

Implementation Procedures to

the Agreement

between the

Luftfahrt-Bundesamt (Germany)

and

the Ente Nazionale per l'Aviazione Civile (Italy)

on the implementation of art. 83 bis of the Convention on International Civil Aviation (ICAO)

for the transfer of surveillance responsibilities (operations, maintenance and continuing
airworthiness) for aircraft operated under dry leasing contracts

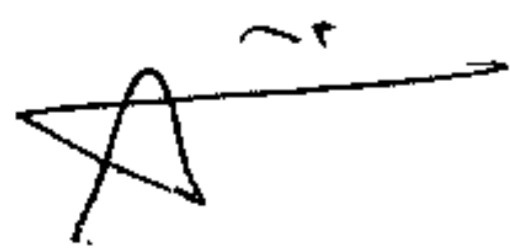


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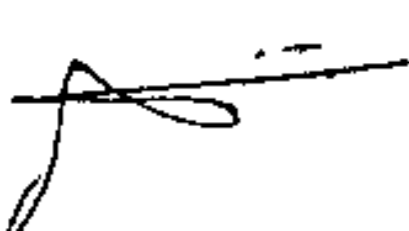
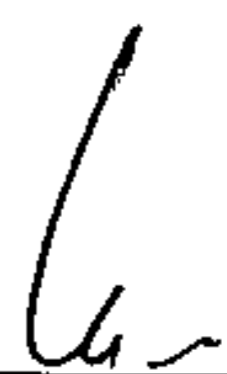
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APPENDIX n° A - LIST OF ADDRESSES OF ENAC AND LBA OFFICES INVOLVED IN
THE IMPLEMENTATION OF THE AGREEMENT1



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Article 1

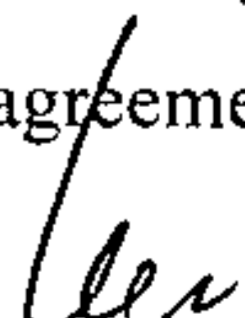
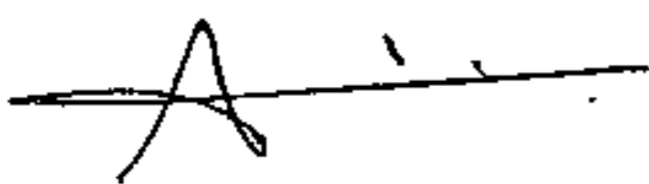
PURPOSE

The purpose of this document is to provide detailed working arrangements between the Luftfahrt-Bundesamt (LBA) of GERMANY and the Ente Nazionale per l'Aviazione Civile (ENAC) of Italy to implement the Agreement ENAC-LBA for the transfer of certain functions, duties and surveillance responsibilities (operations, maintenance and continuing airworthiness) for aircraft operated under dry leasing contracts. They allow them to discharge their legal responsibilities for the surveillance of operations, personnel and continuing airworthiness of dry leased aircraft to be operated in commercial air transportation while avoiding undue burden by elimination of duplication of tasks.

Article 2

APPLICABLE RULES AND REGULATIONS

Any European Union (EC) Regulation (i.e. Regulation of the European Parliament and of the Council or of European Commission) or EASA measure 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. Should the lessee Authority grant exemptions under the provisions of art 10.3 of the Regulation (EC) No 1592/2002 of the European Parliament and of the Council, these exemptions shall be notified to the lessor Authority as soon as possible unless explicitly otherwise established elsewhere in 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 lessee Authority. Any JAA set of requirements directly or indirectly called for in this agreement is



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to be intended as replaced by the correspondent EC regulation according to its implementation scheme.

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

Article 3

IMPLEMENTATION

For the implementation of the Agreement, the points of contact of the Authorities are the following for all questions regarding airworthiness, major changes and matters of principle:

ENAC Direzione Generale

Direzione Centrale Regolazione Tecnica

Direzione Manutenzione e Produzione

TMP

Via di Villa Ricotti, 42

00161 - ROMA

ITALY

Tel. +39-06-44185741

Fax +39-06-44185731

LBA

Luftfahrt-Bundesamt

Department Licensing / Entry Permissions /

Safety Assessment of Foreign Aircraft

Hermann-Blenk-Strasse

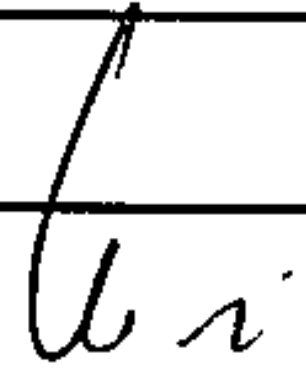
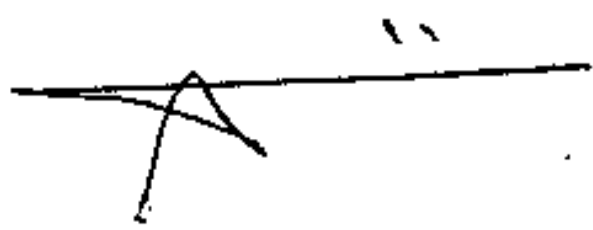
D-38108 Braunschweig

GERMANY

Tel. +49-531-2355-406

Fax +49-531-2355-744

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



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References of Lessor and Lessee Authority Services 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-LBA applies. In Appendix A, references of ENAC and LBA regional offices or Central Departments in charge of topics specified in the present agreement are listed.

Article 4

TYPE DESIGN DEFINITION

The aircraft and any product or part thereof must comply with the relevant EASA approved type design (refer to provisions of art. 2 of the EU Regulation 1702/2003).

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.

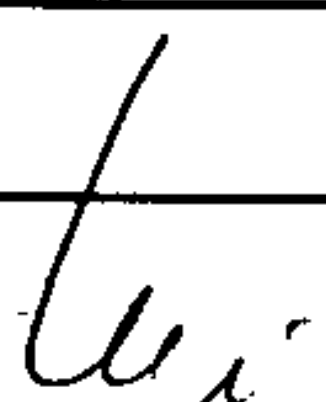
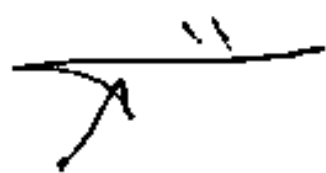
The operator's Authority will be responsible for supervising continuous compliance with this requirement after delivery over the whole period of time the aircraft is being operated by the national operator under the foreign State's registration marks.

Article 5

CHANGES TO TYPE DESIGN

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

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a) The classification of major or minor changes to Type Design are defined in the part 21 paragraph 21A.91 of EU Regulation 1702/2003 .

Changes to Type Design are classified as major or minor by entitled entity to conduct technical investigations in accordance with part 21 paragraph 21A.95 and 21A.97 of EU Regulation 1702/2003 and approved in accordance with the following procedure.

Changes may be performed on the aircraft once approved by EASA directly, through the Design Organisation Approval (DOA) system or otherwise accepted in accordance with published EASA measures (e.g. refer to Executive Director Decision 2004/04/CF). A copy of a specific EASA approval will be forwarded by the lessee to the lessor Authority. Executive Director of EASA letter of 26 September 2003 mentioned in art. 3 of the ENAC-LBA agreement is no longer effective: therefore transfer of related certification responsibilities from the State of Registry Authority to the State of Operator Authority under the provisions of ENAC-LBA Agreement mentioned in art. 1 of this document is not applied.

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.

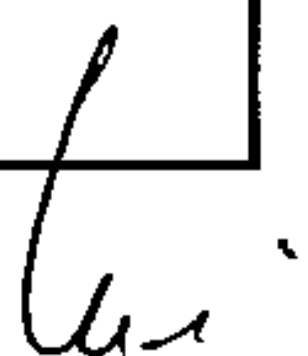
b) Approved changes to the aircraft will be performed in accordance with Article 10 "MAINTENANCE"

Article 6

APPROVAL OF SERVICE BULLETINS

The technical instructions and engineering contents of any Service Bulletin issued by the type design certificate holder (TDCH) can be used by the lessee on the leased aircraft once evidence of

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their approval by the State of Design Authority or by the TDCH under the Authority of a DOA approval issued under EU Regulation 1702/2003 part 21 is available.

Any design implication of those documents has to be approved in accordance with the procedure established in Article 5 above.

Embodiment of Service Bulletins on aircraft will be performed in accordance with Article 10 "MAINTENANCE".

Article 7

CONFORMITY TO OPERATIONAL REQUIREMENTS

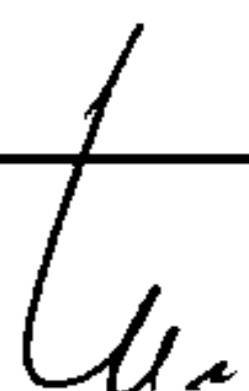
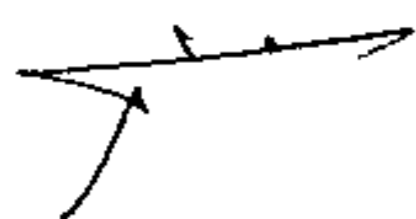
Leased aircraft have to be equipped in accordance with the operational requirements established by the State of the operator for the intended type of operations.

Conformity to national operational requirements, including those which may have an impact on aircraft design, will remain within the responsibility of the operator's Authority.

Design data related to the modification have to be approved in accordance with the procedure established in Article 5 above.

The aircraft must be operated within the limitations described in the Aircraft Flight Manual approved by EASA, or deemed as EASA approved under (EC) 1702/2003 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.

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Article 8

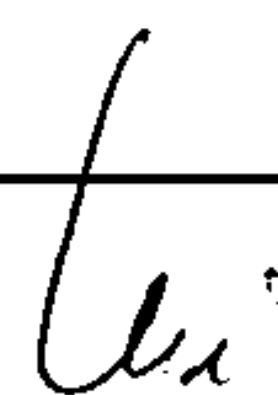
CONTINUING AIRWORTHINESS

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 Authority of the State of registry shall adopt - or assess and take appropriate corrective action, - the mandatory airworthiness information issued by the State of design Authority. The State of registry Authority may issue and make mandatory other airworthiness actions, in addition to those mentioned before, should it identify an unsafe condition affecting aircraft of the same type in its national fleet which requires an immediate reaction.

Pursuant to the above, the EC Regulations 1592/2002 and 1702/2003 and the Decision No. 2/2003 Of The Executive Director Of The Agency dated 14 October 2003 (or latest published issue), the aircraft must be in compliance with all the ADs applicable to that aircraft and to any components/parts thereof mandated either by EASA, the relevant State of design Authorities, unless EASA has issued a different decision before the date of entry into force of that airworthiness directive, or by the State of registry Authority under the provisions of art 10 of Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002. To this late regard, the State of registry Authority will timely provide the lessee and the regional office of the State of the operator Authority in charge of aircraft surveillance with the above ADs and other airworthiness action mandated by the State of registry 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 10 of Regulation (EC) No 1592/2002 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

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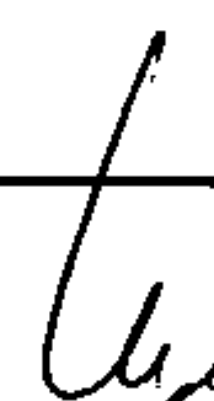
airworthiness actions will be treated in accordance with the terms and conditions of the appropriate Articles of this agreement.

Any derogation from AD requirements must be approved in accordance with EASA regulations and procedures. The lessor authority shall inform the lessee if § 10.3 of the EU-Regulation 1592/2002 is applied.

The lessee Authority shall verify that the lessee is in receipt of all the ADs or other mandatory airworthiness actions applicable to the leased aircraft and products, components or parts thereof. The operator's Authority will be responsible to supervise that all applicable ADs and other mandatory airworthiness actions are properly applied to the leased aircraft. All ADs issued by LBA are available on the LBA web site www.lba.de. All ENAC AD's or INFORMATIVE on AD's are only made available on the ENAC website (http://www.enac-italia.it/pa_en/pa.htm). Therefore the lessee is requested to regularly look at those sites as applicable to absolve their continuing airworthiness responsibilities in respect of this aspect. The lessee is also requested to regularly look at EASA and other relevant State of Design Authority web sites to absolve their continuing airworthiness responsibilities in respect of the leased aircraft and their components

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

The Authority of the State of the operator is responsible for defining which service information is to be reported by the operator under the national occurrence reporting system. § 5 of German order "Luftverkehrs-Ordnung (LuftVO)" and EASA measure AMC 20-8, part M.A.202, Regolamento Tecnico Terzo/30/F, JAR OPS1/3 and relevant ENAC Circolari NAV-series (latest issue) relevant to AOC/operating license holders describe the type of in-service information to be reported under the German and the Italian regulatory system respectively and relevant reporting times: For delegated aircraft registered in Germany, accidents and incidents shall be reported to the Luftfahrt-Bundesamt (LBA) and the Bundesstelle für Flugunfalluntersuchung (BFU) and for delegated aircraft registered in Italy, accidents and incidents shall be reported to the Direzione Operazioni in charge of a specific leased Italian registered aircraft and to the Agenzia Nazionale per la Sicurezza del Volo (ANSV).



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The 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 C of A is also forwarded by the lessee operator to the State of registry Authority in order to allow proper corrective actions. In such cases the State of registry Authority will accept that the Authority of the State of the operator is entitled to prevent the aircraft from resuming flight operations on the condition that the State of the operator Authority appropriately will advise the State of registry Authority to allow adequate actions be taken. Authorisations to resume flights shall be released in accordance with article 12 below.

The State of the operator Authority shall ensure that the lessee operator transmits information on significant events affecting continuing airworthiness of a leased aircraft to the organisation responsible for the type design (EU regulation 2042/2003 part M point M.A.202, JAR OPS 1/3.420, RT ENAC TERZO/30/F).

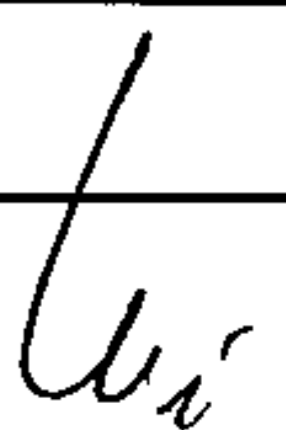
The State of the operator Authority shall ensure the transmission of information on significant events to the State of design Authority and, where applicable, to the competent (Lead) Authority under the EASA system. The follow-up of any reported occurrence that affects or could affect the continuing airworthiness of leased aircraft by the State of design Authority progressing to satisfactory closure shall be monitored by State of the operator Authority in co-ordination with the competent Authority under EASA system.

The State of the operator Authority and the State of registry Authority will ensure a timely mutual exchange of information on any result arising from the follow-up investigation phases of significant in service events in respect of leased aircraft.

The State of the 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 the operator Authority and the Authority of the State of registry.



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The State of the operator Authority will ensure that the operator monitors and assesses maintenance and operational experience with respect to continuing airworthiness, flight safety and accident prevention. Relevant procedures shall be described in the operator's Operations Manual, CAME.

Article 9

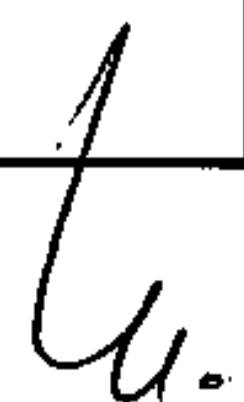
REPAIRS

- a) The classification of major or minor repairs shall be made in accordance with the criteria of Part 21 paragraph 21A.91 of EU Regulation 1702/2003 for a change in type design.

Repairs are classified as major or minor in accordance with Part 21 paragraph 21A.435 of EC Regulation 1702/2003. Repairs shall be approved in accordance with Part 21 paragraph 21A.437 of EC Regulation 1702/2003

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

- b) The accomplishment of approved repairs on the aircraft will be performed in accordance with Article 10 "MAINTENANCE"



Article 10

MAINTENANCE

The Authority of the State of the operator shall ensure that the operator Continuing Airworthiness Management Exposition (CAME), and Aircraft maintenance programme comply with the requirements of the Authorities of the State of registry and the State of the operator as specified and laid down in these implementation procedures. The State of the operator Authority shall approve the CAME and any revision thereof in accordance with relevant Part M of EC Regulation 2042/2003 requirements..

(a) Continuing airworthiness

A leased aircraft, its engines and its equipment, will be maintained in accordance with the lessee's maintenance programme approved by the lessee Authority in accordance with relevant Part M requirements of EC Regulation 2042/2003. Any permanent variation (e.g. interval escalations, changes to the content and classification or the deletion of maintenance tasks etc) to the aircraft maintenance programme shall be approved by the operator's Authority in accordance with relevant Part M requirements of EC Regulation 2042/2003. The maintenance programme will be based on an MRBR, manufacturer/type certificate holder (TCH) recommendations (e.g. MPD, etc.), international recognised standards etc. Operational equipment will be maintained in accordance with the operator Authority's maintenance specifications if the equipment manufacturer maintenance documentation gives such an opportunity (e.g. TCH maintenance documentation requirements report "as requested by national rules/NAA"). In default of maintenance specifications of the operator Authority, the requirements of the State of registry Authority, if any and once notified by the State of registry Authority, will apply.

Where a reliability programme forms part of, or is a condition within the approved maintenance schedule approved by the State of the operator's Authority, the State of the operator's Authority will monitor the effectiveness of such a programme. After the implementation of EASA Part M

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the lessee shall provide a copy of the aircraft reliability report periodically to the State of registry Authority.

Due consideration, especially for dry lease agreements of six months or less, will be made by the operator's Authority to validate the maintenance programme approved by the State of registry Authority, taking also into account the additional burden on the operator and technical aspects related to the return of the 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 EC Regulation 2042/2003.

(b) Performance of maintenance

All maintenance inspections, overhauls, modifications 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 2042/2003 Part 145.

The annual inspection for the issuance of the Nachprüfschein in support of the continued validity of the German Certificate of Airworthiness is treated under the following article 14 – “Renewal or continued validity of aircraft certificates of airworthiness”.

Maintenance and airworthiness records will be kept by the aircraft operator (lessee) in accordance with procedures approved by the State of the operator Authority. The records will be transferred by the lessee to the lessor at the end of the leasing period.

Maintenance work must be accomplished by personnel licensed by, or qualified within the maintenance organisation in accordance with standards acceptable to, the lessee Authority. Aircraft or components will be released to service as applicable by personnel licensed in accordance with the EU Regulation 2042/2003 Part 66 or, pending its full implementation, the regulations of the State of the operator Authority, or otherwise recognised or accepted by the State of the operator Authority pursuant to the applicable EU Regulation 2042/2003 provisions.



Article 11

RECORDS

The Authority of the State of registry shall ensure that all the maintenance and in service records and documentation relevant to the leased aircraft are transferred or made available and/or accessible to the lessee 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 all through the duration of the lease agreement

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

The aircraft operations record system of the lessee shall comply also with the relevant JAR OPS1/3 requirements.

The operator Authority shall ensure that the lessee makes available all the aircraft maintenance records to the lessor and the State of registry Authority at the end of the leasing period and for each aircraft Certificate of Airworthiness (CofA) renewal.

The Authorities will ensure that, at the time of aircraft transfer, the presentation of these records is arranged looking at the indications and bearing in mind the principles laid down in Appendix A to Part VIII of ICAO Doc. 9642-AN/941 "Continuing Airworthiness Manual" (export certificate of airworthiness mentioned in article 4 of the recommended format included in paragraph 4.2 of above mentioned Appendix A will normally not be provided for a leased aircraft unless the registration of the leased aircraft on the operator's Authority national register is envisaged at the end of the lease period).

In the course of the activities leading to the approval of the lease agreement and preceding the aircraft delivery to the lessee, the LBA and ENAC inspectors in charge, in conjunction with their

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respective senior management, with the assistance of the lessor and the lessee, will co-operate to guarantee that the maintenance records and documentation used for the issuance, validation and renewal of the aircraft Certificate of Airworthiness by the State of registry Authority are those made available to the lessee for ensuring the continuing airworthiness of the aircraft during the lease period.

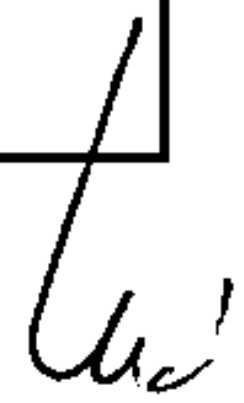
Article 12

FLIGHT OPERATIONS AND AUTHORISATION

The operator's Authority shall be responsible for the authorisation of all operations in respect of a leased aircraft to be conducted in accordance with the EASA approved aircraft Flight Manual, or deemed as EASA approved under (EC) 1702/2003 regulation, and the operator's Authority approved Operations Manual. Modifications of the aircraft to comply with operational requirements shall be treated in accordance with article 5 of these implementation procedures.

The Minimum Equipment List and any amendments thereto for each leased aircraft shall be approved by the operator's Authority and shall not be less restrictive than the relevant EASA Master Minimum Equipment List, or deemed as EASA approved/accepted. If this 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) is subject to 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.

Permit to Fly in respect of the registered aircraft, where the aircraft is temporarily not in airworthy condition, shall be issued by the State of Registry upon application by the entitled entity (lessee, etc.) in accordance with Commission Regulation (EC) 1702/2003 as emended by Commission Regulation (EC) n. 375/2007 and taking into account ED Decision 2007/006/R and Commission



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Regulation (EC) 376/2007. Permit to Fly may prescribe particular limiting conditions to permit the aircraft to be flown without fare-paying passengers to an approved maintenance facility at which it will be restored to an airworthy condition (refer to Commission Regulation (EC) n. 375/2007, 376/2007 and ED Decision 2007/006/R). 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 notify any such approval at the earliest possible opportunity to the State of Operator Authority by providing a copy of the relevant approval documentation.

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

1. If the pilots hold lessee Authority National Flight Crew Licenses that are not issued in accordance with JAR-FCL, then they will either have to obtain individual lessor Authority Certificate of Validation or the lessor Authority may issue a block validation for the specific aircraft and operator's crew.
2. If the pilots hold JAR-FCL licenses, they are able to operate leased aircraft registered in the lessor Country under JAR-FCL recognition
3. If the pilots hold licenses other than German or Italian national or JAR-FCL licenses, they will be required to obtain individual lessor Authority Certificate of Validation as they would not be covered under a block validation for the specific aircraft and operator's crew.

Leased aircraft may be used by a lessee TRTO under the following conditions:

- the aircraft must be integrated in the TRTO manuals and procedures
- all instructors using this aircraft must have their license validated by lessor Authority in accordance with above guidelines

- if the aircraft is used for examination purposes, the examiner must also have its license validated if he has pilot/copilot responsibilities.

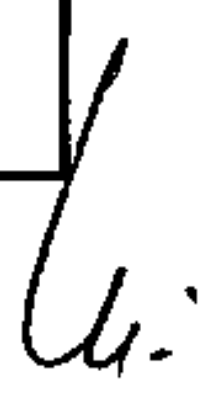
Permit to Fly for the purpose of testing a leased aircraft, where the standard Certificate of Airworthiness of the aircraft is not in force, in situations other than those mentioned before shall be issued by the lessor Authority.

Article 13

SURVEILLANCE AND INSPECTION

During the term of a lease, the lessee Authority shall accomplish surveillance activities and inspections in respect of the leased aircraft and the lessee operator in accordance with its current procedures in order to verify that aircraft operations are conducted in accordance with the applicable standards of airworthiness, operational requirements and the terms and conditions specified in the present implementation procedures. On the specific request of the lessor Authority and for reasonable causes, the lessee Authority may be requested by the lessor Authority to perform an inspection of the lessee operator or the leased aircraft, or shall permit the lessor Authority to perform such an inspection and provide assistance in performing the inspection if requested.

Each Authority shall notify the other Authority of any finding or act which affects the validity status of any certificate or documentation issued in respect of the leased aircraft or the terms and conditions of the lease contract or the lessee operator authorisation.



Article 14

**RENEWAL OR CONTINUED VALIDITY OF AIRCRAFT CERTIFICATES OF
AIRWORTHINESS**

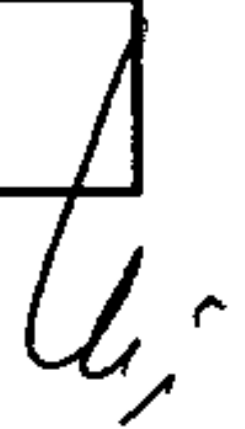
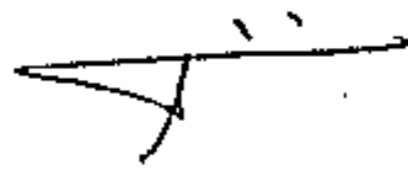
The continued validity of the Certificate of Airworthiness of a leased aircraft shall be ensured in accordance with the relevant EU regulation 2042/2003 Part M requirements. Until 28 September 2008 upon written notification by the lessor Authority to the lessee Authority should the lessor Authority have made use of the provisions of paragraph 3(a) of art. 7 of the EU regulation 2042/2003, the Certificate of Airworthiness will be renewed or its continued validity be confirmed in accordance with the rules established by the State of registry Authority provided the aircraft has been properly maintained and is in a condition for safe operation. To this end the operator's Authority shall ensure that maintenance and service records are available at any time to the Authority of the State of registry or to the entity designated by that Authority in accordance with its national regulations.

For German registered aircraft, the annual inspection to support the issuance of the Nachprüfschein for the continued validity of the German Certificate of Airworthiness must be performed and released by an appropriately approved German Part 145 – maintenance organisation holding the necessary privilege (German Order “Verordnung zur Prüfung von Luftfahrtgerät (LuftGerPV)”).

For Italian registered aircraft, the Certificate of Airworthiness will be renewed by ENAC in accordance with ENAC Regolamento Tecnico provisions.

However, on a case by case basis, proper arrangements could be made between the two Authorities to decide on alternative procedures. On the specific request of the lessor Authority and conditional on favourable results of the surveillance and inspection activities performed on the leased aircraft in accordance with the terms of the present implementation procedures, the lessee Authority shall renew the aircraft Certificate of Airworthiness on the basis of the procedures provided by the State of registry Authority or shall provide the State of registry Authority with a Certificate of Airworthiness renewal recommendation. The lessee is requested in

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IMPLEMENTATION PROCEDURES TO AGREEMENT ENAC-LBA

this case to submit an application to its Authority. Other aircraft certificates/licenses (i.e. aircraft radio station license etc) will be renewed by the competent State of registry authorities.

After the implementation of EASA Part M, the necessary recommendation to the State of registry Authority for the issuance of an airworthiness review certificate (ARC) for the continued validity of the certificate of airworthiness shall be made by an appropriately approved and privileged Part M Subpart G organisation.

Article 15

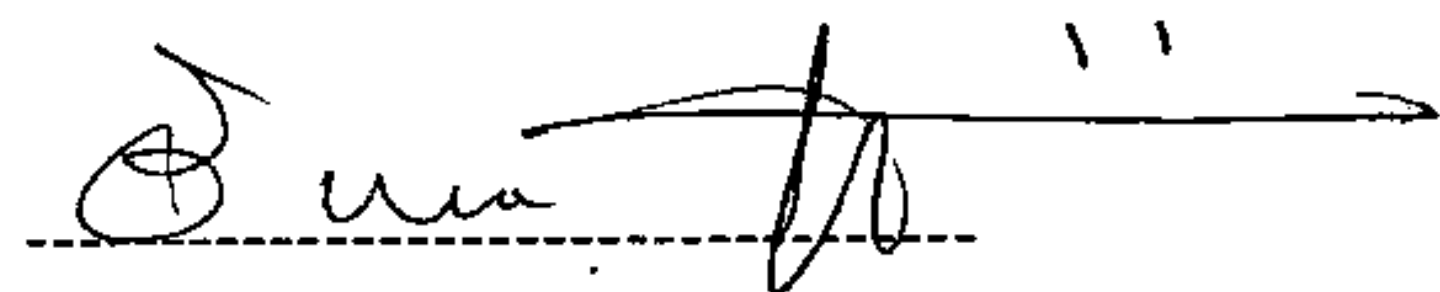
CO-OPERATION

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

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

For E.N.A.C.

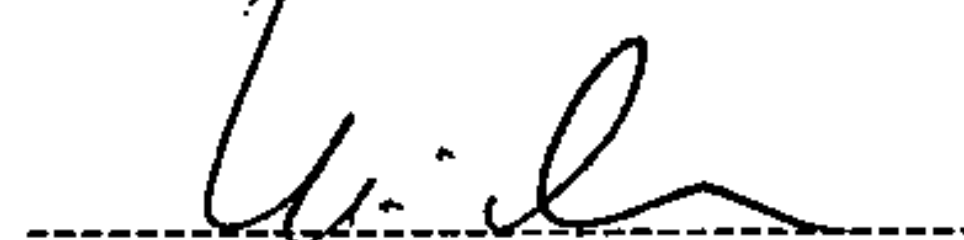
Mr. Enea L. Guccini



18.07.2007

For LBA

Mr. Joachim Wichmann



18.07.2007

**APPENDIX n° A - LIST OF ADDRESSES OF ENAC AND LBA 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

Direzione Manutenzione e Produzione (TMP)

Via di Villa Ricotti 42

00161 Roma

Tel: +39-06-44185741

Fax: +39-06-44185731

e-mail: manutenzione.produzione@enac.rupa.it

Point of contact for daily implementation of that agreement are:

with regard to the subject aircraft maintenance surveillance (e.g . maintenance programme acceptance etc.)

Direzione Operazioni (OOM) of Milan

Via Caldera 21

20153 Milano

Tel. +39-02-482781

Fax +39-02-48278200

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

Direzione Operazioni (OOR) of Rome:

Piazzale Luigi Sturzo, 15

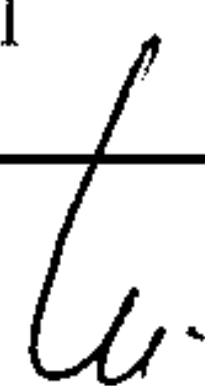
00144 Roma

Tel.: +39-06-5439-3502

Fax: +39-06-5923-017

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

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Direzione Operazioni (OON) 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.rupa.it

Direzione Operazioni (OOT) Turin:

Via Montecuccoli,2

10121 Torino

Tel.: 39-011-5613-621

Fax: 39-011-5628-296

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

Direzione Operazioni (OOV) Venice:

Aeroporto "Marco Polo"

Via Galileo Galilei, 1630173 Venezia Tessera

Tel.: +39 041 2606702

Fax: +39 041 2606701

e-mail: operazioni.veneziana@enac.rupa.it

with regard to operational requirements

Direzione Standard Volo(TSV)

Via di Villa Ricotti 42

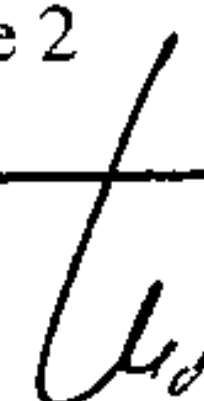
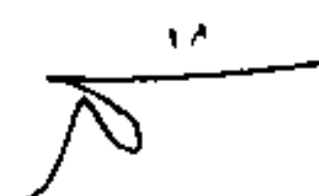
00161 Roma

Tel: +39-06-44185745

Fax: +39-06-44185746

e-mail: standard.volo@enac.rupa.it

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IMPLEMENTATION PROCEDURES TO AGREEMENT ENAC-LBA

with regard to flight and cabin crew licenses (validation, requirements, etc.)

Direzione Licenze del Personale (TLP)

Via di Villa Ricotti 42

00161 Roma

Tel: +39-06-44185714

Fax: +39-06-44185701

e-mail: licenze.personale@enac.rupa.it

with regard to type design issues

Direzione Prodotti Aeronautici (TPA)

Via di Villa Ricotti 42

00161 Roma Tel.: +39-06-44185724

Fax: +39-06-44185611

e-mail: prodotti.aeronautici@enac.rupa.it

with regard to regulatory/publication issues

Direzione Politiche di Sicurezza e Ambientali(GSV)

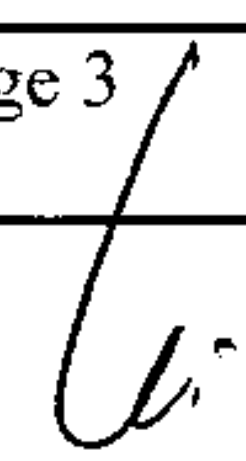
Via del Castro Pretorio, 118

00185 Roma

Tel: +39-06-44596238

Fax: +39-06-44596271

e-mail: politiche.sicurezza@enac.rupa.it



IMPLEMENTATION PROCEDURES TO AGREEMENT ENAC-LBA

LBA

For matters of principle in relation to this agreement and co-ordination for specific issues with the other interested LBA Services

Luftfahrt-Bundesamt
Referat für Genehmigungen,
Einflugerlaubnisse und
Luftverkehrssicherheit
Tel. n. +49-531-2355-406
Fax n. +49-531-2355-744

