



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



WHEREAS the Protocol relating to Article 83 bis of the Convention on International Civil Aviation (Chicago, 1944) (hereinafter referred to as "the Convention"), to which The Republic of Austria and The Kingdom of Spain are parties, entered into force on 20 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 Registry's functions and duties pertaining to Articles 12, 30, 31 and 32 a) of the Convention;

WHEREAS, in line with Doc 9760 (Airworthiness Manual), Volume II, Part B, Chapter 10, and in light of Doc 8335 (Manual of Procedures for Operations, Inspection, Certification and Continued Surveillance), Chapter 10, it is necessary to establish precisely the international obligations and responsibilities of The Republic of Austria (State of Registry) and The Kingdom of Spain (State of the Operator) in accordance with the Convention;

WHEREAS, with reference to the relevant Annexes to the Convention, this Agreement organizes the transfer from The Republic of Austria to The Kingdom of Spain of the responsibilities normally carried out by the State of Registry, as set out in Sections 3 and 4 below;

The Republic of Austria represented by the Federal Ministry for Transport, Innovation and Technology (BMVIT)
Having its headquarters in Radetzkystrasse 2, A-1030 Wien, here represented by Mrs. Mag. Elisabeth LANDRICHTER, General Director,

Represented by its acting Competent Authority
"AUSTRO CONTROL GMBH"

Having its headquarters in Wagramer Strasse 19 A-1220 Wien

The Kingdom of Spain, represented by the Agencia Estatal de Seguridad Aérea (AESA), by virtue of the Resolution of 24th March 2009 of the Council of AESA (BOE of 6th April 2009) which delegates unto the Director of AESA the faculty provided for in Article 17.1 q) of Royal Decree 184/2008, by which the Statute of AESA is approved .and

Declaring their mutual commitment to the safety and efficiency of international aviation;

Recognizing that both Governments have a mutual interest in ensuring the flight safety of aircraft engaged in international air navigation for aircraft operating on The Kingdom of Spain (State of the operator) and Flight Crew under an Air Operator Certificate (AOC) issued by The Kingdom of Spain;

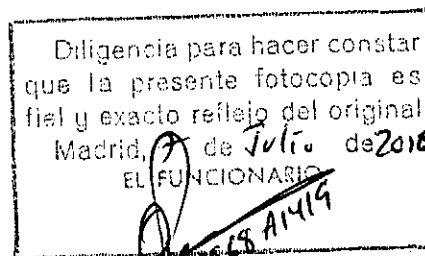
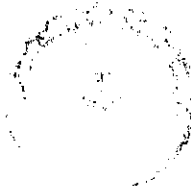
Desiring to ensure the continued safety of the operating aircraft registered in The Kingdom of Spain under a transfer agreement;

Hereinafter referred to as "the Parties", have agreed as follows on the basis of Articles 33 and 83 bis of the Convention:

ARTICLE I - SCOPE

Section 1. The Republic of Austria shall be relieved of responsibility in respect of the functions and duties transferred to The Kingdom of Spain, upon due publicity or notification of this Agreement as determined in paragraph b) of Article 83 bis.

Section 2. The scope of this Agreement shall be limited to the aircraft listed in Attachment 2, registered in the register of civil aircraft of The Republic of Austria and operated under leasing arrangement by the operator listed in Attachment 2, whose principal place of business is in The Kingdom of Spain.



3148/4568 A1419



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



ARTICLE II – TRANSFERRED RESPONSIBILITIES

Section 3. Under this Agreement, the Parties agree that The Republic of Austria transfers to The Kingdom of Spain the following functions and duties, including oversight and control of relevant items contained in the respective Annexes to the Convention:

1. ICAO Annex 6 Part III
2. ICAO Annex 8 Part II chapters 3, 4 (all responsibilities which are normally incumbent on the State of Registry and those portions which provide for aircraft operator and operator's Authority responsibilities in relation to the intended operations)
3. ICAO Annex 1 Personnel Licensing – issuance and validation of licences
4. ICAO Annex 2 Rules of the Air – enforcement of compliance with applicable rules and regulations relating to the flight and manoeuvre of aircraft.

Section 4. The procedures related to the continuing airworthiness of aircraft to be followed by the aircraft operator listed in Attachment 2 will be contained in the operator's maintenance control manual in force (CAME). Attachment 1 hereunder describes the responsibilities of the Parties regarding the continuing airworthiness of aircraft.

ARTICLE III – NOTIFICATION

Section 5. Responsibility for notifying directly any States concerned of the existence and contents of this Agreement pursuant to Article 83 bis b) rests with The Kingdom of Spain as the State of the Operator, as needed. This Agreement, as well as any amendments to it, shall also be registered with ICAO by The Republic of Austria as the State of Registry or the Kingdom of Spain as the State of the Operator, as required by Article 83 of the Convention and in accordance with the Rules for Registration with ICAO of Aeronautical Agreements and Arrangements (Doc 6685).

Section 6. A certified true copy of this Agreement shall be placed on board each aircraft to which this Agreement applies.

Section 7. A certified true copy of the air operator certificate (AOC) issued to the operator listed in Attachment 2, S.L. by The Kingdom of Spain, in which the aircraft concerned will be duly listed and properly identified, will also be carried on board each aircraft.

ARTICLE IV – COORDINATION

Section 8. Meetings between Austro Control GmbH and AESA will be held when any part request to discuss both operations and airworthiness matters resulting from inspections that have been conducted by respective inspectors. For the sake of enhanced safety, these meetings will take place for the purpose of resolving any discrepancies found as a result of the inspections and in order to ensure that all parties are fully informed about the Spanish operator's operations. The following subjects will be among those reviewed during these meetings:

- Flight operations
- Continuing airworthiness and aircraft maintenance
- Operator's MCM procedures, if applicable
- Flight and cabin crew training and checking
- Any other significant matters arising from inspections

Section 9. Subject to reasonable notice, Austro Control GmbH will be permitted access to AESA documentation concerning the operators listed in Attachment 2 in order to verify that The Kingdom of Spain is fulfilling its safety oversight obligations as transferred from The Republic of Austria.



Diligencia para hacer constar
que la presente fotocopia es
fidel y exacto reflejo del original
Madrid, 7 de Julio de 2016
EL FUNCIONARIO,
[Signature]

5141148566A1419



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



ARTICLE V – FINAL CLAUSES

Section 10. This Agreement will enter into force on its date of signature, and come to an end for aircraft listed in Attachment 2 at the completion of the respective leasing arrangements under which they are operated. Any modification to the technical attachments of the Agreement shall be agreed by the parties thereto in writing by the designated representatives of the AESA and Austro Control GmbH as follow:

- Agencia Estatal de Seguridad Aérea (AESA):
Ms. Marta Lestau Sáenz Flight Safety Director
e-mail: mlestau@seguridadaerea.es
- Austro Control GmbH:
Competent person for any questions is Mr. Wilhelm Jagritsch, MBA,
e-mail wilhelm.jagritsch@austrocontrol.at or phone +43 51703 -1630 (fax: -1666).

Any modification to the technical attachments shall not go beyond the provisions laid down in Article 83bis and any other applicable regulation, in the case of the Attachment 1 and the inclusion of new aircraft and changes of dates in the case of the Attachment 2.

Section 11. Any disagreement concerning the interpretation or application of this Agreement shall be resolved by consultation between the Parties.

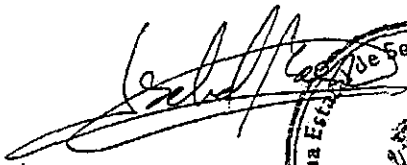

Section 12. In witness thereof, the undersigned representatives of INAC and AESA have signed this Agreement.

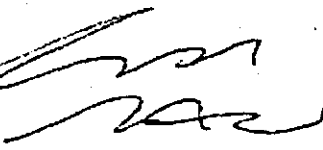

For the Air Safety State Agency of The Kingdom of Spain

For the Federal Minister for Transport, Innovation and Technology

[Signature]

[Signature]


The Agency Director
Isabel Maestre Moreno



Mag. Elisabeth Landrichter
General Director Civil Aviation
Federal Ministry for Transport,
Innovation and Technology
Austria



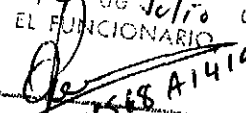
Madrid, of June 2016

Vienna, 27 of June 2016

Attachments:

Attachment 1 – Responsibilities of The Republic of Austria and The Kingdom of Spain.

Attachment 2 – List of aircraft affected by this Agreement.


Diligencia para hacer constar
que la presente fotocopia es
fiel y exacto reflejo del original
Madrid, 27 de Julio de 2016
EL FUNCIONARIO

5148146548 A1414



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



Attachment I
PART I
RESPONSABILITIES EXPOSITION

General

1. The latest amendment of the Regulation (EC) No 216/2008, (EU) No 748/2012 and (EC) No 1321/2014 and other requirements issued by the European Aviation Safety Agency (EASA) called for in this Agreement, directly or indirectly, shall be applicable. In the case AESA would grant exemptions under provisions of art 14.4 of Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 these exemptions shall be notified to Austro Control GmbH as soon as possible unless otherwise explicitly established elsewhere in this agreement.

Approved type design

2. The aircraft, and any product or part thereof, must comply with relevant EASA approved type design (refer to provisions of art. 2 of Regulation (EU) 748/2012). AESA will be responsible for supervising compliance with this requirement all the time the aircraft is being operated by the national operator under Austrian registration marks.

Mandatory Continuing Airworthiness Information (MCAI)

3. As applicable according to EU regulations, the aircraft must be in compliance with all the Mandatory Continuing Airworthiness Information (such as AD's, Emergency Conformity Information (ECI), etc.) applicable to that aircraft, and to any part thereof, mandated as applicable either by the relevant State of Design Authorities (refer to Decision No. 2/2003 of The Executive Director of The Agency dated 14 October 2003) or by EASA. The aircraft may be also requested to comply with MCAI's applicable to the subject aircraft model, products or parts thereof, issued by AESA or by Austro Control GmbH under the provisions of art. 14 of Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 when an equivalent airworthiness action has not been made mandatory by State of Design Authorities or more restrictive terms of compliance are mandated by AESA /Austro Control GmbH. To this late regard, coordination between AESA and Austro Control GmbH will be ensured and design or maintenance programme implications deriving from the above mentioned mandatory airworthiness actions will be treated in accordance with terms and conditions of appropriate paragraphs of the following section "Maintenance". The Spanish operator, must hold and keep up-to-date a complete set of the above mentioned applicable MCAI's. Regarding to Austro Control GmbH MCAI's, any other airworthiness actions mandated by Austro Control GmbH (e.g. LTH-Lufttüchtigkeitshinweise) applicable to the concerned aircraft type and parts/products have to be fulfilled. The Austrian AD's and LTH's are provided on internet: <http://www.austrocontrol.at>. Any derogation to MCAI's requirements must be approved in accordance with EU regulations. The Spanish operator is also requested to look regularly at EASA and other relevant State of Design Authority web sites to fulfill their continuing airworthiness responsibilities in respect of aircraft and its components. Any derogation to MCAI's requirements must be approved in accordance with EU regulations.

Maintenance

4. The continuing airworthiness of the aircraft while being operated by the Spanish operator under the appropriate operational approval granted by AESA will be managed and ensured by the Spanish operator itself holding a Part-M Subpart G - approval (CAMO) granted by AESA.
5. Aircraft shall be maintained in accordance with the Aircraft Maintenance Programme (AMP) approved by AESA to the Spanish operator for the subject aircraft in accordance with relevant requirements of Annex I (Part-M) of Regulation (EU) 1321/2014, as revised. In default of any maintenance specifications of the Authority of the State of the operator or the manufacturer, the requirements of the State of registry Authority will apply. Surveillance of the aircraft maintenance programme will be performed by AESA in accordance with its national procedures and/or in compliance with Part-M provisions. Any variation, if requested, to the approved maintenance programme (e.g. short term interval extensions, etc.) will be approved by AESA in accordance with requirements, guidelines and interpretative materials for the management of maintenance programmes which shall not be less restrictive than Part-M provisions.



Diligencia para hacer constar que la presente fotocopia es fiel y exacto reflejo del original
Madrid, 9 de Juli, de 2016
EL FUNCIONARIO,
[Signature]
5.411485A1419



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



6. Repairs and modifications to be performed on the aircraft shall be approved in accordance with relevant provisions of Annex (Part 21) to the Regulation (EU) 748/2012, as revised, and relevant implementation procedures, before their embodiment. Any repair of a damage that is beyond the limits or outside the scope of the published approved repair data must be approved by EASA (M.A. 304). The express permission of the aircraft registered owner and of the lessor is required prior to the incorporation of any modification in order to ensure compliance with all applicable requirements and facilitating the lease back of the aircraft at the end of the lease period.
7. All maintenance inspections, repairs and modifications to be performed on the aircraft have to be carried out and released to service by a Part-145 approved Maintenance Organisation.
8. The operator shall be responsible for maintenance records keeping during leasing period in accordance with applicable Part M requirements, relevant specific conditions requested by the lessor Authority and lessee's national procedure. All the maintenance records as described in the applicable Part-M requirements shall be transferred to the Austrian operator when the aircraft will be leased back.
9. Leasing contract, the Operations Manual (OM) and the Continuing Airworthiness Management Exposition (CAME) approved to the Spanish operator by AESA must reflect all stated conditions in this Appendix 1 as applicable.

Certificate of Airworthiness

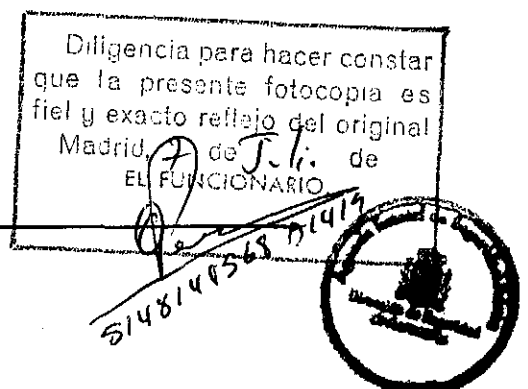
10. The continued validity of the Aircraft Certificate of Airworthiness (CofA) shall be ensured in accordance with Regulation (EU) 1321/2014 Part-M requirements.
The Airworthiness Review Certificate shall be issued/re-issued by Austro Control GmbH based on recommendation issued by an approved Part-M Subpart G Continuing Airworthiness Management Organisation.
11. Permits to Fly in respect of the Austrian registered aircraft, where the aircraft is temporarily not in airworthy condition, shall be issued by Austro Control GmbH upon appropriate application (21A.703 and 21A.707) in accordance with Regulation (EU) 748/2012. If Austro Control GmbH issues a Permit to Fly, the AESA will be informed.

Operations

12. The aircraft shall be operated in accordance with the EASA approved Aircraft Flight Manual, or deemed as EASA approved under Regulation (EU) 748/2012, and, if any, AESA approved MEL that has not to be less restrictive than the relevant EASA approved/accepted MMEL, or deemed as EASA approved/accepted. Any deviation to the approved MEL shall be approved by AESA in accordance with the pertinent procedures approved to the Spanish operator.
13. Operation of the aircraft being conducted under the operator's AOC/License will be carried out in accordance with Commission Regulation (EU) No 965/2012 and Regulation (EC) No 1008/2008. Continuing oversight will be carried out by AESA according to the current national requirements and procedures.

In-service occurrences or incidents

14. Information, written in the English language, on in-service occurrences that affect or could affect continuing airworthiness of the aircraft shall be provided by the Spanish operator to the organisations responsible for the type design, AESA, Austro Control GmbH (Reporting Tool on the website of Austro Control: http://www.austrocontrol.at/en/aviation_agency/safety/reporting/reporting_tool) and the State of Design Authorities as soon as possible (in case of an accident or serious incident, in addition to the Austrian AIB (FUS@bmvit.gv.at) and to Austro Control GmbH) - but not later than 3 days. Communication between AESA and Austro Control GmbH shall be done according to Regulation (EU) 376/2014 on occurrence reporting in civil aviation. In case of in-service occurrences that could invalidate the Aircraft Certificate of Airworthiness, AESA is entitled to prevent aircraft from resuming any operations and shall immediately inform Austro Control in order to allow proper corrective actions.





**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



Licences

15. Flight operations will be conducted by the Spanish operator employing flight crew members holding an appropriately rated license issued, accepted or validated by Austro Control GmbH. Otherwise Austro Control GmbH validation is not requested if the said licence is a PART-FCL licence in accordance with Commission Regulation (EU) No 1178/2011 of November 2011, as amended, or a JAR-FCL licence issued by any of the EASA member State Authorities under JAR-FCL mutual recognition or bilateral acceptance between NAAs.
16. Any flight training activities will be conducted, as necessary and required by Part-FCL regulations, under the supervision, responsibility and authorisation of Flight Instructors employed by the Spanish operator holding the appropriate pilot license with the requested ratings, issued, accepted or validated by AESA, or validated by Austro Control GmbH.

Obligations of the Spanish Operator

17. The Spanish Operator shall be engaged to provide free access for AESA and Austro Control GmbH inspection respectively at any time it will be required. Maintenance and operational records must be up to date and available to any request from AESA and Austro Control GmbH until the end of the legal obligation to preserve these documents/records. The associated documents shall be issued in the English language.
18. A written communication about the termination or changes of the lease- agreement between Spanish operator and Austrian owner shall be sent to AESA. AESA will immediately inform Austro Control GmbH.
19. A copy of this agreement as well as a copy of its Appendix 1 must be carried on board the aircraft at all times it is operated according the provisions of this agreement under the Air Operator Certificate of the corresponding operator listed in Attachment 2
20. All communications affecting the execution of this agreement and its attachment Appendix 1 – working arrangements shall be made between the designated representatives of the AESA and Austro Control GmbH as follows, as follows

- Agencia Estatal de Seguridad Aérea (AESA):

Coordinator: Mr. Álvaro Gómez Herranz. Maintenance and Inspection Department
email: amh.aesa@seguridadaerea.es
phone: +34 91 396 8188

Ms. Bárbara Lema Fernández. Chief of the Safety Control in Maintenance Division
e-mail: blema@seguridadaerea.es

Mr. Jose Luis Lozano Lozano. Safety Inspection Coordinator
e-mail: jllozano@seguridadaerea.es



Diligencia para hacer constar
que la presente fotocopia es
fiel y exacto reflejo del original
Madrid, 7 de Julio de 2016
EL FUNCIONARIO,

[Handwritten signature]
514817568-1418



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



Occurrences

Agencia Estatal de Seguridad Aérea (AES A)
Apartado de correos: 59181. Madrid 28080
e-mail: sucesos.aesa@seguridadaerea.es
Fax: +34 91 301 98 12
Tel: +34 91 301 95 79/ +34 91 301 95 81

Investigation of Accidents

Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC)

Tel: +34 91 597 89 60
e-mail: ciaiac@fomento.es

• **Austro Control GmbH:**

For matter of principles in relation to this agreement, co-ordination for specific issues with the other interested AES A involved Departments is:

Competent person for any questions is Mr. Wilhelm Jagritsch, MBA, e-mail wilhelm.jagritsch@austrocontrol.at or phone +43 51703 - 1630 (fax: -1666).

e-mail: airworthiness@austrocontrol.at

Coordination: Mr Hans Jürgen Altmann,
e-mail: hans-juergen.altmann@austrocontrol.at or phone +43 51703 -1647 (fax: -1606).

Occurrence reports:

Reporting Tool on the website of Austro Control: http://www.austrocontrol.at/en/aviation_agency/safety/reporting/reporting_tool

Accidents and serious incidents:

FUS@bmvi.gv.at

Diligencia para hacer constar
que la presente fotocopia es
fiel y exacto reflejo del original
Madrid, 7 de Julio de 2016
EL FUNCIONARIO

5148148568 A1419



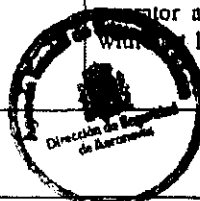


**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83-BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



**PART 2
RESPONSIBILITIES OF THE REPUBLIC OF AUSTRIA AND THE KINGDOM OF SPAIN REGARDING AIRWORTHINESS
OUTLINE
(According to Chicago Convention)**

REF	Subject	ICAO Doc	Responsibilities of the State of Registry (The Republic of Austria)	Responsibilities of the State of the Operator (The Kingdom of Spain)	REF. PART 1
1	Mandatory continuing airworthiness information	Annex 8, Part II, Chapter 4; Doc 9760, Volume II, Part B, Chapter 8	Ensure that AESA and the Spanish operator receive all applicable mandatory continuing airworthiness information.	Ensure that the Spanish operator complies with mandatory continuing airworthiness information transmitted by The Republic of Austria.	3 & 4
2	Operation of aircraft in compliance with its Certificate of Airworthiness (CofA)	Annex 6, Part III, 3.2.3 and 3.2.4		Assume State of Registry's responsibility as defined in 3.2.4 of Annex 6, Part III.	12
3	Operator's maintenance responsibilities	Annex 6, Part III, Chapter 6, 6.1		Ensure that the responsibilities are contained in the CAMO's CAME.	5
4	Operator's maintenance responsibilities	Annex 6, Part III, 6.1.2		Ensure that the maintenance organizations used by the Spanish operator are approved in accordance with Part 145.	7 & 8
5	Operator's maintenance control manual (MCM).	Annex 6, Part III, 6.2.1 to 6.2.4		Ensure that guidance is contained in the CAMO's CAME, approve the CAMO's CAME and transmit a copy to Austro Control GmbH.	
6	Maintenance Programme	Annex 6, Part III, Chapter 6, 6.3		Approve the Maintenance Programme	5
7	Maintenance records	Annex 6, Part III, 6.4.1 to 6.4.3	Possibility to inspect maintenance records and documents.	Ensure that records are kept in accordance with 6.4.1 to 6.4.3 of Annex 6, Part III..	9
8	Continuing airworthiness information	Annex 6, Part III, 6.5.1 y 6.5.2	Ensure that the airworthiness requirements of The Republic of Austria are known to both AESA and the Spanish operator	Ensure that the airworthiness requirements of The Kingdom of Spain and The Republic of Austria are complied with and adequate procedures are incorporated in the CAMO's CAME. Ensure that airworthiness reports are given to The Republic of Austria.	9
9	Modifications and repairs	Annex 6, Parte III, 6.6; Doc 9760, Volume II, Part B, Chapter 10, Attachment 10-A. Doc 9642, Part VIII, Attachment A, 3.7		Ensure that they have been previously approved by the States of Design and of Manufacture. Ensure that the requirements are contained in the CAMO's CAME and approve the CAMO's CAME.	6
10	Approved maintenance organization and maintenance release	Annex 6, Part III, 8.7		Ensure that the maintenance organizations used by the Spanish operator are approved in accordance with Part 145.	7
11	Maintenance approval	and 6.1			



Diligencia para hacer constar que la presente fotocopia es fiel y exacto reflejo del original
Madrid, A de Julio de 2016
EL FUNCIONARIO

5148145568-A1419



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



**PART 3
RESPONSIBILITIES OF THE REPUBLIC OF AUSTRIA AND THE KINGDOM OF SPAIN REGARDING AIRWORTHINESS
(According to EASA PART M)**

Part M requirement	Subject	Responsible State	Part 1 reference
M.1.1	Oversight of the continuing airworthiness of individual aircraft	State of the Operator	3 & 4
	Issue of Airworthiness Review Certificates	State of Registry	11
M.1.4	Approval of maintenance programmes,	State of Operator	5
SUBPART C CONTINUING AIRWORTHINESS			
M.B.301	Maintenance Programme	State of Operator	5
M.B.302	Exemptions	State of Registry	3, 6
M.B.303	Aircraft Continuing Airworthiness monitoring	State of Registry	5
M.B.304	Revocation, suspension and limitation	State of Registry	
SUBPARTE I AIRWORTHINESS REVIEW CERTIFICATE			
M.B.901	Assessment of recommendations	State of Registry	11
M.B.902	Airworthiness review by Competent Authority	State of Registry	11
M.B.903	Findings	State of Registry	



Diligencia para hacer constar que la presente fotocopia es fiel y exacto reflejo del original
 Madrid, 7 de Juli. de 2016
 EL FUNCIONARIO,
[Signature]

5148148568 A1419



**AGREEMENT BETWEEN AUSTRIA AND THE
KINGDOM OF SPAIN ON THE IMPLEMENTATION
OF ARTICLE 83 BIS OF THE CONVENTION ON
INTERNATIONAL CIVIL AVIATION**



Attachment 2

LIST OF AIRCRAFT AFFECTED BY THIS AGREEMENT

Aircraft Type	Registration Marks	Serial Number	Operator	Leasing Term
EC 135 P2	OE-XRR	0383	TAF Helicópteros, S.L.	01/03/2016 – 28/02/2017



Diligencia para constatar
que la presente fotocopia es
fiel y exacto reflejo del original
Madrid, de Juli. de 2016
EL FUNCIONARIO

[Handwritten signature]
514814856 A1418