

Agreement

between

the Swedish Transport Agency

and

the Federal Ministry of Transport, Building and Urban Development

of the Federal Republic of Germany,

represented by

the German Civil Aviation Authority,

Luftfahrt-Bundesamt,

on

the Implementation of Article 83^{bis}

of the Convention on International Civil Aviation

The Swedish Transport Agency
and
the Federal Ministry of Transport, Building and Urban Development
of the Federal Republic of Germany,
represented by
the German Civil Aviation Authority,
Luftfahrt-Bundesamt, -

considering the Protocol of 6 October 1980 to amend Article 83^{bis} of the Convention on International Civil Aviation,

desiring, with a view to enhance the safety in civil aviation, to transfer to the State of the Operator of aircraft all or part of the State of Registry's functions and duties pertaining to Articles 12, 30, 31 and 32 (a) of the Convention on International Civil Aviation, as provided by Article 83^{bis} of the Convention on International Civil Aviation which was included with the Protocol of 6 October 1980,

convinced that, in line with Part VIII Chapter 1 of ICAO Doc. 9642 and Chapter 10 of ICAO Doc 8335, it is necessary to establish precisely the international obligations and responsibilities of the Contracting States in compliance with the Convention on International Civil Aviation, when an aircraft registered in one Contracting State is operated by the holder of an operating licence issued by the other Contracting State including an air operator's certificate (AOC) under a dry-lease arrangement –

have agreed, on the basis of Articles 33 and 83^{bis} of the Convention on International Civil Aviation, as follows:

Article 1
Definitions

For the purposes of this Agreement, unless the text otherwise requires:

1. the term "Convention on International Civil Aviation" means the Convention on International Civil Aviation, opened for signature at Chicago on 7 December 1944, including any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or of the Convention under Articles 90 and 94 thereof in so far as those Annexes and amendments have become effective for or have been ratified by both Contracting Parties,
2. the term "ICAO" means the International Civil Aviation Organization,
3. the term "EASA" means the European Aviation Safety Agency,
4. the term "dry-lease arrangement" means an arrangement between airlines for the lease of an aircraft for use against payment, without crew and with the aircraft being operated under the air operator's certificate of the lessee,
5. the term "lessor" means the registered owner or any legal or natural person transferring the use of an aircraft against payment to the lessee,
6. the term "lessee" means the operator to whom an aircraft is leased for use against payment and in whose operating licence including an air operator's certificate the aircraft is registered,
7. the term "civil aviation authority" means in the case of the Federal Republic of Germany the Luftfahrt-Bundesamt, Hermann-Blenck-Str. 26, 38108 Braunschweig, designated by the Federal Ministry of Transport, Building and Urban Development (Bundesministerium für Verkehr, Bau und Stadtentwicklung) in accordance with section 3 (a) (2) of the Civil Aviation Act of the Federal Republic of Germany and in the case of the Kingdom of Sweden the Civil Aviation Department (Luftfartsavdelningen) of the Swedish Transport

Agency (Transportstyrelsen), SE-601 73 Norrköping Sweden in accordance with Ordinance (2008:1300) with instruction for the Swedish Transport Agency,

8. the term "State of Registry" means the state in whose aircraft register the aircraft leased for use against payment is entered,
9. the term "State of the Operator" means the state from which the lessee has received his operating licence.

Article 2

Scope of application

This Agreement shall be applicable to aircraft registered in the aircraft register of the State of one Contracting Party and are operated by an operator from the State of the other Contracting Party for commercial air transport and/or aerial work under a dry-lease arrangement.

Article 3

Transferred responsibilities

(1) The civil aviation authority of the State of Registry is, in accordance with the provisions of this Agreement, entitled to transfer the following responsibilities including oversight and control of the duties set out in the respective Annexes to the Convention on International Civil Aviation to the civil aviation authority of the State of the Operator:

1. Annex 1 – Personnel Licensing – other than the issuing and validation of licences.
2. Annex 2 – Rules of the Air – enforcement of compliance with applicable rules and regulations relating to the flight and manoeuvre of aircraft.

3. Annex 6 – Operation of Aircraft – all responsibilities which are normally incumbent on the State of Registry for the oversight and control of operations of aircraft entered on its aircraft register.
4. Annex 8 – Airworthiness of aircraft – all responsibilities which are normally incumbent on the State of Registry, and have not been assumed by EASA, for the oversight and control of aircraft entered on its aircraft register.

(2) The civil aviation authority of the State of the Operator shall inform the civil aviation authority of the State of Registry about any intended sublease of an aircraft for which the responsibilities were transferred in accordance with paragraph 1.

(3) Duties and functions in accordance with paragraph 1 must not be transferred to any other state.

Article 4

Procedure for the transfer of responsibilities

(1) Details concerning the transfer of responsibilities in accordance with Article 3, including the provisions and procedures to be applied, shall be laid down in writing between the civil aviation authorities of the States of the Contracting Parties involved. Applications for the transfer of responsibilities by the civil aviation authority of the State of Registry shall require the written acceptance by the civil aviation authority of the State of the Operator. Applications may only be filed for single and specifically designated aircraft for the period of application of the dry-lease arrangement. Upon receipt of the notification of acceptance in accordance with the second sentence the transfer of the responsibility for the control of the designated aircraft shall become effective.

(2) In the case of a prolongation of a dry-lease arrangement paragraph 1 shall apply accordingly.

(3) The civil aviation authorities shall be entitled to revoke the transfer of responsibilities at any time. The revocation must be performed in writing. It shall become effective 24 hours upon receipt.

(4) An aircraft for which the responsibility for oversight and control was transferred by virtue of Article 3 (1) shall be subject to the requirements of the in each case applicable laws, as well as other regulations and procedures of the State of the Operator.

Article 5

Meetings between the civil aviation authorities

(1) If required, meetings shall be convened between the civil aviation authorities of the Contracting States to discuss both operations and airworthiness matters found as a result of the inspections of the aircraft. In this connection, the following subjects shall be especially discussed:

1. Air operations,
2. Control of continued airworthiness and maintenance of aircraft,
3. Operator's MCM procedures, if applicable,
4. Any other significant matters arising from inspections.

(2) At the request of the civil aviation authority of the State of Registry the other civil aviation authority shall, in compliance with applicable law, perform an inspection of the aircraft for which the responsibility for oversight and control was transferred on the basis of Article 3 (1). The requested civil aviation authority shall, as far as possible, permit the representatives of the civil aviation authority of the State of Registry to be present during the inspection of the aircraft. The civil aviation authorities shall make the necessary arrangements for this. The requested civil

aviation authority shall inform the civil aviation authority of the State of Registry about the result of the inspection in writing.

Article 6

Obligation to carry Documents

The civil aviation authorities of the Contracting States shall make available a certified true copy of this Agreement as well as of the correspondence in accordance with Article 4 (1) to the lessee and to the lessor. Certified true copies of this Agreement, of the correspondence as well as of the air operator's certificate in which the aircraft concerned is registered shall be carried on board the aircraft for which the responsibility was transferred by virtue of this Agreement. If the lessee has obtained, from its authority, approval for a system to list the registration marks for aircraft operated and authorized under its air operator's certificate, this list and the relevant section of the Operator's Manual must be kept on board.

Article 7

Registration

(1) The Contracting States shall submit this Agreement as well as amendments thereto in accordance with Article 83 of the Convention on International Civil Aviation and in compliance with the Rules for Registration with ICAO of Aeronautical Agreements and Arrangements for registration to ICAO.

(2) Each civil aviation authority shall keep a list containing the aircraft for which the responsibility for oversight and control has been transferred by virtue of this Agreement, specifying the aircraft identification, type as well as the duration of the transfer. A copy of the lists shall, as Annex 1 of this Agreement, be submitted to ICAO for registration. The lists shall be updated twice annually, in each case together with the change of schedule and notified to ICAO.

Article 8

Charges

Each authority shall invoice charges and expenses according to its national provisions.

Article 9

Entry into Force, Period of Validity

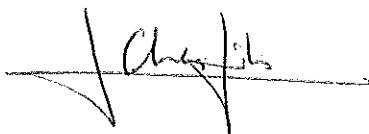
- (1) This Agreement shall enter into force on the date of its signature.
- (2) Any modification to this Agreement shall be made in writing.
- (3) The present Agreement shall be concluded for an indefinite period of time. It may be denounced at any time by the Contracting Parties in writing. It shall terminate 60 days after the date of receipt of the written notice of termination.

Done at *Norrköping* on *3 November* 2010 in duplicate in the English and German languages, both texts being authentic. In case of divergent interpretations of the English and the German text, the English text shall prevail.

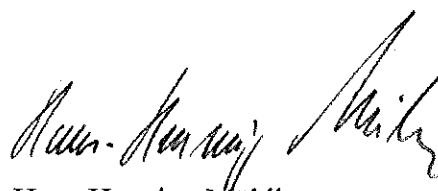
Swedish Transport Agency
Transportstyrelsen

Federal Ministry of Transport,
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of the Federal Republic of Germany

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Ingrid Cherfils
Acting Civil Aviation Director



Hans-Henning Mühlke
Head of Division Operations