 03 Sample - Lessee Authority acceptance letter of delegated functions
Appendix No. 04 Sample - General Certificate of Validation for flight crew
Schedule 1A Sample - Leased Aircraft affected by this agreement
APPENDIX NO. 01

I. PURPOSE

The purpose of this appendix is to provide detailed working arrangements between the parties to allow them to discharge their responsibilities for the continuing airworthiness of aircraft operating on a dry lease arrangement in commercial air transportation by Lessee Authority AOC operators.

II. IMPLEMENTATION

For implementation of this agreement, the points of contact of the authorities for all questions regarding: airworthiness, major changes and matter of principles are as follows:

Mr Brian Skehan  
Assistant Director Airworthiness  
Irish Aviation Authority  
10-11 D'olier Street  
Dublin 2  
Ireland  
Tel: +353-1-6718655  
Fax: +353-1-6793349  
Web site: www.iaa.ie  
Email: registration@iaa.ie

Manouchehr Lotfi  
General Director Airworthiness  
Islamic Republic of Iran Civil Aviation Organisation  
1387883131 Tehran  
Islamic Republic of Iran  
Tel: +9821-660 78700  
Fax: +9821-660 78730  
Web Site: www.cao.ir  
Email: M-lotfi@cao.ir

Requests for transfer of oversight for an aircraft shall be made by the Lessor Authority in writing. See the sample letter in appendix 02. The letter, with the copy of General Certificate of Validation (see appendix 04) and two originals of the schedule IA will be sent by courier to the Lessee Authority. A copy will also be sent by email.

The Lessee Authority will indicate their acceptance of the transfer in writing. See the sample letter in appendix 03. The Lessee Authority will sign and stamp both schedule IA originals. The letter and one of the originals will be sent to the Lessor Authority. A copy will also be sent by email.

The Lessor Authority is responsible for providing ICAO with certified true copies to this signed agreement and the schedule IA.

For the performance of current activities in the case of a delegated aircraft, the lessor and lessee authority inspectors in charge of a specific aircraft will co-ordinate their specific intervention and the necessary exchange of information related to these procedures.

An aircraft shall remained transferred until either the lease has expired, the aircraft is removed from the Lessee Authorities AOC or a request is made in writing by either Party.

III. TYPE DESIGN DEFINITION

The aircraft must conform to the Type Design approved under Commission Regulation (EU) 748/2012 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 expressed permission of the aircraft registered owner is required prior to the incorporation of any modification.

Changes generated by the organisation responsible for the Type Design, (typically in the form of Type Certificate Holder 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.
Changes to the Type Design are classified as major or minor by the State of Design Authority and/or by the Lessor Authority and approved in accordance with Irish Aviation Authority Aeronautical Notices A6 and A9.

Embodyment 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 Lessee Authority requirements.

V. FLIGHT MANUAL.

The aircraft must be operated within the limitations described in the Flight Manual approved by the Lessor Authority, but may include amendments approved by the Lessee Authority, subject to their acceptance by the Lessor Authority.

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 the Lessor Authority Airworthiness Directives or 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 Airworthiness Directives or other mandatory airworthiness actions issued by the Lessor Authority. In particular for lease aircraft, all Airworthiness Directives issued by the State of Design Authority or by EASA, applicable to the specific aircraft, products, parts and appliances thereof shall apply.

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

Derogation’s to Airworthiness Directives or other mandatory airworthiness actions, if requested, will be co-ordinated between the Lessor Authority and the Lessee Authority 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 national occurrence reporting system requirements.

The Lessee Authority will be responsible for defining to the lessee 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 4.2.4 refer). The IAA document Aeronautical Notice A.30 describes the type of in-service information, to be reported.

The Lessee 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 Certificate of Airworthiness 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 4.2.3 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 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 3.1 and 8.5.1 refers). Relevant procedures shall be specified in operator's MME, MCM or equivalent document.

VII. REPAIRS

Application of repairs on aircraft will be made under the Lessee 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. Any damage resulting from a major incident should be notified to the Lessor Authority prior to the embodiment of any repair.

VIII. MAINTENANCE

The Lessee Authority shall ensure that the lessee operator Maintenance Management Exposition (MME) or equivalent Manual (e.g. MCM), and aircraft maintenance program comply with the Lessor Authority and lessee operator requirements as specified and laid down in this appendix. The Lessee Authority shall approve the MME or MCM 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 the Lessor Authority 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 Lessor Authority with the agreement of the Lessee Authority. The maintenance programme will be based on MRB, manufacturer recommendations and international recognised standards. Where a reliability programme forms part of, or is a condition within the approved maintenance schedule approved by the Lessor Authority and the Lessee Authority, the Lessee 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 Lessor Authority.

Maintenance and airworthiness records will be kept by the lessee operator in accordance with procedures approved by the Lessee Authority. The lessee 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 lessee operator is responsible for maintaining aircraft records, making available these records to the lessor and Lessor Authority for each Certificate of Airworthiness renewal and transferring these records to the lessor at the end of the leasing period.

The records will include:

- Total time in service for the aircraft and life limited components.
- Current compliance with all mandatory continuing airworthiness information.
- Details of modifications and repairs.
- Time in service since last overhaul and/or last inspection of the aircraft, instruments, equipment and components.
- Current aircraft inspection status.
- Details on maintenance activities performed.
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Authorities will ensure that, at the time of aircraft transfer, presentation of these records is in accordance with the principles laid down in the Appendix A to Chapter 10 of ICAO Doc. 9670/AN967 "Continuing Airworthiness Manual".

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

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 Lessor Authority approved aircraft Flight Manual, the Lessee Authority approved Operations Manual, and the lessee operator approved Minimum Equipment List [MEL].

For the purpose of enabling the repositioning of a leased aircraft in a situation where a Certificate of Airworthiness for the aircraft is not in force, the Lessee Authority may issue a temporary authorization [flight permit] in respect of the aircraft where the flight will be conducted entirely within the State of the Lessee Authority, or within the scope of operation of the lessee operators AOC, where approval is sought of any third State over whose territory a flight may be conducted.

The Minimum Equipment List for each leased aircraft in accordance with which the aircraft operations may be allowed shall be approved by the Lessee 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 approved operators M.E.L. (Minimum Equipment List) including amendment service shall be provided for reference by the lessee operator to the Lessor Authority.

XI. SURVEILLANCE AND INSPECTION

During the term of an aircraft dry lease arrangement, the Lessee Authority shall accomplish surveillance activities and inspections in respect of the leased aircraft and lessee operator in accordance with its approved procedures in order to verify that the aircraft operations are 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 may affect 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 agrees to permit the Lessor Authority to enter the State for the purpose of inspection of leased aircraft, and where requested, will assist the Lessor Authority in the performance of its activities.

XII. CERTIFICATE OF AIRWORTHINESS RENEWAL

The Certificate of Airworthiness will be renewed by the Lessor 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.

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.

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 the Lessee Authority will jointly determine which State requirements are applicable in the particular case, and the interpretation of that State Authority will prevail.

For: Islamic Republic of Iran Civil Aviation Organisation

For: Irish Aviation Authority [Ireland]

Manouchehr Lotfi
General Director Airworthiness
Date 03/02/2017 [Islamic Republic of Iran]

Mr Brian Skehan
Assistant Director Airworthiness
Date 03/02/2017 [Ireland]
INITIATION LETTER FOR DELEGATION OF SURVEILLANCE OVERSIGHT.

Date  2016
Ref: AWSD/del/37/01/XXX/XX

Subject: Delegation of Surveillance request for Irish Registered Aircraft
“EI-XXX” Model xxxxxxx Serial No xxxxx for operation with
XXX Airlines Islamic Republic of Iran.

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 Islamic Republic of Iran Civil Aviation
Organisation in regard to the lease of the Irish registered aircraft whilst being operated by XXXX
Airlines Islamic Republic of Iran.

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.

   Operation of Aircraft.

3. Annex 1 -
   Chapters 2, 3, 4 and 6. Licensing of Flight Crew
   Members, and Personnel other than Flight Crew.

4  Annex 2
   Rules of the Air.
5. The Irish Aviation Authority will issue a General Certificate of Validation to permit Pilots of XXX Airlines Islamic Republic of Iran 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 Islamic Republic of Iran Civil Aviation Organisation or issued by a contracting State and accepted as valid by Islamic Republic of Iran Civil Aviation Organisation 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
SAMPLE OF ACCEPTANCE LETTER

Date: 2016

Ref:

Mr Brian Skehan
Assistant Director Airworthiness
Irish Aviation Authority
The Times Building
11-12 D'olier Street
Dublin 2,
Ireland.

Subject: Delegation of Surveillance for Irish Registered Aircraft EI-XXX, Serial No xxx Operating with xxx Airline, Islamic Republic of Iran

Dear Sir,

Reference to your letter dated xx xx xxxx

Islamic Republic of Iran Civil Aviation Organisation wishes to inform you that the Islamic Republic of Iran Civil Aviation Organisation is willing to accept the transfer of surveillance responsibilities for the subject aircraft whilst operated by xxx Airline Islamic Republic of Iran.

The delegation will be accomplished in accordance with the terms and conditions laid down in the article 83bis delegation of surveillance agreement DA/IRAN/01 signed between both states.

This Authority further agrees with the procedure for the general validation of pilot’s licences as detailed in item 5 of your letter.

Yours faithfully,

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TBC
Islamic Republic of Iran Civil Aviation Organisation
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 Islamic Republic of Iran Civil Aviation Organisation, or issued by a Contracting State and accepted as valid by Islamic Republic of Iran Civil Aviation Organisation in accordance with Islamic Republic of Iran law subject to the conditions contained in paragraph 3 below.

2. Licenses held by Flight Crew employed by, or contracted to Islamic Republic of Iran operator xxxxxxx Airlines, entitling them to act as members of the flight crew of aircraft Model ____/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 Islamic Republic of Iran Civil Aviation Organisation.

(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 a lease agreement, in respect of such aircraft types, remaining in force with the Lessee, ____ Airlines Islamic Republic of Iran.

(d) A radio telephony permit or equivalent issued by the Islamic Republic of Iran Civil Aviation Organisation, or by any other ICAO Contracting State and accepted as valid by the Islamic Republic of Iran Civil Aviation Organisation 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 [insert date] unless varied, suspended or revoked by the Irish Aviation Authority.

Certified true copy of original:

Signed:

Capt Maurice O'Connor
Assistant Director ‘Operating Standards Department’.
For the Irish Aviation Authority.

Date: 2016
Current schedule of Irish registered aircraft types, with aircraft registration, serial number, Iranian operators and lease expiry dates, affected by this delegation agreement.

Schedule of delegated aircraft will be lodged with ICAO upon signature by both states at time of individual aircraft delegation request.
Schedule of delegated aircraft may change from time to time.

Total Aircraft: 0

Signed ___________________________ Accepted ___________________________

Irish Aviation Authority (IAA) Iranian Civil Aviation Organization
Signed (Dublin, Ireland) Signed (Iran)

Date: 13/02/2017 Date:

True Certified

This schedule is effective as of 13/02/2017. Aircraft details may change from time to time.