

ENAC

Protocollo del 02/12/2011

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DELEGATION AGREEMENT N° ENAC-DTA-001

BETWEEN THE

DANISH TRANSPORT AUTHORITY (DENMARK)

AND

THE ENTE NAZIONALE PER L'AVIAZIONE CIVILE (ITALY)

**ON THE IMPLEMENTATION OF THE art. 83bis OF CONVENTION ON INTERNATIONAL CIVIL
AVIATION (ICAO)**

**FOR THE TRANSFER OF SURVEILLANCE RESPONSIBILITIES (OPERATIONS, MAINTENANCE AND
CONTINUING AIRWORTHINESS) OF AIRCRAFT OPERATED UNDER DRY LEASING CONTRACT
OR BY VIRTUE OF OWNERSHIP OF THE CONCERNED AIRCRAFT OR ANY OTHER AGREEMENT
IN THE SPIRIT OF ARTICLE 83BIS OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**



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1- PREMISES

WHEREAS the protocol of 6 October 1980 relating to Article 83 bis of the Convention on International Civil Aviation (Chicago, 1944), to which Italy and Denmark are parties, entered into force on 20th June 1997.

WHEREAS DENMARK and Italy are members of the European Union (EU)

WHEREAS the European Aviation Safety Agency (EASA) has been established pursuant to Regulation (EC) and has been operational since 28 September 2003 to carry out on behalf of every EU Member State, under the above mentioned EU Regulation, the functions and tasks of the state of design, manufacture or registry when related to design approval,

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

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

WHEREAS, in line with ICAO Document 9760, Part V, Chapter 2 and 3, and in light of ICAO Document 8335, Chapter 10, 'Lease, Charter and Interchange operations', it is necessary to establish precisely the international obligations and responsibilities of Italy and Denmark in accordance with the Convention when a OY-registered aircraft is operated by the holder of an operational approval or Air Operator Certificate (AOC) issued by the Italian Civil Aviation Authority or when an I-registered aircraft is operated by the holder of an operational approval or AOC issued by the Danish Civil Aviation Authority under a leasing contract or by virtue of ownership of the concerned aircraft or any other agreement in the spirit of article 83bis of the convention on international civil aviation;

WHEREAS EU regulations 216/2008, 1702/2003, 2042/2003 and 3922/1991 and applicable amendments are binding in Italy and Denmark, the implementation requirements as laid down in this agreement will be satisfied taking into account EU regulations and the Convention on International Civil Aviation (Chicago, 1944) for aircraft affected by this agreement;

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

WHEREAS the protocol was ratified by ITALY through the Legge 24.7.85, n°437 published on Supplemento ordinario alla Gazzetta Ufficiale n°197 del 22.8.85, in conjunction with the "Regolamento Convenzione ICAO - Art. 83 bis trasferimento di alcuni compiti e funzioni dello Stato di registrazione", has given effect to the agreement in relation to article 83bis

WHEREAS the protocol was ratified by DENMARK through the paragraph 4 of Danish Air Navigation Act , has given effect to the agreement in relation to article 83bis.

Ente Nazionale per l'Aviazione Civile (ENAC)
Via del Castro Pretorio, 118
00185 Roma
Italy.

And

Danish Transport Authority
Luftfartshuset
Ellebjergervej 50
2450 København SV
Denmark



hereinafter referred to as "the Parties" or State of registry and State of Operator Authority, have agreed as follows on behalf of their respective Governments based on Articles 33 and 83 bis of the Convention, to provide for the carrying out and the acceptance 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

1. In pursuance of the Chicago Convention and paragraph 4 of Danish Air Navigation Act DENMARK shall be relieved of responsibility in respect of the functions and duties transferred to ITALY upon due publicity or notification of this agreement as determined in paragraph (b) of Article 83bis.
2. In pursuance of the Legge 24.7.85, n°437 published on Supplemento ordinario alla Gazzetta Ufficiale n°197 del 22.8.85, and the "Regolamento Convenzione ICAO - Art. 83 bis trasferimento di alcuni compiti e funzioni dello Stato di registrazione", ITALY shall be relieved of responsibility in respect of the functions and duties transferred to DENMARK upon due publicity or notification of this agreement as determined in paragraph (b) of Article 83bis.

III - SCOPE OF APPLICATION

The scope of this agreement shall be limited to aircraft on the register of civil aircraft of Italy or Denmark and operated in commercial operations under leasing arrangement or by virtue of ownership of the concerned aircraft or any other agreement in the spirit of article 83bis of the Convention on International Civil Aviation by Italian or Danish Operators.

DEFINITIONS.

Lessor. Registered Owner or the party from which the aircraft is leased.

Operator. owner, or other organisation stipulated as operator on the registration document or detailed in a leasing contract (operator), under whose operating licence and/or operational approval (e.g. AOC, etc) the aircraft is operated;

Authority of the State of Registry: The national civil aviation authority of the state where the relevant aircraft is registered;

Authority of the State of the Operator: The national civil aviation authority of the State where the operator of the aircraft (e.g. Operator etc) has his principal place of business and which has issued the operational approval under which the aircraft is operated;

Commercial air transport: 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, as amended, of the Council of European Communities;

Commercial Operations : commercial operations as identified under Regulation (CE) 216/2008;

EASA Member State: any European Union Member State and any other State recognised by EU as part of EASA system

The list of aircraft concerned, identified by type, registration number and serial number, is reproduced in the attached Schedule IA and IIA, which also indicates the expiry date of each listed aircraft's transfer of responsibilities arrangement.

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 Operator the following responsibilities, including oversight and control of relevant items contained in the respective Annexes to the Convention:

Annex 1.

Personnel Licensing - issuance or validation of licenses.

Annex 2.

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

Annex 6.



Operation of Aircraft. (Part I, II or III International Commercial Air Transport-Aeroplanes-Helicopters, General Aviation) - all responsibilities which are normally incumbent on the the Authority of the State of Registry. Where responsibilities in Annex 6, Part I, II or III as applicable, may conflict with responsibilities in Annex 8 "Airworthiness of Aircraft," allocation of specific responsibilities are defined in the attached Appendix No. 01.

Annex 8.

Under this agreement, while the Authority of the State of Registry will retain responsibility under the Chicago Convention for the regulatory oversight and control of Annex 8 "Airworthiness of Aircraft" registered on its register, the responsibility for the maintenance and continuing airworthiness surveillance of aircraft, operated by operator under their operational approvals, is hereby transferred to the Authority of the State of Operator, including Annex 8 part II, Chapter 4 "Continuing Airworthiness of Aircraft", Annex 8 Chapter 3. 3.5 "Temporary Loss of Airworthiness" Annex 8 Chapter 3. 3.4 "Aircraft Limitations and Information" [Flight Manual], Chapter 3. 3.6 "Damage to Aircraft". Responsibilities related to the control of continued validity of Certificate of Airworthiness of individual aircraft to which the provisions of the present agreement apply, according to EU Regulations(Part M), are transferred in accordance with terms and conditions laid down in the implementation procedures (Appendix I) relevant to this Agreement.

Aircraft to which the present Agreement applies are listed in the "Schedule of Italian operators and aircraft types registered in Denmark (schedule I A)" and "Schedule of Danish operators and aircraft types registered in Italy (Schedule II A)". They are kept and maintained updated by DTA and ENAC as Authority of the State of Registry respectively. A copy of the above lists showing the aircraft to which the present Agreement applies at the time of its signature shall also be provided to the ICAO according to terms laid down in section V. NOTIFICATION below

V - NOTIFICATION

Responsibility for notifying directly any States concerned of the existence and contents of this agreement pursuant to Article 83 bis rests with the the Authority of the State of Registry. This agreement, as well as any amendments to it including changes to schedule IA and IIA, will also 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 copy of that request for registration and relevant ICAO confirmation will be sent to the Authority of the State of the Operator as soon as possible. The schedule IA and IIA registered with the ICAO shall be updated by the depository authority, once signed by both authorities at least quarterly.

A certified true copy of this agreement and its relevant implementation procedures shall be placed on board each aircraft to which this agreement applies. A certified true copy of the relevant operational approval (e.g. Air Operator Certificate (AOC)) issued to the operator by the Authority of the State of operator in which the aircraft concerned will be duly listed and properly identified, will be also carried on board each aircraft.

The lists registered with the ICAO shall be updated by the depository authority every time the validity of the present Agreement is extended by a new aircraft or by a new lease period or at least quarterly .

During the implementation of this Agreement, and prior to any aircraft subject to it being made the object of a sub-lease to another operator within the state of the Operator, the State of the Operator shall inform the State of Registry of this. None of the duties and functions transferred from the State of Registry to the State of the Operator may be carried out under the authority of a third state .

VI LEASE/OPERATIONS AUTHORISATION

Each Authority shall ensure that leasing contracts/operations shall only be authorised when in compliance with terms and conditions laid down in the present Agreement.

VII- CO-ORDINATION

Meetings between Danish Transport Authority and the Ente Nazionale per l'Aviazione Civile [Italy] will be arranged as necessary to discuss both operational and airworthiness matters resulting from inspections that have been conducted by respective inspectors. These meeting may take place at the respective Authorities' offices in Copenhagen or Rome. The following subjects may be reviewed during these meetings.

- Review of current agreement.
- Flight Operations.
- Continuing Airworthiness Surveillance and Aircraft Maintenance.



- Operators Control Manual Procedure as applicable.
- Any other significant matter arising from inspections.
- EU SAFA and relevant ACAM findings.
- ARC. Airworthiness Review Certificate.

VIII - INITIATION

The transfer of functions related to the surveillance of leased aircraft surveillance will be initiated by the State of Registry Authority with a letter referring to the Agreement ENAC-DTA-001 and the specific aircraft and formally accepted by the operator's Authority. In the case of prolongation, transfer of tasks and relevant acceptance will be confirmed in writing by both State of Registry and Operator Authority before the beginning of the new lease period. A certified true copy of these letters shall be provided to the operator by the relevant authority to be kept on board the aircraft during the validity period of this Agreement in respect of that specific aircraft as established in accordance with the provisions of Chapter IX (samples of these letters are included in the appendix 3).

IX - EFFECTIVENESS

The definition of DTA and ENAC regulatory responsibilities comes into effect, for each individual case, when delegation is formally accepted by the operator's Authority on the basis of this Agreement. For this purpose, a formal reply letter regarding the transfer of functions shall be sent by the State of Operator authority to the State of Registry authority indicating acceptance or refusal.

Before the start of operations the authority of the State of Registry shall send a request concerning the transfer of functions to the State of the Operator authority. The determined regulatory responsibilities of DTA and ENAC for an aircraft to which this Agreement applies shall cease to be in effect after notice given by either the State of Registry authority or the State of the Operator authority, but not later than the date of expiry established by any of the Parties. Such date shall be mentioned by the authority in the request concerning acceptance of functions or in the acceptance letter.

The points of contact for the exchange of correspondence are those laid down in the appendix 1 of the present agreement.

X-CHARGES

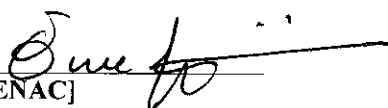
Each Authority will charge fees and expenses according with its own rules.

XI FINAL

This agreement will enter into force on its date of signature by both parties, and for individual aircraft come to an end at the culmination of the respective aircraft leasing arrangements under which the aircraft are operated or on the date mentioned into the initiation or acceptance letter [Schedule IA and IIA refer]. The parties shall agree in writing to any modification of this agreement. Notwithstanding the commitment of both authorities to seek in any case and as much as possible prior coordination on the matter, nothing in this agreement will preclude the Authority of the State of Registry, as well as the Authority of the State of Operator, from taking any enforcement actions pursuant to the laws of its State in respect of the operation or maintenance of an aircraft which this agreement applies to.

This agreement is accepted and signed by.

Director
ITALY [ENAC]



DENMARK [DTA]



For the Italian Aviation Authority (ENAC).

For the Danish Transport Authority.

Mr Enea Guccini
Director- Standardisation Safety Directorate
Date: 7 November 2011
Rome

Mr. Kent Hansen
Chief of Operation
Date
Denmark



APPENDIX No. 1

I. – PURPOSE.

The purpose of this appendix is to provide detailed working arrangements between the Italian Civil Aviation Authority (ENAC) and the Danish Transport Authority to implement the agreement ENAC-DTA-001 to allow both Authorities to discharge their responsibilities for the continuing airworthiness of aircraft whilst operated in commercial operations while avoiding undue burden by elimination of duplication of tasks.

Any European Union (EC) Regulation (i.e. Regulation of the European Parliament and of the Council or of European Commission) or EASA measure which this agreement, directly or indirectly, refers to, is to be applied according to the pertinent effectiveness 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.

Any JAA set of 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 published by the State of Operator Authority. Any JAA set of requirements directly or indirectly called for in this agreement is to be intended as replaced by the correspondent EC regulation according to its implementation scheme.

Cross reference table to identify competent authority in respect of Regulation (CE) 2042/2003 Annex I (Part M) duties and responsibilities as resulting from duties and responsibilities transferred from State of registry Authority to State of Operator Authority according to article 3 the Agreement ENAC-DTA for the transfer of certain functions, duties and surveillance responsibilities (operations, maintenance and continuing airworthiness) for aircraft is listed in appendix 2.

II. – IMPLEMENTATION.

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

- ENAC	- DTA
Direzione Generale - Direzione SNO	Luftartshuset
Via Gaeta, 3	Ellebjergervej 50
00185 – ROMA	2450 København SV DENMARK
tel +39-06-44596741 Fax +39-06-44596731	Tel +45-36186000 Fax +45-36186001
website: www.enac.gov.it	Website : www.slv.dk

As far as the current activities to be performed in accordance with these procedures are concerned, DTA inspectors in charge of a specific Danish registered aircraft or operator and the ENAC Regional Offices in charge of a specific Italian operator or registered aircraft will co-ordinate their specific intervention and the necessary exchange of information related to the present procedures.

References of Structures of Authority of the State of Registry and State of Operator in charge of daily implementation of these procedures are provided in the initiation and acceptance letters for each leased aircraft to which the agreement ENAC-DTA applies. In Appendix 4, references of ENAC and DTA regional offices or Central Departments in charge of topics specified in the present agreement are listed.

III. -TYPE DESIGN DEFINITION.

The aircraft and any product or part thereof must conform to the comply with the relevant type design approved or deemed as approved by EASA in accordance with EU Regulation n. 216/2008 and 1702/2003 as revised.

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



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

The Authority of the State of Registry and of the State of operator shall ensure in any case that mutual exchange of relevant information on the concerned aircraft, as and when necessary, take place in accordance with Part M requirements (M.B.105 and relevant AMC material), at the delivery of the aircraft to the operator and at the delivery of the aircraft back to the owner/lessor.

IV.-CHANGES TO THE TYPE DESIGN.

1 Design Changes

All Design changes shall be approved in accordance with EU regulation 1702/2003 and applicable amendments or by other entities (e.g. the State of Design Authority) when changes designed by such entities are approved/accepted under regulation (EC) 216/2008 and/or (EC) 1702/2003 Annex (Part 21) and relevant applicable amendments.

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

2. Embodiment of Approved Design Changes

Embodiment on aircraft of the Design Changes approved in accordance with the above procedure will be performed in accordance with Chapter VIII Maintenance.

V. FLIGHT MANUAL.

The aircraft must be operated within the limitations described in the Aircraft Flight Manual [AFM] approved by EASA, or deemed as EASA approved in accordance with EU regulation 1702/2003. The Aircraft Flight Manual may include amendments approved in accordance with EASA procedures relevant to equipments required by operational regulations of the State of the Operator. Design implication in connection with AFM amendments mentioned above shall be evaluated in accordance with Chapter IV. CHANGES TO TYPE DESIGN.

VI.-CONTINUING AIRWORTHINESS.

In accordance with ICAO Annex 8, the Authority of the State of Registry shall adopt, or assess and take appropriate actions against, the mandatory airworthiness information issued by the State of Design Authority. Pursuant to the relevant provisions of article 14 of EU Regulation 216/2008, as revised, the Authority of the State of Registry and the Authority of the State of Operator may also issue and make mandatory other airworthiness actions in respect of aircraft in addition to those mentioned before.

In application of the principles stated above, aircraft must comply with Airworthiness Directives issued or adopted by EASA according to EU regulations and other Lessor Authority mandatory airworthiness actions or information issued or adopted by Authority of the State of Registry and by the Authority of the State of Operator pursuant to the relevant provisions of article 14 of EU Regulation 216/2008, as revised. The Authority of the State of Operator shall supervise , according to its own procedures, that the aircraft operator is in receipt of all applicable Airworthiness Directives and other mandatory airworthiness requirement mentioned above, in accordance with the system agreed by Authority of the State of Operator based on the relevant dissemination system established by the relevant issuing Authority.

The operator must hold and keep up-to-date a complete set of the above mentioned applicable ADs and other mandatory airworthiness requirement.

The Authority of the State of Operator will be responsible to supervise , according to its own procedures, that all-applicable Airworthiness Directives and mandatory airworthiness actions mentioned above shall properly be applied to the aircraft by the aircraft operator/lessee. All ENAC AD's or INFORMATIVE on AD's, and DTA AD's, as well as



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any other mandatory continuing airworthiness information, are only made available on the ENAC and DTA websites (www.enac.gov.it and/or www.trafikstyrelsen.dk). Therefore the operator is required to regularly look at those sites as applicable to absolve their continuing airworthiness responsibilities in respect of this aspect.

Derogation's to Airworthiness Directives or other mandatory airworthiness actions, where requested, will be co-ordinated between Authority of the State of Operator and the Authority of the State of Registry, on 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 authorities of the State of Operator and State of Registry in accordance with EASA policy. The authorities of the State of Operator and the State of Registry will coordinate action if aircraft to which this agreement applies may be affected.

The Authority of the State of Operator shall ensure that the operator/ lessee reports in-service events on the aircraft to its Authority in accordance with EU and national occurrence reporting system requirements, taking into account conditions established in this document.

The Authority of the State of Operator will be responsible for defining to the operator/lessee the type of service information that is to be reported to them, to the State of Design, and also to the authority of the State of Registry (ICAO Annex 6, Part I, II and III, chapters relevant to aircraft maintenance and Annex 8, Chapter 4.2.3 and 4.2.4 refer) under the national occurrence reporting system.

The Appendices 5-8 to Danish Regulations on mandatory reporting of flight safety occurrences, BL 8-10 as amended, EASA measure AMC 20-8, part M.A.202, ENAC Regolamento Tecnico Terzo/30/F, Appendix III (EU OPS 1) of EU regulation 3922/1991, JAR OPS3 and relevant ENAC Circolari (latest issue) relevant to AOC/operating authorisation holders and reporting system (eE-MOR) describe the type of in-service information, equivalent for both States, to be reported under Danish and Italian regulatory system respectively and relevant reporting times which in any case cannot be more restrictive than reporting times established in Part M and relevant EU regulations/directives. Reports on the in-service occurrences shall be written in the English language when sent to the Authority of the State of Registry.

The Authority of the State of Operator will supervise that a copy of reports on significant events (including accident and serious incidents) that affect or could affect the continuing airworthiness of aircraft or invalidate their C of A or ARC is also forwarded by the operator/lessee to the Authority of the State of Registry in order to allow proper corrective actions and to the appropriate accident investigation agencies [for Italy Agenzia Nazionale per la Sicurezza del Volo (ANSV- web site <http://www.ansv.it>) and for Denmark, the Danish Accident Investigation Board (AIB - web site <http://www.aib.dk/sw591.asp> , in accordance with BL 5-40). In such cases, the Authority of the State of Registry will accept that, in accordance with ICAO Annex 8, Chapter 3.6.2, the Authority of the State of Operator is entitled to prevent the aircraft from resuming flight, subject to the Authority of the State of Operator advising the Authority of the State of Registry that they have taken such action.

The Authority of the State of Operator shall supervise that operator/lessee transmits information on significant events affecting continuing airworthiness of aircraft to the organisation responsible for the type design (ICAO Annex 6, Part I, II and III, chapters relevant to aircraft maintenance and Annex 8, Chapter 4.2.3 and 4.2.4 refers, EU regulation 2042/2003 part M point M.A.202, EU OPS 1.420 of Appendix III of EU regulation 3922/1991, JAR OPS 3.420, RT ENAC TERZO/30/F, ICAO Annex 6 8.5.1 and Annex 8 4.2.3(f) refer).

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

The Authority of the State of Operator will supervise that the operator obtains and assesses airworthiness information and recommendations available from the type design organisations and implements resulting actions considered necessary by EU regulation, the authority of State of Operator Authority and the authority of the State of Registration Authority (ICAO Annex 6, Part I, II and III, chapters relevant to aircraft maintenance refers).

The Authority of the State of Operator will supervise that the operator monitors and assesses maintenance and operational experience with respect to continuing airworthiness, flight safety, and accident prevention (ICAO Annex 6, Part I, II and III, chapters relevant to aircraft maintenance refers). Relevant procedures shall be specified in operator's MME, MCM, MMOE, CAME or equivalent document.



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The Authority of the State of Operator shall approve the Maintenance Programme of the aircraft, as well as any revisions and deviations hereto in accordance with Part M provisions including any applicable additional airworthiness requirements issued, and timely notified to the Authority of the State of Operator, by Authority of the state of registry.

The Authority of the State of the operator will ensure that the operator shall be appropriately approved, as applicable pursuant to M.A. Subpart G for the management of the continuing airworthiness of the aircraft it operates, and to which this arrangement applies, or when applicable in accordance with Part M, shall have a contract with such organisation.

VII.-REPAIRS AND PERMITS TO FLY.

All repairs shall be approved in accordance with EU regulation 1702/2003 and 216/2008 and applicable amendments. Any damage resulting from a major incident should be notified to the Authority of the State of Registry prior to the embodiment of any repair.

The accomplishment of approved repairs on the aircraft will be performed in accordance with Chapter VIII Maintenance.

All Permits to Fly shall be approved in accordance with regulation (EC) 1702/2003 and applicable amendments. The Permit to Fly shall be issued, as applicable, by the Authority of the State of Registry or by any other entity entitled to do that under regulation (EC) 1702/2003 and applicable amendments.

VIII.-MAINTENANCE.

The Authority of the State of Operator shall ensure that the operator Continuing Airworthiness Management Exposition (CAME) or equivalent (e.g. , combined MOE-CAME , MCM), and aircraft maintenance program comply with State of Operator requirements (EU Regulation 2042/2003 as amended (EASA IR Part M, Part 145, Part 147 and Part 66 as applicable), as specified and laid down in this appendix, including any applicable additional airworthiness requirements issued, and timely notified to the Authority of the State of Operator, by Authority of the state of registry. The Authority of the State of Operator Authority shall approve the CAME and any revision thereof, or deem them as approved, in accordance with relevant Part M of EC Regulation 2042/2003 requirements, and ensure that relevant copies are sent to Authority of the State of Registry when it requires.

Aircraft, its engines and equipment, will be maintained in accordance with a maintenance programme, and any amendments thereto, approved to the operator by the Authority of the State of Operator in accordance with EASA Part M provisions and its relevant national procedures (this intends to include approval issued through an indirect approval procedures by CAMO approved by the Authority of the State of Operator pursuant to M.A.302(c)(ii) provision) , including any applicable additional airworthiness requirements issued, and timely notified to the Authority of the State of Operator, by Authority of the state of registry. The maintenance programme will be based on MRB, manufacturer recommendations (e.g. MPD), international recognised standards and EASA Part M implementing rules. Where a reliability programme forms part of, or is a condition within the approved maintenance schedule approved by the Authority of the State of Operator, the Authority of the State of Operator must ensure the reliability programme complies with national procedure and will monitor the effectiveness of such a programme.

Operational equipments will be maintained in accordance with maintenance specifications of the Authority of the State of the operator if the equipment manufacturer/design holder maintenance documentation gives such an opportunity (e.g. TCH maintenance documentation requirements report "as requested by national rules/NAA") or does not provide for any maintenance requirements. In lack of maintenance specifications by the Authority of the State of the operator, the requirements of the Authority of State of registry , if any and once notified by the Authority of the State of Registry, will apply.

The Authority of the State of Registry shall request the operator to provide a copy of the approved maintenance programme, including amendment, to the Authority of State of Operator .

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



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Due consideration, especially for dry lease agreements of six month or less, will be made by operator's Authority to validate the State of registration Authority approved maintenance programme, taking also into account additional burden on the operator and technical aspects related to delivery back of the aircraft to the owner.

Surveillance of aircraft continuing airworthiness management will be performed by the Authority of the State of operator in accordance with its standard procedures developed in accordance with relevant Part M requirements of EU Regulation 2042/2003.

All maintenance inspections, overhauls, modification and repairs to be performed on the aircraft shall be carried out and released as requested in accordance with Annex I (Part M) of EU regulation 2042/2003 provisions, by any appropriately rated Maintenance Organisation (MO) approved/accepted under the provisions of Annex I (Part M) or Annex II (Part 145) of EU regulation 2042/2003, as revised, as requested in accordance with Part M provisions taking into account aircraft classification or type of operations.

Maintenance and airworthiness records will be kept by the aircraft operator (lessee) in accordance with procedures approved by the Authority of the State of operator. The records will be transferred by the operator to the registered owner/lessor at the end of validity period of this agreement in respect of that specific aircraft .

Maintenance work must be accomplished by personnel licensed by, or qualified within the maintenance organisation in accordance with standards acceptable to, the Authority of the State of operator.

IX.- RECORDS.

The Authority of the State of Registry shall ensure that maintenance and in service records and documentation relevant to the aircraft, as requested by ICAO Annex 6, part I, II and III as applicable are transferred or are made available to the operator/lessee at the time of aircraft delivery.

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

The aircraft records will be maintained by the operator in accordance with Commission Regulation 2042/2003 and applicable amendments

The aircraft continuing airworthiness record system of the operator shall comply with the relevant EU regulation 2042/2003 Part M requirements.

The records will include but are not limited to:

- a Total time in service for the aircraft and life limited components.
- b Current compliance with all mandatory continuing airworthiness information.
- c Details of modifications and repairs.
- d Time in service since last overhaul and/or last inspection of the aircraft, instruments, equipment and components.
- e Current aircraft inspection status.
- f Details on maintenance activities performed (ICAO Annex 6 parts I, II and III, chapters relevant to aircraft maintenance , Annex 8, Chapter 4.3 and Appendix A to Part V of ICAO Doc. 9760-AN/967 "Airworthiness Manual" refers)
- g when applicable, records (e.g. reports, substantiation evidences, etc.) on activities related to airworthiness reviews and ARC extension carried out and to process leading to the issuance of Permit to Fly, including copy of ARC, Recommendation for ARC issuance and Permit to Fly issued/extended.

The aircraft operations record system of the operator 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. relevant EU OPS1/JAR OPS3 requirements).

The Authority of the State of Operator shall supervise that operator/ lessee shall make available all records for the registered owner/lessor and the Authority of the State of registry at the end of the validity period of this agreement in respect of that specific aircraft .



DELEGATION AGREEMENT N° ENAC-DTA-001 BETWEEN THE DANISH TRANSPORT AUTHORITY (DENMARK) AND THE ENTE NAZIONALE PER L'AVIAZIONE CIVILE (ITALY) ON THE IMPLEMENTATION OF THE art. 83bis OF CONVENTION ON INTERNATIONAL CIVIL AVIATION (ICAO)

Additionally the Authority of the State of operator shall ensure that operator shall make available these records, as applicable, to the competent authority of the State of Registry, or otherwise agreed by the Parties of this agreement, as per Part M provision, or to the contracted appropriately approved CAMO (holding M.A.711(b) privileges), for carrying out periodic aircraft airworthiness review for issuing or recommending the issuance of the Airworthiness Review Certificate (ARC) associated with Certificate of Airworthiness (CofA) of each aircraft to which the present agreement applies to.

Authorities will supervise that, at the time of aircraft transfer, presentation of these records is arranged looking at the indications and bearing in mind principles laid down in ICAO Doc. 9760 "Airworthiness Manual"

If the aircraft is being transferred from an operator of a non EASA member Authority or the aircraft has been registered in DENMARK or ITALY just before being leased, the Authority of the State of Registration shall endorse the maintenance records and documentation mentioned above before a lease authorisation is issued for the concerned aircraft by the Authority of the State of operator.

Issue of the aircraft Certificate of Airworthiness and the issue of an Airworthiness Review Certificate(including validation) by the Authority of the State of Registry in accordance with Commission regulation 1702/2003 and 2042/2003 shall be considered an endorsement of the status of the aircraft documentation and its associated maintenance records.

In the course of the activities leading to the approval of the lease agreement or to the extension of this agreement in respect of a specific aircraft, and preceding the aircraft delivery to the lessee, the Authority of the State of Registry and the Authority of the State of Operator inspectors in charge, with the assistance of the registered owner/lessor and operator/lessee, will co-ordinate to make sure that the maintenance records and documentation used for the issuance, of the aircraft Certificate of Airworthiness and ARC by the Authority of the State of Registry are those provided to the operator/lessee for ensuring the continuing airworthiness of the aircraft during the period in which the aircraft will be operated under the provisions of this agreement.

X. FLIGHT OPERATIONS AND AUTHORISATION.

The Authority of the State of Operator shall be responsible for the authorisation of all operations in respect of the aircraft, to be conducted in accordance with applicable operational requirements in respect of aircraft type of operation or aircraft classification, the approved aircraft Flight Manual (refer section V of this agreement), the Operations Manual, and the operator's Minimum Equipment List [MEL] approved by the Authority of the State of Operator.

The Minimum Equipment List and any amendment thereof, for each aircraft in accordance with which the aircraft operations may be allowed shall be in compliance with applicable EU regulation and approved by Authority of the State of Operator and shall not be less restrictive than the relevant EASA approved Master Minimum Equipment List or as acceptable under EU regulations.

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, if it requests.

Aircraft to which this agreement applies have to be equipped in accordance with the operational requirements established by the State of the operator for the intended type of operations.

Flight operations will be conducted by the operator/lessee employing or contracting flight crew members holding an appropriately rated license, issued, or validated, by the appropriate department of the Authority of the State of the operator in accordance with JAR FCL and validated by the authority of the State of registry as described here below.

1. If the pilots hold a National Flight Crew Licenses issued by the Authority of the State of the Operator that are not issued in accordance with JAR-FCL, then they will have to obtain individual Certificate of Validation issued by the Authority of the State of Registry as described below.
2. If the pilots hold JAR-FCL licenses issued by EASA Member State which are listed in the EASA website <http://easa.europa.eu/approvals-and-standardisation/mutual-recognition.php>, they are allowed to operate



concerned aircraft registered in the State of registry under JAR-FCL recognition.

3. If the pilots hold licenses other than the Danish or Italian national or JAR-FCL licenses said above, they will be required to obtain individual Certificate of Validation issued by the Authority of the State of Registry.

In case of flying school operations under JAR FCL requirements, any flight training activities will be conducted with concerned aircraft, as necessary and required by regulations, under the supervision, responsibility and authorization of Flight Instructors employed by the operating JAR-FCL training organisation holding the appropriate pilot license with the requested ratings, issued, accepted or validated by the Authority of the State of the Operator, and validated by the Authority of the State of Registry.

Concerned aircraft may be used by an operator flying training organization (RO, FTO, TRTO approved in accordance with JAR-FCL requirements (or future relevant EU requirements) under the following conditions:

- the aircraft must be integrated in the JAR FCL flying training organization manuals and procedures
- all instructors and examiners using this aircraft must hold a valid JAR-FCL licenses

Any student pilot shall meet the requirements specified by the applicable regulations of the State of operator.

XI. SURVEILLANCE AND INSPECTION.

During the operation of the aircraft under the provision of this agreement, the Authority of the State of Operator shall accomplish surveillance activities and inspections in respect of aircraft and operator/lessee in accordance with as applicable with EU regulation requirements and its current procedures in order to verify that the aircraft operations are conducted in accordance with the applicable standards of airworthiness, operating requirements and the terms and conditions specified in the present appendix.

The Authority of the State of Operator agrees to permit the Authority of the State of Registry to enter the State for the purpose of inspection of aircraft as required on a reasonable ground, and where requested will assist the Authority of the State of Registry in the performance of its activities.

Findings arising from the above inspections 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 finding or act which affects the validity status of any certificate or documentation issued in respect of the leased aircraft or the terms and conditions of the operator/lessee authorisation.

During the operation of the aircraft under the provisions of this agreement, the Authority of the State of Operator and the Authority of the State of Registry agree that those aircraft are to be considered as part of fleet of aircraft on the register of the State of Operator as far as compliance with Part M, M.B.303 requirements (ACAM Program) is concerned. The number of those aircraft will be identified according to the terms and criteria established by Authority of the State of Operator to develop the ACAM survey program in accordance with Part M, M.B.303 requirements.

To the extend the Authority of the State of Operator choses to carry out an ACAM inspection the Authority of the State of Operator shall inform the Authority of the State of Registry of any significant finding in connection with the inspection as well as on the relevant agreed and verified corrective actions established according to the relevant root cause analysis.

State of Registry and State of Operator Authority shall ensure that appropriate records relevant to inspection and surveillance they performed according to Part M requirements and to this arrangement is appropriately kept on file of each Authority as required by Part M.

XII. CONTINUED VALIDITY OF CERTIFICATE OF AIRWORTHINESS

The Airworthiness Review Certificate (ARC) will be issued/extended in accordance with Commission Regulation 2042/2003 Part M Subpart I by, as applicable, the Authority of the State of Registry or by the pertinent organisation holding the appropriate privileges under its Part M Subpart G approval issued by the competent Authority of any EASA Member State , on the basis that the aircraft has been properly maintained and is in condition for safe operation.



DELEGATION AGREEMENT N° ENAC-DTA-001 BETWEEN THE DANISH TRANSPORT AUTHORITY (DENMARK) AND THE ENTE NAZIONALE PER L'AVIAZIONE CIVILE (ITALY) ON THE IMPLEMENTATION OF THE art. 83bis OF CONVENTION ON INTERNATIONAL CIVIL AVIATION (ICAO)

When a recommendation for the issuance of the Airworthiness Review Certificate (ARC) is issued in accordance with Part M requirements, that recommendation shall be sent by the operator/lessee to the Authority of the State of Registry which, once satisfied in accordance with M.B.901, will then issue the ARC to the operator/lessee.

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 since ARC issuance or extension. The operator shall monitor compliance with that provisions.

Findings risen during analysis of CAMO recommendation or performing airworthiness review shall be promptly processed by the State of Registry Authority according to Part M requirements (M.B.903, M.B.304) and notified to State of Operator Authority in order to be taken into account in the State of Operator Authority as necessary. As far as possible in relation to the level of finding, proper and timely co-ordination will be ensured among authorities of State of Registry and State of Operator in order to allow each parties to adopt as applicable proper actions in respect of above findings in accordance with Part M requirements.

However, on a case by case basis and with EASA concurrence, proper arrangements could be made between the two Authorities to decide on alternative procedures to allow ARC be issued by the State of Operator authority instead of the State of Registry authority.

Other aircraft certificates/licenses (i.e. noise, aircraft radio license etc) will be renewed as required by the pertinent authorities of the State of Registry upon application by the registered owner/lessor.

XIII. CO-OPERATION.

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

Any derogations/exemptions issued in accordance with EU regulation 216/2008 Article 14 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.


The Authority of the State of Operator shall assist the Authority of the State of Registry to fulfil its obligations with respect to the Cape Town Convention, where ratified by Italy and Denmark, in the event that the aircraft is to be de-registered in accordance with Article 13 of the Capetown Convention by an Irrevocable De-registration and Export Request Authorisation (IDERA) where so recorded by the Lessor Authority of the State of Registry.

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

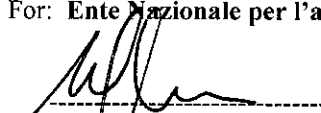
Should conflicting interpretations occur as to the applicable standards of continuing airworthiness, operational requirements, design related operational requirements or any associated requirements in respect of leased aircraft, the Authority of the State of Registry and Authority of the State of Operator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

For Danish Transport Authority [Denmark].

For: Ente Nazionale per l'aviazione Civile [Italy]



Mr. Mr. Kent Hansen
Chief of Operation



Mr Marco Silanos
Director, Airworthiness and Operations
Regulations Division

Date 07 November 2011

Date. 07 November 2011



Appendix 2 to Memorandum of Understanding ENAC-DTA-001 - Transfer of responsibilities Matrix 83Bis to 2042 Annex 1 Part M

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 Bis Delegation Agreement Reference	Responsible NAA	Note or remarks
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 I to the agreement Chapter XII "Continued validity of aircraft certificate of Airworthiness" of Appendix I to the agreement	State of Operator NAA (operation of aircraft) 1. 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 M.A. Subpart G (CAMO) or directly after a satisfactory full airworthiness review according to Part M requirements 2. 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 Part II Chapter 2.6 and 3.8 Part III Chapter 3 and 6 Annex 6, 3	2 3	Oversight of Maintenance organisations as specified under M.A. Subpart F	Chapter VIII of Appendix I	State of Operator NAA for AMO F located in its territory	Note: Oversight of each Part M.F. AMO located outside the state of operator is ensured by the authority issuing that Part M.F. approval under EU regulatory system Note: This includes oversight that



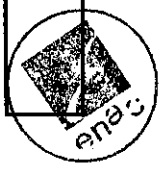
Appendix 2 to Delegation Agreement ENAC-DTA-001 - Transfer of responsibilities Matrix 83Bis to 2042 Annex 1 Part M

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 Bis Delegation Agreement Reference	Responsible NAA	Note or remarks
Part I, Chapters 5 and 8 and Annex 6 Part II Chapter 2.6 and 3.8		management organisations as specified under M.A. Subpart G	Appendix 1 to the agreement in relation to approval of operator's CAMO	located in its territory	operator/lessee shall use only Part 145/MF Approved maintenance organisation under EU regulatory system. Oversight of each Part 145/MF AMO is ensured by the authority issuing that Part 145/MF 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
Annex 6, Part I, 8.3	4.	Approval of Maintenance Programmes	Chapter VIII of Appendix 1 to the agreement	State of Operator NAA	
Annex 6, Part II Chapter 2.6 and 3.8					
Annex 6, Part III, Sect. II 6.3 and Sect. III 6.1					
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	
Annex 6 Part II Chapter					



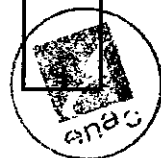
Appendix 2 to Delegation Agreement ENAC-DTA-001 - Transfer of responsibilities Matrix 83Bis to 2042 Annex 1 Part M

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 Bis Delegation Agreement Reference	Responsible NAA	Note or remarks
2.6 and 3.8 Annex 6, Part III, Sect. II 6.3 and Sect. III 6.1	M.B. 302	Exemptions granted under art. 14.4 of the basic regulation	Chapter XIII of Appendix 1 to the agreement	State of Registry or Operator NAA	Note: under Chapter XIII of Implementation Procedures State of Registry and Operator NAA are requested to look for prior coordination on any art. 14 exemptions and concur on them before issuing
Annex Part Chapter 8, II, 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 XI, XII and XIII of Appendix 1 to the agreement Co-operation between State of Registry and Operator NAA is reinforced in line with M.B.105 provisions. State of Operator NAA carries out ACAM inspection on aircraft subject to this agreement. The ACAM planned sample of aircraft with regard to aircraft falling under the provisions of this agreement will be copied to the SOR.
Annex Part Chapter 8, II, 3.5 and 3.6	M.B. 304	ARC Revocation, Suspension and Limitation	Chapters VI, XI and XII of Appendix 1 to the agreement	State of Registry or Operator NAA	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



Appendix 2 to Delegation Agreement ENAC-DTA-001 - Transfer of responsibilities Matrix 83Bis to 2042 Annex 1 Part M

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 Bis Delegation Agreement Reference	Responsible NAA	Note or remarks
					following notification by either State NAA of finding as resulting from its surveillance activities. 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 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
Annex Part I, Chapters 5 and 8	M.B. 701	Application for operator's CAMO approval		State of Operator NAA	See note under M.1.3 for other CAMO's
Annex 6 Part II Chapter 2.6 and 3.8	M.B. 702	Initial Approval of operator's CAMO – process of		State of Operator NAA	See note under M.1.3 for other CAMO's
	M.B. 703	Issue of Approval of operator's CAMO		State of Operator NAA	See note under M.1.3 for other CAMO's
Annex 6 Part III Sect. II and III Chapter 3 and 6	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
Annex Part II, Chapter 3 and 4	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	



Appendix 2 to Delegation Agreement ENAC-DTA-001 - Transfer of responsibilities Matrix 83Bis to 2042 Annex I Part M

ICAO Reference	Part M Requirement Reference	Requirement Detail	83 Bis Delegation Agreement Reference	Responsible NAA	Note or remarks
Annex Part Chapter 8, II, 3 and 4	M.B. 902	Airworthiness Review by Competent Authority	Chapter XII of Appendix 1 to the agreement	State of Registry NAA	
Annex Part Chapter 8, II, 3 and 4	M.B. 903	Findings	Chapters VI, 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 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>



Appendix 3

SAMPLE OF INITIATION LETTER

Date:

Ref:

Mr
Airworthiness & Operations Regulation Division (SNO)
Directorate General
ENAC
Via Gaeta 3
00185 Rome .
Italy

or

(Mr
Chief of Operation
DANISH TRANSPORT AUTHORITY
Luftfartshuset
Ellebjergvej 50
2450 København SV
Denmark.

e.c.

Mr

Operations Division (AO[X])
ENAC

Italy)

Subject: Delegation of Surveillance for Danish (Italian) Registered Aircraft OY-XXX (I-XXXX) Operating with XXXXXXXXXXXX Italy (Denmark).

Dear Sir,

In accordance with the provisions of the agreement ENAC-DTA-001 signed on dd.mm.aaaa to implement the general conditions outlined in Article 83 bis of the Convention on International Civil Aviation, this Authority wishes to delegate flight operations, personnel and maintenance surveillance functions to the Civil Aviation Authority of Italy (Denmark) in regard to the Danish (Italian) registered aircraft whilst being operated by XXXXXXXXXXXX Italy (Denmark) from DD/MM/YYYY to DD/MM/YYYY.

*[The ENAC regional Office in charge of aircraft surveillance and daily implementation of the agreement, including any extension of duration of this agreement, in respect of the subject aircraft is:
(.....) Operations Division*

J

This Authority would be grateful if you would acknowledge in writing your acceptance or otherwise of the delegated functions as mentioned in the Agreement ENAC-DTA-001.

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

Yours faithfully,

(Name)

Chief of Operation (or Head, ENAC SNO)

SAMPLE OF ACCEPTANCE LETTER

Date:
Ref:

Mr
Chief of Operation
DANISH TRANSPORT AUTHORITY
Luftfartshuset
Ellebjergvej 50
2450 København SV,
Denmark.

or **(Mr**
Airworthiness & Operations Regulation Division (SNO)
Direzione Generale
ENAC
Via Gaeta, 3
00185 Rome,
Italy).

e.c.
Mr
Operations Division (AO[X])
ENAC

Italy

Subject: Delegation of Surveillance for Danish (Italian) Registered Aircraft OY-XXX (I-XXXX) Operating with XXXXXXXXXXXX Italy (Denmark).

Dear Sir,

with reference to your letter [*ref. n. YYYYYYYYYY of DD/MM/YYYY*], we wish to inform you that ENAC (DTA) is willing to accept the transfer of surveillance responsibilities for the subject aircraft while being operated by XXXXXXXXXXXX Italy (Denmark) from **DD/MM/YYYY** up to **DD/MM/YYYY** . The delegation will be accomplished in accordance with the terms and conditions laid down in the Agreement ENAC-DTA-001 signed on xx.xx.xxxx.

[The ENAC 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)
Head, Airworthiness & Operations Regulation Division (SNO) (or Chief of Operation)



SAMPLE OF LETTER FOR CONTINUED TRANSFER OF SURVEILLANCE RESPONSIBILITIES

Date:

Ref:

Mr
Head, [.....]Operations Division. (AO[X])
ENAC

or (Mr
Director of Safety and Regulation
DANISH TRANSPORT AUTHORITY
Luffartshuset
Ellebjergrvej 50
2450 København SV
Denmark.

Italy.

e.c.

e.c.

Mr
Airworthiness & Operations Regulation Division (SNO)
Directorate General
ENAC
Via Gaeta 3
00185 Rome
Italy

Mr
Airw. & Oper. Regulation Div. (SNO)
Directorate General
ENAC
Via Gaeta 3
00185 Rome
Italy)

Subject: Prolongation of agreement - Delegation of Surveillance for Danish (Italian) Registered Aircraft OY-XXX (I-XXXX) Operating with XXXXXXXXXXXX Italy (Denmark).

Dear Sir,

we have been informed that the subject operator/lessee intends to extend the dry leasing contract for *[to continue operations of]* the subject aircraft up to **DD/MM/YYYY**.

Please would you confirm that ENAC (DTA) is willing to accept the continued transfer of surveillance responsibilities as defined in the Agreement ENAC-DTA-001 signed on xx.xx.xxxx for the subject aircraft while being operated by XXXXXXXXXXXX Italy (Denmark) up to **DD/MM/YYYY**.

Yours faithfully,

(Name)
Chief of Operation (or Head, Operations Division (AO[X]))



SAMPLE OF ACCEPTANCE LETTER

Date:

Ref:

Mr
Chief of Operation
DANISH TRANSPORT AUTHORITY
Luftfartshuset
Ellebjergvej 50
2450 København SV,
Denmark.

or

(Mr
Head, Operations Division (AO[X])
ENAC

Italy).

e.c.

e.c.

Mr
Airworthiness & Operations Regulation Division (SNO)
Directorate General
ENAC
Via Gaeta 3
00185 Rome
Italy

Mr
Airw. & Oper. Regulation Div. (SNO)
Directorate General
ENAC
Via Gaeta 3
00185 Rome
Italy)

Subject: Prolongation of agreement - Delegation of Surveillance for Danish (Italian) Registered Aircraft OY-XXX (I-XXXX) Operating with XXXXXXXXXXXX Italy (Denmark).

Dear Sir,

with reference to your letter [*ref. n. Yyyyyyyyyyy of DD/MM/YYYY*], we wish to inform you that ENAC (DTA) is willing to accept the continued transfer of surveillance responsibilities for the subject aircraft while being operated by XXXXXXXXXXXX Italy (Ireland) from *DD/MM/YYYY* up to *DD/MM/YYYY*. The delegation will be accomplished in accordance with the terms and conditions laid down in the Agreement ENAC-DTA-001 signed on xx.xx.xxxx.

Yours faithfully,

(Name)
Head, Operation Division of (AO[X]) (or Chief of Operation)



APPENDIX n° 4

List of addresses of ENAC and DTA Offices Involved in the Implementation of the Agreement

ENAC

For matters of principle in relation to the main agreement, these implementation procedures and the co-ordination for specific issues with the other interested ENAC HQ's Services and with regard to operational requirements :

Direzione Regolazione Navigabilità e Operazioni (SNO)

Via Gaeta 3

00185 Roma

Tel: +39-06-44596741

Fax: +39-06-44596731

e-mail: regolazione.navigabilita@enac.gov.it

Point of contact for daily implementation of that agreement are:

1 With regard to the subject aircraft maintenance and operations surveillance (e.g . maintenance programme acceptance etc.) :

Direzione Operazioni - Operations Division (AOM) of Milan

Via Caldera 21

20153 Milano

Tel. +39-02-482781

Fax +39-02-48278200

e-mail: operazioni.milano@enac.gov.it

Direzione Operazioni - Operations Division (AOR) of Rome:

Via Gaeta 3

00185 Roma

Tel.: +39 06 44596767

Fax: +39-06-5923-017

e-mail: operazioni.roma@enac.gov.it

Direzione Operazioni - Operations Division (AON) of Naples:

C/o Blocco Tecnico ENAV- CAV Napoli

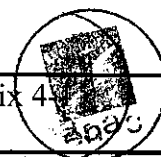
Viale Ruffo di Calabria

80144 Capodichino Napoli

Tel. +39-081 5999621

Fax: +39-081 7802038

e-mail: operazioni.napoli@enac.gov.it



Direzione Operazioni - Operations Division (AOT) Turin:

Via Montecuccoli,2

10121 Torino

Tel.: 39-011-5114811

Fax: 39-011-5628-296

e-mail: operazioni.torino@enac.gov.it

Direzione Operazioni - Operations Division (AOV) Venice:

Aeroporto "Marco Polo"

Via Galileo Galilei, 1630173 Venezia Tessera

Tel.: +39 041 2606702

Fax: +39 041 2606701

e-mail: operazioni.venezia@enac.gov.it

/2/ With regard to flight and cabin crew licenses (validation, requirements, etc.) :

Direzione Regolazione Personale di Volo (SPV)

Via Gaeta, 3

00185 Roma

tel. +39 06 44596727

fax +39 06 44596701

e-mail: regolazione.personalevolo@enac.gov.it

/3/ With regard to type design issues :

Direzione Regolazione Certificazione Prodotti Aeronautici (SCP)

Via Gaeta, 3

00185 Roma

tel. +39 06 44596724

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For matters of principle in relation to the main agreement, these implementation procedures and the co-ordination for specific issues and with regard to operational requirements :

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