

AGREEMENT

BETWEEN

THE CIVIL AVIATION AGENCY OF THE REPUBLIC OF SLOVENIA

AND

THE IRISH AVIATION AUTHORITY

ON THE

IMPLEMENTATION OF ICAO Article 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 ARRANGEMENTS

(Agreement reference: CAA SI-IAA-001)

I. REVISIONS

Revision	Changes	Date
A	Initial	07 September 2022

I - INTRODUCTION

Whereas the protocol of 6 October 1980 relating to Article 83 *bis* of the Convention on International Civil Aviation (Chicago, 1944, hereinafter referred as Chicago Convention), to which **Slovenia** and **Ireland** are parties, entered into force on 20th June 1997,

Whereas Slovenia (The Civil Aviation Agency of the Republic of Slovenia, (CAA SI) and Ireland (Irish Aviation Authority - IAA) are members of the European Civil Aviation Conference (ECAC),

Whereas the European Parliament and the Council of The European Union (EU) have adopted Regulation (EU) No 2018/1139 to establish and maintain a high uniform level of civil aviation safety in Europe by the adoption of common safety rules and by measures ensuring that products, persons and organisations in the Community comply with such rules and those adopted to protect the environment,

Whereas the European Aviation Safety Agency (EASA) has been established pursuant to Regulation (EU) 2018/1139 on behalf of every EU Member State, under the above referenced EU Regulation, the functions and tasks of the state of design, manufacture when related to design approval,

Whereas the European Commission has implemented Regulation (EU) 748/2012, as amended, laying down implementation procedures for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations,

Whereas the European Commission has adopted Regulation (EU) 1321/2014, as amended, on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks,

Whereas the Council of European Communities has adopted Council Regulation (EEC) of the 3922/1991 as amended by EU Regulation 965/2012 (as amended) on the common technical requirements and administrative procedures in the field of civil aviation applicable to commercial transportation by aircraft for EU Member States,

Whereas each Authority: 'Ireland and Slovenia' has determined, pursuant to the above mentioned European Commission regulations at latest revision and/or by amending regulation as issued by the commission, that the standards of airworthiness and systems for airworthiness, environmental certification and maintenance of the other Authority are equivalent to its own to establish and make this transfer arrangement possible,

Whereas each Authority 'Ireland and Slovenia' has determined that the operating requirements and design-related operational requirements of the other Authority are sufficiently equivalent to its own to make this transfer arrangement feasible,

Whereas Article 83 *bis* of the Chicago Convention 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 'Airworthiness Manual', Part IV, Chapter 6, 'Leasing Arrangements', ICAO Document 10057 'Manual on the implementation of Article 83 *bis* of the Chicago Convention' and in light of ICAO Document 8335, Part V 'Lease and Charter operations', it's necessary to establish precisely the international obligations and responsibilities of **SLOVENIA** and **IRELAND** in accordance with the Convention;

Whereas, with reference to the relevant Annexes to the Convention, this agreement organises the transfer from the lessor Authority to the lessee Authority responsibilities normally carried out by the State of Registry, as set out in above paragraphs,

Whereas the protocol was ratified by **Slovenia** through the Decree ratifying the Protocols amending the Convention on International Civil Aviation (Official Gazette of the RS – International Treaties, no. 3/00) and which has given effect to the agreement in relation to article 83 *bis*,

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, and which has given effect to the agreement in relation to article 83 *bis*.

The Civil Aviation Agency of the Republic of Slovenia

CIVIL AVIATION AGENCY OF THE
REPUBLIC OF SLOVENIA (CAA SI)
Kotnikova ulica 19A
Ljubljana
Slovenia

and

the Civil Aviation Authority of Ireland

IRISH AVIATION AUTHORITY (IAA)
The Times Building,
11-12 D'Olier Street,
Dublin 2,
Ireland.

hereinafter also referred to as "the Parties" or State of Registry and State of Operator Authority, have agreed as follows on the basis of Articles 33 and 83 *bis* of the ICAO Convention, to provide for the acceptance and accomplishment of certain functions, in particular the performance of inspection and surveillance activities, required to ensure that an aircraft during the terms of a lease is operated and maintained to their mutual satisfaction.

II - GENERAL

The following definitions apply:

- **lessor**: registered owner or the party from which the aircraft is leased,
- **lessee**: operator under whose operating licence including an air operator's certificate (AOC) the leased aircraft is operated;
- **Authority of the State of Registry (Lessor Authority)**: The national civil aviation Authority of the state where the relevant aircraft is registered, Irish Aviation Authority (IAA) or Civil Aviation Agency of the Republic of Slovenia (CAA SI)
- **Authority of the State of the Operator (Lessee Authority)**: The national civil aviation Authority of the State where the operator of the aircraft (Lessee) has his principal place of business and which has issued the AOC under which the leased aircraft is operated [Irish Aviation Authority (IAA) or Civil Aviation Agency of the Republic of Slovenia (CAA SI)]
- **Commercial Air Transport(ation) [CAT]**: it is relevant to those aircraft operations involving the transport of passengers, cargo or mail for remuneration or hire performed by licensed air carrier as defined in Regulation (EC) No 1008/2008, on common rules for the operation of air services in the Community as revised, of the European Parliament and council,
- **EASA Member State**: or a European Union Member State and any other State adhering to EASA system as recognized by EASA.

1. 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 the Civil Aviation Agency of the Republic of Slovenia (CAA SI) upon due publication or notification of this agreement as determined in paragraph (b) of Article 83 *bis*.
2. In pursuance of the legislation "Decree ratifying the Protocols amending the Convention on International Civil Aviation (Official Gazette of the RS – International Treaties, no. 3/00)" Slovenia shall be relieved of responsibility in respect of the functions and duties transferred to Ireland upon due publicity or notification of this agreement as determined in paragraph (b) of Article 83 *bis*.

III - SCOPE OF AGREEMENT

The scope of this agreement shall be limited to aircraft on the register of civil aircraft in Ireland or Slovenia and operated in commercial air transport and specific non-commercial operations under a dry leasing agreement by Slovenian or Irish AOC operators.

IV - TRANSFERRED RESPONSIBILITIES

Under this agreement, the parties agree that the Authority of the State of Registry transfers to the Authority of the State of the Operator the following responsibilities, including oversight and control of relevant responsibilities contained in the respective Annexes to the Convention:

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 Articles 30b and 32a:

Annex 1

Personnel Licensing - issuance and validation of licenses.
Chapters 1, 2, 3 and 6.

Annex 6

Operation of Aircraft.

Part I International Commercial Air Transport – Aeroplanes
Paragraph 9.1.2. *Radio Operator Licence*

Chicago Convention Article 31:

Annex 6

Operation of Aircraft.

Part I International Commercial Air Transport – Aeroplanes
Chapters 5, 6, 7, 8 & 11.

Note:

All responsibilities which are normally incumbent on the State of Registry. Where responsibilities in Annex 6, Part I 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 – Part II

Chapter 3. Section 3. 2	Renewal of a Certificate of Airworthiness.
Chapter 3. Section 3. 4	Aircraft Limitations and Information (AFM).
Chapter 3. Section 3. 5	Temporary Loss of Airworthiness.
Chapter 3. Section 3. 6	Damage to aircraft.
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.

The procedures related to the continuing airworthiness of leased aircraft to be followed by the lessee are contained in the lessee Continuing Airworthiness Management Exposition (CAME) and Operations Manual (OM).

V – REGISTRATION AND NOTIFICATION

This agreement, as well as any amendments, will be registered with ICAO by the Authority of the State of Registry, 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 copy of this agreement and its relevant implementation procedures, as well as any amendments to

them, will be made available by the State of Operator Authority to aircraft operators to which this agreement applies. A certified copy of the agreement summary (Appendix 4) should be carried on board each aircraft. A certified copy of the Air Operator Certificate (AOC) issued to the lessee AOC operator by the State of Operator Authority in which the aircraft concerned will be duly and properly identified, shall also be carried on board each aircraft. If the lessee has obtained, from its Authority, approval for a system to list the registration marks for aircraft operated and authorized under its AOC, this list and the relevant section of the operations manual describing this system must be kept on board each aircraft to which this agreement applies.

Aircraft to which this agreement applies are listed in the Schedule of Slovenian operators and aircraft types registered in Ireland (Schedule 1(A)) and Schedule of Irish operators and aircraft types registered in Slovenia (Schedule 1(B)). The schedules are kept and maintained updated by Irish Aviation Authority (IAA) and Civil Aviation Agency of the Republic of Slovenia (CAA SI) respectively. A copy of the above schedules reflecting the aircraft to which the present agreement applies at the time of its signature shall also be registered with ICAO by the Lessor or Lessee Depository Authority as an attachment to the agreement when the latter is registered according to this paragraph.

The list of transferred aircraft registered with the ICAO shall be updated by the depository authority every time the validity of the present agreement is extended by the aircraft lease, or the lease of additional aircraft, or by a new lease period or quarterly, when the number of transactions becomes too large, as agreed by both authorities.

During the implementation of this agreement, and prior to any aircraft subject to it being made the object of a sub-lease (wet or dry lease), the State of the Operator Authority shall notify the State of Registry Authority of this proposal.

None of the duties and functions transferred from the State of Registry to the State of the Operator Authority may be carried out under the Authority of a third ICAO contracting state, without the express written agreement of the subject aircraft State of Registry Authority.

VI - LEASE AUTHORISATION

Each Authority shall ensure that leasing contracts shall only be authorised when in compliance with terms and conditions laid down in this agreement.

VII - CO-ORDINATION

Meetings between the Authorities will be arranged as necessary to discuss both operations and airworthiness matters resulting from inspections that were accomplished by respective authority's inspectors. The following subjects may be reviewed during these meetings:

- This 83bis agreement
- Flight operations;
- Continuing airworthiness surveillance and aircraft maintenance;
- Operator Continuing Airworthiness Management Exposition procedures as applicable;
- Any other significant matters arising from inspections.
- SAFA Inspections
- A.O.B.

VIII - INITIATION

The transfer of functions related to the surveillance of leased aircraft will be initiated by the State of Registry Authority with a letter referring to this ICAO Article 83bis agreement with reference to the specific aircraft for formal acceptance by the operator's Authority. In the case of leasing prolongation agreement, transfer of tasks and relevant acceptance will be confirmed in writing by both State of Registry and Operator Authority prior to the commencement of the new lease period. A certified true copy of these letters shall be provided to the lessee by the relevant Lessee Authority. (Samples of these letters are included in appendices).

IX - EFFECTIVENESS

Prior to commencement of operations, the State of Registry Authority shall send a request concerning the transfer of functions to the State of the Operator Authority. Lease expiry period shall be referenced by the Lessor Authority in the initial transfer request, or in the acceptance letter by the Lessee Authority.

The Authorities regulatory responsibilities come into effect, for each individual transferred aircraft, when a transfer request is formally accepted by the operator's authority on the basis of this agreement. For this purpose, a formal letter of reply regarding the transfer of functions shall be sent by the State of Operator Authority to the State of Registry Authority indicating acceptance or refusal for a specific aircraft under the terms of Article 83 *bis* transfer agreement.

The electronic transmission (Email) of the request from the State of Registry and the acceptance from the State of the Operator is acceptable to both parties.

The regulatory responsibilities of the Authorities for a leased aircraft to which this agreement applies shall cease to be in effect 24 hours after notice given by State of Registry Authority or the State of the Operator Authority, but not later than the date of aircraft lease agreement expiry as established by any of the parties

X - CHARGES

Each Authority will charge fees and expenses according with its own rules.

XI – AMENDMENT AND TERMINATION OF AGREEMENT

The Authority of the State of Registry is responsible for the registration of Article 83 *bis* agreement and amendments with ICAO as agreed with the Authority of the State of Operator. The content of the general arrangement and their appendices may be amended by written accord and signed by both parties. The arrangement shall terminate after sixty (60) days of written notice on the termination of this arrangement by either of the two parties.

In the event of termination of the arrangement or removal of an aircraft from this agreement the responsibilities detailed above in Chapter IV (Transferred Responsibilities) will revert from The State of the Operator to The State of Registry. The State of Registry will notify ICAO of the termination of the Article 83 *bis* Agreement for de-activation of the related entry in the ICAO registration and publication system. In the case where an Article 83 *bis* agreement is terminated for reasons other than the termination of the underlying lease or other agreement the owner/operator should be advised by the relevant authority.

XII - FINAL

This agreement will enter into force on its date of signature and come to an end at the culmination of the respective aircraft leasing arrangements under which dry lease aircraft are operated.

Implementation procedures for this agreement are included in the attached appendices.

As deemed necessary, The State of Registry has the right to conduct inspections or audits of The State of the Operator to ensure that The State of the Operator is fulfilling its safety oversight obligations as transferred under this agreement. The State of Registry should also have access to The State of the Operator basic safety documentation regarding the operators concerned.

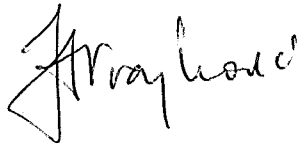
Any disagreement concerning the interpretation or application of this agreement shall be resolved by consultation between the parties and shall not be referred to any international tribunal, arbitration, or third party.

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

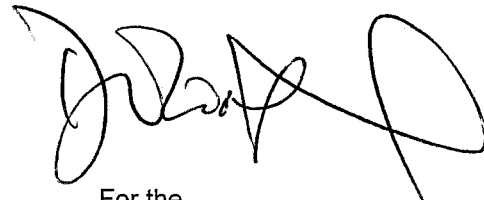
This agreement is accepted and signed by the parties in two originals in the Slovenian and English languages, both texts being equally authentic.

SLOVENIA: Civil Aviation Agency of the Republic of Slovenia

and **IRELAND:** Irish Aviation Authority



For the
Civil Aviation Agency of the Republic of Slovenia



For the
Irish Aviation Authority

Ms Andreja Kikec Trajković
Acting Director of Civil Aviation Agency of Slovenia

Mr Diarmuid Ó Conghaile
Regulator / CEO Designate

Dated 22 September 2022

Authority Stamp

Dated 07 September 2022

Authority Stamp



Appendix 1

I - PURPOSE

The purpose of this appendix is to provide detailed working arrangements between the Authorities of the State of Registry and the Operator on the implementation of ICAO Article 83 *bis* agreement to allow both authorities to discharge their legal responsibilities for the continuing airworthiness of dry leased aircraft, avoiding undue burden by elimination of duplication of tasks.

European Union (EU) Regulation (i.e. Regulation of the European Parliament and of the Council or of European Commission) or EASA measures: which this agreement, directly or indirectly refers, are to be applied according to the pertinent effective schedule, at the latest amendment / change as published in the Official Journal of the European Communities or EASA website respectively (ref. ED Decision 2003/8/RM) effective at the date at which the specific regulation or measure needs to be complied with or referred to for fulfilling the terms and conditions of this agreement. Should the State of Operator Authority grant exemptions under the provisions of Article 71 of the Regulation (EU) No 2018/1139 of the European Parliament and of the Council in respect of aircraft to which provisions of this agreement applies, these exemptions shall be notified to the State of Registry Authority as soon as possible unless explicitly otherwise established elsewhere in this agreement. All EASA requirements, directly or indirectly called for in this agreement, to be referred to for ensuring compliance with the terms and conditions of this agreement shall be those at the latest amendment / change.

In respect of any certification activity or oversight responsibility related to EU regulations for which the State of Operator Authority is considered to be the competent Authority, the State of Operator Authority may adopt or accept an alternative means of compliance to EU regulations other than those published by EASA when satisfied that above material shows compliance with the concerned EU Regulation.

A cross reference table to identify the competent Authority in respect of Part M duties and responsibilities resulting from duties and responsibilities transferred from State of Registry Authority to State of Operator Authority according to Article 3 of this Agreement is detailed in Appendix 3.

II - IMPLEMENTATION

For the implementation, the points of contact/focals of the authorities are the following for all questions regarding Airworthiness, major changes and matters of principle:

Irish Aviation Authority
The Times Building,
11-12 D'Oliver Street
Dublin 2
Ireland.

Mr Nicholas Butterfield

Tel +353-1-603 1520
Email: registration@iaa.ie

Civil Aviation Agency Slovenia
Kotnikova ulica 19A
1000 Ljubljana,

Slovenia

Mr Matej Dolinar

Tel +386-1- 244 66 34 / +386-1-244 66 00
Email: matej.dolinar@caa.si / info@caa.si

Note: Individual authority inspector contact details will be provided by both Lessor and Lessee authorities as individual aircraft are transferred to lessee operators.

As far as the current activities to be performed in accordance with these procedures are concerned authority inspectors responsible for specific aircraft or operators will co-ordinate their specific intervention and the necessary exchange of information.

III - TYPE DESIGN DEFINITION

The aircraft and any product or part thereof must comply with the relevant EASA approved Type Design (refer to provisions of the EU Regulation 748/2012).

The Authority of the State of Registry will be responsible for checking compliance with this requirement at the delivery of the aircraft to the lessee when the leased aircraft was previously operated by a third country operator.

The Lessee operator's Authority will be responsible for supervising continuous compliance with this requirement for the period the aircraft is subject to this agreement.

IV- CHANGES TO THE TYPE DESIGN

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

The classification of major or minor changes to Type Design is defined in the Part 21 of EU Regulation 748/2012.

Changes to type design are classified as major or minor by an entity entitled to conduct technical investigations in accordance with Part 21 of EU Regulation 748/2012 and approved in accordance with the following procedure:

- Changes may be performed on the aircraft once approved by EASA directly, or through the Design Organisation Approval (DOA) system or otherwise accepted in accordance with bilateral arrangements or working agreements in force with EASA at time of change to type design.

The State of the Operator Authority shall ensure that the operator has in force adequate procedures to avoid the accomplishment of changes on the leased aircraft contrary to the above provisions.

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 on the aircraft to which they apply.

Design Changes approved in accordance with this procedure will be embodied on the aircraft accordance with Chapter VII Maintenance.

V - CONFORMITY TO OPERATIONAL REQUIREMENTS

Leased aircraft shall be equipped in accordance with the operational requirements established by the State of the operator for the intended type of operations.

Conformity to national operational requirements, including those which may have an impact on aircraft design, will remain the responsibility of the operator's Authority to which the modification relates, provided that the design data related to the modification has been approved in accordance with the procedure established in Chapter IV above.

The aircraft must be operated within the limitations described in the Aircraft Flight Manual (AFM) approved by EASA or deemed as EASA approved under (EU) 748/2012 regulation in accordance with EASA procedures. The Aircraft Flight Manual may include amendments approved in accordance with EASA procedures relevant to equipment required by operational regulations of the state of the operator.

The country code of the state of the operator shall be used to code Emergency Locator Transmitters (ELT).

VI - CONTINUING AIRWORTHINESS

In accordance with ICAO Annex 8, the State of Design will inform the Authority of the State of Registry of all actions made mandatory in order to ensure continued airworthiness of the aircraft. 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 addition to those mentioned previously, should it identify an unsafe condition affecting aircraft of the same type in its national fleet which requires immediate action.

Airworthiness Directives (ADs) and Non-Conformities

Pursuant to the above, Regulation 2018/1139 and 1321/2014 as amended and the Decision No. 2/2003 of the Executive Director of the Agency dated 14 October 2003 (or later published issue); the aircraft must be in compliance with all the ADs applicable to that aircraft and to any component / parts thereof mandated either by EASA, or the relevant State of Design Authority, unless EASA has issued a different decision prior the date of entry into force of that airworthiness directive, or by the State of /Operator /Registry Authority under the provisions of Art 70 of Regulation (EU) No 2018/1139 of the European Parliament and of the Council of 20th February 2008. The State of Operator Authority shall verify that the aircraft operator (lessee) is in receipt of all ADs and other airworthiness actions mandated by EASA, the State of Design, the State of Registry / Operator Authority for the aircraft type concerned and parts/products thereof. The lessee must hold and keep up to date a complete set of the above-mentioned applicable ADs.

The Authority of the state of the operator will also require that the leased aircraft complies with ADs applicable to the subject aircraft model or parts/products thereof issued by the state of the Operator Authority under the provisions of art 70 of Regulation (EU) No 2018/1139 of the European Parliament and of the Council when an unsafe condition affecting aircraft of the same type has been identified which requires an immediate reaction and an equivalent airworthiness action has not been made mandatory by EASA or the State of Design Authorities. In this regard, design or maintenance programme implications deriving from the above-mentioned mandatory airworthiness actions will be treated in accordance with the terms and conditions of the appropriate Articles of this agreement.

The operator's Authority will be responsible to ensure that all applicable ADs and other mandatory airworthiness actions are properly applied to leased aircraft. All ADs and any other mandatory continuous airworthiness information issued by the State of Registry and State of Operator Authorities are published on their websites. All EASA and State of Design ADs and mandatory requirements are published on their websites. The operator shall regularly review all these websites to ensure compliance, as applicable, with these requirements on leased aircraft, their components and parts.

Derogations to Airworthiness Directives or other mandatory airworthiness actions, where requested, will be coordinated between the Authority of the State of Operator and the Authority of the State of Registry, on a case-by-case basis, and must be approved in accordance with EASA regulations and procedures.

Any non-conformity deriving from production or maintenance deficiencies will be managed by the State of Operator and State of Registry Authority in accordance with EASA policy. A preventive co-ordination policy between State of Operator and State of Registry Authority will be implemented if aircraft to which this agreement applies are affected.

In Service Events

In-service events on the aircraft shall be reported by the lessee operator to its Authority in accordance with national occurrence reporting system requirements.

The State of Operator Authority is responsible for defining to the operator the type of service information that is to be reported to the State of Registration Authority. Under the national occurrence reporting system (ICAO Annex 6 8.5.1 and Annex 8 4.2.3(f) and 4.2.4) the following documents describe the type of in-service information and the relevant reporting times, equivalent for both States, to be reported under the State of Registry and Operator regulatory systems:

- Regulation (EU) 376/2014
- EU regulation 2015/1018 (as amended)
- EU regulation 1321/2014 (as amended) Part M.A.202 and Part 145.A.60,
- EU regulation 965/2012 (as amended) ORO.GEN.160,
- EU regulation 1178/2011 (as amended) ORA.GEN.160,

For transferred aircraft, accidents, incidents and occurrences shall be reported to the Authority of the State of Registry/EASA via their Occurrence reporting portal on their websites. The website addresses are detailed in Appendix 1.

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 Certificate of Airworthiness or related Airworthiness Review Certificate (ARC) 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 3.6.2, the State of Operator Authority is entitled to prevent the aircraft from resuming flight subject to the State of Operator Authority advising the State of Registration Authority that they have taken such action and to allow adequate actions to be taken by the State of Registration Authority in accordance with ICAO Annex 8 3.6.1. Authorisations to resume flights to permit the aircraft to be flown to an approved maintenance facility at which it will be restored to an airworthy condition shall be released in accordance with Chapter VIII below.

The State of 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 (EU regulation 1321/2014 Part M point M.A.202, EU regulation 965/2012 ORO.GEN.160, ICAO Annex 6 8.5.1 and Annex 8 4.2.3(f) refer).

The State of Registry Authority shall ensure transmission of information on significant events to the State of Design Authority. The follow-up of any reported occurrence that affects or could affect the continuing airworthiness of leased aircraft by the State of Design Authority progressing to satisfactory closure shall be monitored by State of Operator Authority in co-ordination with the competent Authority under EASA system.

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

The State of 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 Operator Authority and the State of Registration Authority (ICAO Annex 6 8.5.2. refers).

The State of 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 3.2 and 8.5.1 refers). Relevant procedures shall be described in the operator's Operations Manual, and Continuing Airworthiness Management Exposition (CAME).

Continuous Airworthiness Management Exposition and Maintenance Programme

The State of Operator Authority will ensure that the lessee shall be appropriately approved, as applicable pursuant to Part CAMO for the management of the continuing airworthiness of the aircraft it operates, including dry leased aircraft to which this arrangement applies.

The State of Operator Authority shall ensure that the operators Continuing Airworthiness Management Exposition (CAME), and the aircraft maintenance programme (AMP) comply with State of Operator Authority requirements. State of Operator Authority shall approve the CAME and AMP and any revisions thereof in accordance with relevant Part M of EU Regulation 1321/2014 as amended, requirements.

One-time derogation to the approved maintenance program shall be approved by State of Operator Authority in accordance with their current procedures. The Maintenance Programme will be based, as applicable, on MRBR, manufacturer/type certificate holder (TCH) recommendations (e.g. MPD), international recognised standards etc (ref. M.A.302).

Where a reliability programme forms part of, or is a condition of the maintenance schedule approved by the State of Operator Authority, the State of Operator Authority will monitor the effectiveness of the programme.

The lessee (operator) with the approval of the State of Operator Authority shall provide a copy of the aircraft reliability report periodically to the Authority of the State of Registration.

Due consideration, especially for dry lease agreements of six month or less, will be made by State of Operator and Registry Authorities in the approval / acceptance of the Maintenance Programme, taking into account the additional burden on the operator and technical aspects related to the short-term lease and redelivery of the leased aircraft to the owner. Surveillance of aircraft maintenance will be performed by the operator's Authority in accordance with its standard procedures developed in accordance with relevant Part M requirements of EU Regulation 1321/2014.

VII - REPAIRS

Application of repairs on aircraft will be made under State of Operator Authority surveillance and responsibility, according to its usual procedures.

The classification of major and minor repairs shall be made in accordance with the criteria of Part 21 of EU Regulation 748/2012 for a change in type design.

The Authority of the State of the operator shall ensure that the lessee (operator) has in force procedures to avoid accomplishment of any repairs on the leased aircraft contrary to the above provisions. Any damage resulting from a major incident should be notified to the State of Registration Authority prior to the embodiment of the repair. The accomplishment of approved repairs on the aircraft will be performed in accordance with Chapter VIII Maintenance.

VIII-MAINTENANCE

Leased aircraft, its engines and equipment, will be maintained in accordance with the lessee's operator maintenance programme approved by State of Operator Authority in accordance with relevant Part M requirements of EU Regulation 1321/2014 as amended. 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 Operator Authority in accordance with relevant Part M requirements of EU Regulation 1321/2014.

Operational equipment will be maintained in accordance with State of Operator Authority's maintenance specifications when the equipment manufacturer maintenance documentation lists such requirements (e.g.

manufacturer /TCH maintenance documentation requirements report "and or as required by national rules / NAA"). In the absence of operator Authority's or manufacturer's maintenance specifications for Operational equipment, the State of Operator Authorities requirements, if any, will apply.

All maintenance inspections, overhauls, modification and repairs to be performed on the aircraft shall be carried out and released by any appropriately rated Maintenance Organisation (MO) approved/accepted under the EU regulation 1321/2014 Part 145.

Maintenance work must be accomplished by personnel licensed by/or qualified within the maintenance organisation in accordance with standards acceptable to, the State of Operator Authority. Aircraft or components will be released to service as applicable by personnel licensed in accordance with EU Regulation 1321/2014 Part 66 or otherwise recognised or accepted by the State of the operator Authority pursuant to the applicable EU Regulation 1321/2014 provisions.

IX - RECORDS

The State of Registration Authority shall ensure that maintenance in-service records and documentation relevant to the leased aircraft, as required by ICAO Annex 6, Part I, are transferred or made available and /or accessible to the lessee operator at the time of aircraft delivery, to allow complete and accurate selection of the information judged necessary to manage the continued airworthiness of the aircraft throughout the duration of the lease period.

The aircraft continuing airworthiness record system of the lessee shall comply with the relevant EU regulation 1321/2014 Part M requirements. Maintenance and airworthiness records will be kept by the aircraft operator (lessee) in accordance with procedures approved by the State of Operator Authority. The records will be transferred by the lessee operator to the aircraft lessor at the end the leasing period.

The aircraft operations record system of the lessee shall comply also with the relevant State of Operator national operational requirements, as applicable in relation to the specific type of operations and aircraft classification (i.e. Air Operations requirements).

The operator Authority shall ensure that lessee (operator) shall make available these records for the aircraft lessor and the State of Registration Authority at the end of the leasing period. Additionally, the operator Authority shall ensure that lessee (operator) shall make available these records, as applicable, to the competent Authority, or otherwise agreed by the parties of this agreement, as per Part M provision, or as applicable to the contracted appropriately approved CAMO, for carrying out periodic aircraft airworthiness reviews for issuing or recommending the issuance of an Airworthiness Review Certificate (ARC).

Authorities will ensure that, at the time of aircraft transfer, these records are presented in accordance with the principles in Attachment D to Chapter 6 of ICAO Doc. 9670/AN967 *Airworthiness Manual*.

If an aircraft is transferred from an operator of another EASA Member State or the aircraft is registered in either state just prior to a lease, the State of Registration Authority shall endorse the maintenance records and documentation mentioned above prior to the Authority of the lessee authorising the lease.

The issue of the initial Certificate of Airworthiness and associated ARC by the State of Registration Authority for an aircraft 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 (operator), the inspectors in charge, in conjunction with their respective senior management, and with the assistance of the lessor and lessee, will co-operate to ensure that the maintenance records and documentation utilized to issue the Certificate of Airworthiness or associated A.R.C. by the State of Registration Authority are those provided to the lessee (operator) for ensuring the continuing airworthiness of the aircraft during the lease period.

X – FLIGHT OPERATIONS AND AUTHORISATION

The Operator's Authority shall be responsible for the authorisation of all operations in respect of a leased aircraft according to applicable operational requirements. The operations shall be conducted in accordance with the EASA approved aircraft Flight Manual (AFM) or deemed as EASA approved under (EU) 748/2012 regulation, and the Operator's Authority approved Operations Manual. Modification of the aircraft to comply with operational requirements shall be treated in accordance with Chapter V of this appendix.

The **Minimum Equipment List** and any amendments thereto for each leased aircraft shall be approved by Operator's Authority and shall not be less restrictive than the relevant EASA approved/accepted Master Minimum Equipment List. If this MMEL does not exist, the use of an alternative MMEL (e.g. MMEL produced by the Type Certificate Holder and approved by the Authority of the State of Design, MMEL produced or approved by another EU Member State Authority or by FAA) may be utilized, subject to approval / agreement with operator's Authority; any deviation from the approved MEL shall be evaluated and approved by the lessee Authority according to its national procedures.

A copy of the operators M.E.L. (Minimum Equipment List) including amendments shall be provided by the aircraft operator to the State of Registry Authority.

Permit to Fly in respect of a registered aircraft, where the aircraft is temporarily not in an airworthy condition, shall be issued by the State of Registry authority upon application by the entitled entity (lessor or lessee, etc.) in accordance with Commission Regulation (EU) 748/2012.

An EASA 'Permit to Fly' may prescribe limiting conditions to permit the aircraft to be flown without fare-paying passengers to an approved maintenance facility where the aircraft will be restored to an airworthy condition (refer to Commission Regulation (EU) 748/2012 'flight conditions'). Such an approval may be issued for example for the following purposes: accomplishment of mandatory airworthiness requirements, airworthiness directives, aircraft repairs, etc. which require the aircraft to be flown to an approved maintenance facility. The State of Registry Authority shall co-ordinate with the State of Operator Authority at the earliest possible opportunity on the issue of a permit to fly by providing a copy of the relevant approval documentation.

Flight Operations will be conducted by the lessee operator employing flight crew and other operating crew members holding appropriately rated license, issued or validated by the State of operator 'Lessee' Aviation Authority or issued by an ICAO contracting state and accepted as valid by state of operator Aviation Authority in accordance with national law.

In accordance with Commission Regulation (EU) No. 1178/2011 flight crew licenses issued by the Lessee Authority are automatically validated. Each flight crew members license should have the following remark included in item XIII: "This license is automatically validated as per the ICAO attachment to this license". A copy of the ICAO attachment shown in Appendix 6 should be included with the license.

Leased aircraft may be operated by the lessee TRTO/ATO under the following conditions:

- the aircraft must be integrated in the TRTO/ATO manuals and procedures
- all instructors flying this aircraft must have their license validated by lessor Authority in accordance with above guidelines
- if the aircraft is flown for examination purposes, the examiner must also have his/her license validated if he/she has pilot/copilot responsibilities.
- The aircraft remains on the Lessee Air Operator Certificate (AOC) for TRTO/ATO operation by lessee.

A Permit to Fly for the purpose of a 'flight demonstration' of a leased aircraft, where the Certificate of Airworthiness of the aircraft is not in force, in situations other than those mentioned previously shall be issued by 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 (e.g. product audit selected by the State of Operator Authority under surveillance plan of the lessee's CAMO/AOC, etc.) 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.

On the specific request of the lessor Authority and when there is reasonable cause, the Lessee Authority shall permit the lessor Authority to perform an inspection of lessee (operator) and its leased aircraft and will provide assistance in performing the inspection if requested. When requested by lessor Authority the lessee Authority will perform such inspections.

Findings identified when performing above inspection and surveillance activities shall be promptly processed by the relevant Authority according to relevant applicable requirements. Each Authority shall notify the other Authority of any findings or actions which affects the validity 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). As far as possible, depending on the level of findings, proper and timely co-ordination will take place between the State of Registry and State of Operator authorities in order to allow each party to adopt, as applicable, appropriate actions in respect of findings in accordance with the applicable requirements.

State of Registry and State of Operator Authorities shall ensure that appropriate records relevant to inspection and surveillance activities they perform in accordance with Part M requirements and this arrangement are kept on file by each Authority as required by Part M.

XII - CONTINUED VALIDITY OF CERTIFICATE OF AIRWORTHINESS

The continued validity of the Certificate of Airworthiness of a leased aircraft shall be ensured in accordance with EU regulation 1321/2014 Part M requirements.

Continuing Airworthiness Management Organisation (C.A.M.O.) appropriately approved and privileged in accordance with Part-CAMO by State of Operator Authority may issue, extend, or make recommendations for the issue of an Airworthiness Review Certificate (ARC) for an individual aircraft to which the provisions of this agreement apply. A copy of the ARC issued or extended by the concerned C.A.M.O. shall be sent by that organisation to both State of Registry Authority and State of Operator Authority within ten days of the issue or extension of an ARC. The lessee operator shall monitor compliance with these provisions.

When M.A.901 conditions for the issuance of an ARC by the competent Authority occur, an aircraft airworthiness review shall be conducted and the relevant ARC issued by State of Registry Authority in accordance with Part M requirements. A copy of the ARC shall be sent by the State of Registry Authority to the State of Operator Authority or via aircraft Lessee (operator) within 10 working days from ARC issue date.

Findings attained during analysis of CAMO recommendation when performing airworthiness review shall be promptly processed by the State of Operator Authority according to Part M requirements (M.B.903, M.B.304) As far as possible in relation to the level of findings, proper and timely co-ordination will be ensured by State of Operator authority to allow lessee to adopt and implement proper actions in respect of these findings in accordance with Part M requirements.

However, on a case by case basis and with EASA concurrence, proper arrangements could be made between both State of Registry and State of Operator Authorities to decide on alternative procedures to allow ARC to be issued for leased aircraft.

Supplemental aircraft certificates / licenses (i.e. noise, aircraft radio license etc) will be issued / renewed by the State of Registration or national state authorities.

When an agreement for a specific aircraft terminates the aircraft should be returned by the Authority of the State of the Operator to the full responsibility of the Authority of the State of Registry, with a valid Airworthiness Review Certificate (ARC).

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 to the extent that they may affect the implementation of this agreement and appendix.

Any derogations/exemptions issued in accordance with EU Regulation 2018/1139 Article 71 which concern aircraft subject to the provisions of this agreement shall be co-ordinated between the Authority of the State of Registry and the Authority of the State of Operator and require concurrence by both states prior to issue.

Each Authority shall provide any reasonable assistance requested by the other Authority when it is conducting 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 aircraft, the Authority of the State of Registry and Authority of the State of Operator will jointly determine the appropriate action, taking into account EASA/EU and ICAO guidance.

For CAA SI - Slovenia
Civil Aviation Agency of the Republic of Slovenia
Slovenia

For IAA - Ireland
Irish Aviation Authority
Ireland


Ms Andreja Kikec Trajković
Acting Director


Mr Diarmuid Ó Conghaile
Aviation Regulator / CEO Designate

Stamp

Stamp

Date: 22 September 2022


Date: 07 September 2022

Appendix 2

SAMPLE OF TRANSFER REQUEST LETTER

Date:

Ref:

Ref: AWS/Del/37/1/000

or

Acting Director of Civil Aviation Agency of the
Republic of Slovenia
Kotnikova ulica 19A
1000 Ljubljana,
Slovenia

Director of Safety and Regulation
Irish Aviation Authority
The Times Building,
Dublin 2,
Ireland.

Subject:

Transfer of Surveillance request for Slovenia/Irish Registered Aircraft Registration
"EI- AAA or S5-AAA (MSN XXXXX)" for operation with airline xxxxxx in Slovenia/Ireland.

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 transfer the following functions to the Civil Aviation Authority of Slovenia/Ireland in regard to the lease of the Irish/Slovenian registered aircraft whilst being operated by XXXXXX Airline, Slovenia/Ireland.

1	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 Licences
2	Annex 2	Rules of the Air.
3.	Annex 6	Operation of Aircraft.
	Part 1	International Commercial Air Transport - Aeroplanes
4.	Annex 8	Airworthiness of Aircraft
	Part II	
	Chapter 3. Section 3. 2	Renewal of a Certificate of Airworthiness.
	Chapter 3. Section 3. 4	Aircraft Limitations and Information (AFM).
	Chapter 3. Section 3. 5	Temporary Loss of Airworthiness.
	Chapter 3. Section 3. 6	Damage to aircraft.
	Chapter 4.	Continuing Airworthiness of Aircraft.

This Authority would be grateful if you would acknowledge in writing your acceptance or otherwise of the transferred functions as referenced in the 83bis agreement.

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

Yours faithfully,

Acting Director, Civil Aviation Agency of the Republic of Slovenia
or
Airworthiness Officer of Irish Aviation Authority

SAMPLE OF ACCEPTANCE LETTER

Date:

Ref:

[name]

or

[name]

Acting Director of Civil Aviation Agency of the
Republic of Slovenia
Kotnikova ulica 19A
1000 Ljubljana,
Slovenia

Director of Safety and Regulation
Irish Aviation Authority
The Times Building,
Dublin 2,
Ireland

c.c.

Mr

Operations Division (AO[X])

[NAA]

Subject: Transfer of Surveillance for Slovenia (Irish) Registered Aircraft EI-XXX (S5-XXX) Operating with XXXXXXXXXX Slovenia (Ireland).

Dear Sir,

with reference to you letter yyyyyyyy, we wish to inform you CAA SI (the IAA) is willing to accept the transfer of surveillance responsibilities for the subject aircraft while being operated by XXXXXXXXXX Slovenia (Ireland) from up to The Transfer will be accomplished in accordance with the terms and conditions laid down in the Agreement CAA SI-IAA-001 signed on xx.xx.xxxx.

[The [NAA]/IAA regional Office in charge of operator surveillance and daily implementation of the agreement, including any extension of duration of this agreement, in respect of the subject aircraft is:

[(.....) Operations Division

]

Yours faithfully,

(Name)
(position)

SAMPLE OF LETTER FOR CONTINUED TRANSFER OF SURVEILLANCE RESPONSIBILITIES

Date:

Ref:

[name]

or

[name]

Acting Director of Civil Aviation Agency of the
Republic of Slovenia
Kotnikova ulica 19A
1000 Ljubljana,
Slovenia

Director of Safety and Regulation
Irish Aviation Authority
The Times Building,
Dublin 2,
Ireland.

c.c.

M.

Operations Division (AO[X])

[NAA]

**Subject: Prolongation of agreement - Transfer of Surveillance for Slovenia (Irish) Registered Aircraft
EI-XXX (S5-XXX) Operating with XXXXXXXXXX Slovenia (Ireland).**

Dear Sir,

we have been informed that the subject operator/lessee intends to extend the dry leasing contract for [operations of] the subject aircraft.

Include New End Date

Please would you confirm that CAA SI (IAA) is willing to accept the continued transfer of surveillance responsibilities as defined in the Agreement CAA SI-IAA-001 signed on xx.xx.xxxx for the subject aircraft while being operated by XXXXXXXXXX Slovenia (Ireland) up to DD/MM/YYYY.

Yours faithfully,

(Name)
(Position)

SAMPLE OF ACCEPTANCE LETTER FOR CONTINUED TRANSFER OF SURVEILLANCE

Date:

Ref:

[name]

or

[name]

Acting Director of Civil Aviation Agency of the
Republic of Slovenia
Kotnikova ulica 19A
1000 Ljubljana,
Slovenia

Director of Safety and Regulation
Irish Aviation Authority
The Times Building,
Dublin 2,
Ireland

c.c.

M.

Operations Division (AO[X])

[NAA]

Subject: Prolongation of agreement - Transfer of Surveillance for Slovenian (Irish) Registered Aircraft EI-XXX (S5-XXX) Operating with XXXXXXXXXXXX [Slovenia] (Ireland).

Dear Sir,

with reference to you letter yyyyyyy, we wish to inform you that CAA SI (the IAA) is willing to accept the continued transfer of surveillance responsibilities for the subject aircraft while being operated by XXXXXXXXXXXX Slovenia (Ireland) from. up to The Transfer will be accomplished in accordance with the terms and conditions laid down in the Agreement CAA SI-IAA-001 signed on xx.xx.xxxx.

Yours faithfully,

(Name)

(Position)

Appendix 3

Transfer of Responsibility Matrix 1321/2014

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 bis Transfer Agreement Reference	Responsible NAA	Note or Remark
Annex 8, Part II, Chapter 3 and 4	M. 1 1.	Oversight of continuing airworthiness of individual aircraft and the issue of ARC	All applicable Chapters of Appendix 1 to the agreement Chapter XII "Continued validity of aircraft certificate of Airworthiness" of Appendix 1 to the agreement	State of Operator NAA (operation of aircraft) State of Registry NAA when ARC is to be issued by the competent authority upon recommendation of appropriately approved and privileged continuing airworthiness management organisations as specified under Part CAMO or directly after a satisfactory full airworthiness review according to Part M requirements State of Operator NAA when ARC is issued directly or extended by the appropriately approved and privileged CAMO of the operator/lessee under Part M requirements	
Annex 6, Part 1, Chapters 5 and 8	4	Oversight of continuing airworthiness management organisations as specified under Part CAMO	All applicable Chapters of Appendix 1 to the agreement in relation to approval of operator's CAMO	State of Operator NAA for CAMO located in its territory	Note: This includes oversight that operator/lessee shall use only Part 145 Approved maintenance organisation under EU regulatory system.

Annex 6, Part I, 8.3	3.	Approval of Maintenance Programmes	Chapter VI of Appendix 1 to the agreement	State of Operator NAA	Oversight of each Part 145 AMO is ensured by the authority issuing that Part 145 approval under EU regulatory system Oversight of other CAMO's including those eventually used to recommend issuance of ARC, is ensured by the competent authority issuing that CAMO approval under EU regulatory system
See above and below	M.B. 201	Responsibilities of each NAA			Each applicable Part B requirement for the aircraft delegated under 83Bis agreements are referenced below
Annex 6, Part I, 8.3	M.B. 301	Maintenance Programme	Chapter VIII of Appendix 1 to the agreement	State of Operator NAA	
	M.B. 302	Exemptions granted under Article 71(1) of the Basic Regulation	Chapter I and Appendix 1 to the agreement	State of Registry or Operator NAA	Note: under Chapter XIII of Appendix 1 to the agreement, State of Registry and Operator NAA are requested to look for prior coordination on any art. 71.1 exemptions and concur on them before issuing
Annex 8, Part II, Chapter 3 and 4	M.B. 303	Aircraft Continuing Airworthiness Monitoring (ACAM)	Chapter XI of Appendix 1 to the agreement	State of Operator NAA	Note: under Chapters X, XI and XII of Appendix 1 to the agreement Co-operation between State of Registry and Operator NAA is reinforced in line with M.B. 105 provisions.

Annex 8, Part II, Chapter 3.5 and 3.6	M.B. 304 CAMO.B.355	ARC Revocation, Suspension and Limitation	Chapters VI, XI and XII of Appendix 1 to the agreement	State of Registry or Operator NAA	State of Operator NAA carries out ACAM inspection on aircraft subject to this agreement. The ACAM planned sample of aircraft with regard to aircraft failing under the provisions of this agreement will be copied to the SOR.
Annex 6, Part I, Chapters 5 and 8	M.B. 701 M.B. 702	Application for operator's CAMO approval Initial Approval of operator's CAMO – process of		State of Operator NAA State of Operator NAA	<p>Note: Action will be taken on ARC as necessary by State of Registry NAA in conjunction with State of Operator NAA directly against findings resulting from its ACAM activities or following notification by either State NAA of finding as resulting from its surveillance activities.</p> <p>Under Chapter VI, whenever the State of Operator NAA is aware or notified that a condition is in place that affect the continuing airworthiness of aircraft or invalidate their Certificate of Airworthiness/related airworthiness review certificate, the State of Operator NAA is in any case allowed to prevent aircraft from resuming flights or suspend the ARC, until appropriate actions are taken according to Part M provisions</p> <p>See note under M.1.3 for other CAMO's</p> <p>See note under M.1.3 for other CAMO's</p>

M.B. 703	Issue of Approval of operator's CAMO		State of Operator NAA	See note under M.1.3 for other CAMO's
M.B. 704	Continued Oversight of operator's CAMO	All applicable Chapters of Appendix 1 to the agreement	State of Operator NAA	See note under M.1.3 for other CAMO's
M.B. 705	Findings on operator's CAMO	Chapter XI of Appendix 1 to the agreement	State of Operator NAA	See note under M.1.3 for other CAMO's
M.B. 706	Changes in relation to approval of operator's CAMO		State of Operator NAA	See note under M.1.3 for other CAMO's
M.B. 707	Revocation, Suspension and Limitation of Approval of operator's CAMO	Chapter XI of Appendix 1 to the agreement	State of Operator NAA	See note under M.1.3 for other CAMO's
M.B. 901	Assessment of Recommendations by Competent Authority	Chapter XII of Appendix 1 to the agreement	State of Registry NAA	
M.B. 902	Airworthiness Review by Competent Authority	Chapter XII of Appendix 1 to the agreement	State of Registry NAA	
M.B. 903	Findings	Chapters VI, X, XI and XII of Appendix 1 to the agreement	State of Registry NAA	<p>Note: Action will be taken on ARC as necessary by State of Registry NAA in conjunction with State of Operator NAA directly against findings resulting from its ACAM activities or following notification by either State NAA of finding as resulting from its surveillance activities.</p> <p>Under Chapter VI, whenever the State of Operator NAA is aware or notified that a condition is in place that affect the continuing airworthiness of leased aircraft or invalidate their Certificate of Airworthiness/related airworthiness review certificate, the State of</p>

						Operator NAA is in any case allowed to prevent aircraft from resuming flights or suspend the ARC, until appropriate actions are taken according to Part M provisions
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Appendix 4

ARTICLE 83 bis AGREEMENT SUMMARY

AGREEMENT SUMMARY [IRELAND and SLOVENIA]		
Title of the Agreement:		
State of Registry:		Focal point:
State of the Operator/State of the principal location of a general aviation operator (PLG):		Focal point:
Date of signature ¹ :	By State of Registry:	
	By State of the Operator/PLG:	
Duration ¹ :	Start Date:	End Date:
Languages of the Agreement		
ICAO Registration No.		
Umbrella Agreement (if any) with ICAO Registration number:		

Chicago Convention	ICAO Annexes affected by the transfer to the State of the Operator of responsibility in respect of certain functions and duties			
Article 12: Rules of the Air	Annex 2, all chapters	Yes	X	
		No		
Article 30 a): Aircraft radio equipment	Radio Station Licence	Yes		
		No	X	
Articles 30 b) and 32 a): Personnel Licensing	Annex 1, Chapters 1, 2, 3 and 6 and Annex 6 Part I, Radio Operator	Yes	X	Annex 6: [Part I] ²
		No		
Article 31: Certificates of Airworthiness	Annex 6 Part I	Yes	X	[Part I] ²
		No		
	Annex 6 Part II or Part III, Section III	Yes		
		No	X	
	Annex 8 Part II, Chapters 3 and 4	Yes	X	Chapters 3, sections 3.2, 3.4, 3.5 & 3.6 and Chapter 4]
		No		

Aircraft affected by the transfer of responsibilities to the State of the Operator					
Aircraft make, model, series	Nationality & Registration marks	Serial No	AOC# (Commercial Aviation)	Lease/Charter/Interchange To date ¹	Lease/Charter/Interchange To date ¹

¹ (dd/mm/yyyy)

² Square Brackets indicate information that needs to be provided

Appendix 5

**SCHEDULE 1(A)
LIST OF IRISH REGISTERED TRANSFERRED AIRCRAFT**

Aircraft Make Model	Registration Mark	[State] Operator & Lease Expiry Date
	EI-XXX	
	EI-	
	EI-	
	EI-	
	EI-	

This draft schedule of transferred aircraft is issued for information and 83 *bis* compliance purpose
Original schedule(s) of transferred aircraft will be lodged with ICAO upon signature both states at time of individual aircraft transfer request
and upon acceptance by state of operator authority. Schedule of transferred aircraft may change from time to time.

Signed _____
Irish Aviation Authority
Date:

Accepted _____
Civil Aviation Agency of Slovenia
Date:

**SCHEDULE 1(B)
LIST OF SLOVENIAN REGISTERED TRANSFERRED AIRCRAFT**

Aircraft Make Model	Registration Mark	Irish Operator & Lease Expiry Date
	S5-XXX	
	S5-	
	S5-	
	S5-	
	S5-	



This draft schedule of transferred aircraft is issued for information and 83 *bis* compliance purpose
Original schedule(s) of transferred aircraft will be lodged with ICAO upon signature both states at time of individual aircraft transfer request
and upon acceptance by state of operator authority. Schedule of transferred aircraft may change from time to time

Signed _____
Civil Aviation Agency of Slovenia
Date:

Accepted _____
Irish Aviation Authority
Date:

Appendix 6



<p style="text-align: center;">EUROPEAN UNION</p> <p style="text-align: center;">ICAO attachment to automatically validate licences</p> <p style="text-align: center;">{Issue 2}</p> <p style="text-align: center;">issued in accordance with Commission Regulation (EU) No 1178/2011</p>
<p>1. The licence is automatically validated by all the ICAO States listed in point (2) under an agreement registered with ICAO. The ICAO Registration Numbers are:</p> <ul style="list-style-type: none">• 5950 (EU)• 5951 (EU plus Switzerland); and• 5952 (EU plus Norway and Iceland).
<p>2. The ICAO Contracting States that automatically validate this licence are:</p> <p>Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.</p>
<p style="text-align: center;">European Aviation Safety Agency Cologne, 23 November 2018</p> <p style="text-align: center;"> EASA</p> <p> <small>an Agency of the European Commission</small></p>

