



EAC

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TABLE of CONTENTS

ITEM	TITLE
<u>EAC 121-2</u>	Requirements For Leases And Interchange Agreements
<u>1</u>	Objective
<u>2</u>	General
<u>3</u>	ECAA Responsibilities
<u>4</u>	The Issuance Of Operations Specifications
<u>5</u>	Truth In Leasing Clause
<u>6</u>	How To Comply With "Truth In Leasing" Requirements.
<u>7</u>	Detailed Description Of Airworthiness Requirements
<u>APPENDIX A</u>	Document Presentation
<u>Section 1</u>	Status Summary And Data Certification
<u>Section 2</u>	The Aircraft Lease Agreement
<u>Section 3</u>	Operating Authority
<u>Section 4</u>	Export Certificate Of Airworthiness
<u>Section 5</u>	Current Inspection Status Summary
<u>Section 6</u>	Summary Of Current Status Of Life-Limited Parts
<u>Section 7</u>	Current Status Of Airworthiness Directives
<u>Section 8</u>	Aircraft Maintenance Program Integration

Requirements for Leases and Interchange Agreements.

1. OBJECTIVE. This document provides guidance for establishing the requirements, as required in Part 121.6, for evaluating aircraft leases and interchange agreements for Egyptian certificated operators. All dry leases, wet leases and interchange agreements must be approved by the ECAA, except those short-term agreements as defined in paragraph 2. A. (9). The authority to conduct short-term lease operations is granted to the operators after ECAA acceptance of their short term lease procedures. Renewal or extension of any such short-term agreement requires ECAA approval. Additionally, the general approval to conduct short term lease operations and all wet leases and all interchange agreements must be approved by the issuance of operations specifications as outlined in this document.

2. GENERAL

A. Definitions

- (1) Lease: Any agreement by a person (the lessor) to furnish an aircraft to another person (the lessee) to be used for compensation or hire purposes. This does not include an agreement for the sale of an aircraft or a contract of conditional sale..
- (2) Dry Lease: Any agreement in which a lessor, (which could be an air carrier, bank, or leasing company) leases an aircraft without cockpit crewmembers to an air carrier (the lessee), and in which the lessee maintains operational control.
- (3) Wet Lease: Any agreement in which an Egyptian certificate holder (lessor) leases an aircraft, with at least one pilot cockpit crewmember, to or from either an Egyptian operator, foreign air carrier, or a foreign person (the lessee).
- (4) Damp lease: Any agreement in which an Egyptian certificate holder (lessor) leases an aircraft, with pilot cockpit crewmember and possibly part of the cabin crew, to or from either an Egyptian operator, foreign air carrier, or a foreign person (the lessee) and its generally understood to be wet lease.
- (5) Interchange Agreement: Any agreement between operators (Egyptian or foreign) in which the operational control of an aircraft is transferred for short periods of time from one operator to another. With this type agreement, the latter operator assumes responsibility for the operational control of the aircraft at the time of transfer.
- (6) Operational Control: With respect to flight operations, means the exercise of authority over initiating, conducting or terminating a flight.
- (7) Lessee: The party using the aircraft under the provisions of a lease.
- (8) Lessor: The party furnishing the aircraft under a lease.
- (9) Short Term Lease: An agreement that is not longer than two consecutive months and the number of days that may be operated per month does not exceed five days and operational control and the maintenance for the aircraft always remains the responsibility of the lessor.

B. Determining Operational Control of a Dry Leased Aircraft. Normally, operational control of any dry leased aircraft rests with the lessee. In most dry lease agreements, the lessor is either a bank or a leasing or holding company. When the lessor is an Air Carrier, normally the fact that the lessor's cockpit crews are not involved in the operation results in the lessee exercising operational control of the aircraft.

C. Determining Operational Control of Wet Leased Aircraft. The fact that the ECAA characterizes a lease as a wet lease does not necessarily make the lessor responsible for operational control, although in most cases this is a requirement. This determination will be made after review of the contract by ECAA and the determination and resulting additional requirements (if any), needed for approval to begin operations, will be communicated to the Air Carrier in writing.

D. Other Factors in Determining Operational Control of Leased Aircraft

- (1) ECAR Part 121 provides that the ECAA shall determine if a person has operational control if that person exercised authority and responsibility for a specified number of operational functions. This will include, but is not limited to, the following operational issues;
 - (i) The scheduling of flights and crewmembers.
 - (ii) Initiating flights, and terminating flights.
- (2) In cases where there is any element of doubt or controversy over who exercises operational control after the ECAA considers the additional factors as

listed below, then the ECAA may require the wet lease agreement to be revised in a way that will clarify these issues.

- (i) The type of operation (Air Carrier or Air Taxi).
- (ii) The airports and areas of operation.
- (iii) The crewmembers, crewmember certification and training.
- (iv) Airworthiness and performance of maintenance.
- (v) Dispatch or flight following.
- (vi) Servicing of the aircraft.
- (vii) Any other factors the ECAA considers relevant.

E. INTERCHANGE AGREEMENTS

- (1) An interchange agreement is a form of dry lease agreement. It allows an operator to dry lease aircraft to another operator for short periods of time. ECAR's prohibit listing an aircraft on both operators operations specifications.
- (2) Occasionally, important details may be overlooked unless interchange conditions are closely monitored. Equipment differences can be potentially dangerous unless effective training or corrective action is taken before operations begin. An approved differences training program, if required, for both operations and maintenance must be approved for use and completed before operations can be commenced.

3 . ECAA RESPONSIBILITIES

- A. Approval of the operations specifications is the responsibility of the ECAA inspector assigned to the operator exercising operational control of the aircraft. This determination must be made by the inspector reviewing the specific assignment of operational control, which must be listed in the lease/interchange agreement.
- B. Review the Lease. An aircraft lease/interchange agreement is reviewed to determine if all of the responsibilities of the lessor/lessee are described. The inspector must ensure that the lease/interchange contains all effective dates and provisions required by regulation. Those items not required by regulation must be reviewed to determine their applicability and compatibility with the regulatory requirements.
- C. The Lessor's Operator's Manual. The lessor's manual must be reviewed for the following:
 - (1) The continuous airworthiness maintenance program, for the aircraft, engines, propellers (if applicable), and appliances
 - (2) The maintenance reliability program, if applicable
 - (3) A training program for the maintenance personnel on the aircraft
 - (4) Fueling procedures for the aircraft
 - (5) Provision for use of an approved Minimum Equipment List (MEL)
 - (6) Provisions for leasing the aircraft to the lessee
- D. The Lessee's Operator's Manual. The lessee's manual must be reviewed for the following:
 - (1) To determine if the manuals provide adequate procedures and guidance for leasing aircraft into its operating system
 - (2) Procedures for the use of the lessor's continuous airworthiness maintenance program, for the aircraft, engines, propellers (if applicable), and appliances
 - (3) Procedures for the use of the maintenance reliability program, if applicable
 - (4) Procedures in the maintenance training program that are adequate to provide for configuration differences, if the aircraft is maintained under the lessor's maintenance program
 - (5) Fueling procedures for the aircraft
 - (6) Provisions for use of an approved MEL
- E. Aircraft Maintenance Records. The lessor will maintain the aircraft maintenance records and ensure the items required to be inspected, repaired, or overhauled are addressed in those records.
- F. Aircraft Conformity Inspections. Aircraft conformity inspections are conducted to ensure that:
 - (1) Differences between aircraft already in a lessee's fleet and aircraft being leased are noted. These differences must be addressed with:
 - (i) Amendments to the lessee's operations specifications
 - (ii) Revisions to the lessee's maintenance manual

- (2) Configuration of the aircraft meets the regulatory requirements of the intended operation

4. THE ISSUANCE OF OPERATIONS SPECIFICATIONS.

A. AIRCRAFT SHORT TERM AND WET LEASE ARRANGEMENTS.

- (1) After the ECAA has accepted the operators short term lease procedures they will issue the authority to conduct these operations in Operations Specification.
- (2) When a wet lease arrangement is authorized, Operations Specification shall be issued only to the certificate holder who (as determined by the ECAA) has operational control. If the certificate holder maintains operational control in more than one lease agreement, all such agreements must be authorized by OpSpecs. The name of the lessor and lessee of each agreement must be entered in this operations specification. The aircraft make/model/series and registration used in each agreement, and the expiration date of each agreement, must be entered also. The kind of operation (Air Carrier or Air Taxi), if different from that specified in operations specification ~~A1~~ of the certificate holder's OpSpecs. If it is necessary to specify other conditions or limitations, they will be specified by adding text to OpSpecs.

- B. AIRCRAFT INTERCHANGE ARRANGEMENTS. When an interchange arrangement is authorized, Operations Specification shall be issued to both parties of the interchange agreement by each responsible ECAA Inspector. All interchange arrangements authorized for an operator must be listed in OpSpecs. The name of the operator who would normally operate the aircraft if an interchange agreement were not in effect, must be entered as the "Primary Operator." The name of the other party to the interchange agreement must be entered as the "Interchange Operator." The aircraft make/model/series and registration of the aircraft used and all specified interchange points for each agreement must be listed in the operations specification. If it is necessary to specify other conditions or limitations such as expiration dates, they should be specified by adding text to OpSpecs.

5. TRUTH IN LEASING CLAUSE.

A sample of the type of written "Truth in Leasing" clause that is required by Part 91.23 as a concluding paragraph as Part of the lease agreement and must be in large print immediately preceding the signature of the parties as follows:

SAMPLE

(insert type, model and registration number of airplane, such as B767-300, SU - 777) HAS BEEN MAINTAINED AND INSPECTED UNDER _____ (insert Part 91 or Part 121 as appropriate) FROM _____ TO _____ (insert date of execution of lease or contract after the word "to"; then go back 12 months and enter that date after the word "from"). If the aircraft has been maintained under Part 91 during part of the preceding 12 months and under Part 121 during other parts of the 12 months, the dates and ECARs under which it was maintained for each period should be specified.

IT WILL BE MAINTAINED AND INSPECTED UNDER _____ (insert Part 91 or 121 as appropriate) FOR OPERATIONS TO BE CONDUCTED UNDER THIS _____ (insert lease OR contract of conditional sale, whichever is correct). DURING THE DURATION OF THIS _____ (insert lease OR contract of conditional sale, whichever is correct).

_____ (insert name and address of individual, company, or corporation) IS CONSIDERED RESPONSIBLE FOR OPERATIONAL CONTROL OF ALL AIRCRAFT IDENTIFIED AND TO BE OPERATED UNDER THIS _____ (insert lease or contract of conditional sale).

AN EXPLANATION OF THE FACTORS BEARING ON OPERATIONAL CONTROL AND THE PERTINENT EGYPTIAN CIVIL AVIATION REGULATIONS CAN BE OBTAINED FROM THE ECAA.

I, THE UNDERSIGNED _____ **(insert name and address of responsible party)** CERTIFY THAT I AM RESPONSIBLE FOR OPERATIONAL CONTROL OF THE AIRCRAFT AND THAT I UNDERSTAND MY

RESPONSIBILITIES FOR COMPLIANCE WITH APPLICABLE EGYPTIAN CIVIL AVIATION REGULATIONS.

Signature and Title (lessor)	Date and time of execution
Signature and Title (lessee)	Date and time of execution

6. HOW TO COMPLY WITH "TRUTH IN LEASING" REQUIREMENTS.

- a. Prepare the lease or conditional sales contract so that it complies with Part 91.23.
- b. Mail or deliver a copy of the contract to the ECAA.
- c. Provide personal or telephonic notice to the appropriate inspector at least 48 hours prior to first flight under the contract.
- d. Carry a copy of the contract in the airplane.
- e. If you have any questions, check with the ECAA.

7. DETAILED DESCRIPTION OF AIRWORTHINESS REQUIREMENTS.

The following information is provided to give carriers a more detailed explanation describing the airworthiness requirements that must be considered when entering a lease or interchange agreement.

A. Acceptance of the type design

The Egyptian Civil Aviation law and regulations EAC 21-1 prescribe the airworthiness and the design-related operational requirements for aircraft Type Certificated in another country to be registered in Egypt and operated by an operator under its jurisdiction, or vice versa.

However, this Circular prescribes the requirements for a foreign-registered aircraft to be utilized by Egyptian operators, or vice versa, to comply with the same airworthiness and operational requirements, as if they were registered in Operator's state.

B. Maintenance Surveillance

1. Although the maintenance program is usually approved by the State of Registry (Annex 6, Part 1, 11.3), the Egyptian Civil Aviation Law and Regulations require an approval of the maintenance program for all aircraft operated by the operators in Egypt. Other factors may, by necessity or for convenience, lead to the use of a third State's maintenance program, in the case of transferred aircraft.
2. Some of the factors influencing the selection of the maintenance to be applied when aircraft are transferred are:
 - (i) The period of time for which the aircraft is transferred;
 - (ii) The differences between the maintenance requirements of the State of Registry and those of the State of the Operator and the compatibility of their approved maintenance programs;
 - (iii) The absence of requirements regarding the approval of the maintenance program by the State of the Operator and/or of the State of Registry; and
 - (iv) The distance between the place where the aircraft is operated and the State of the Operator, i.e. the aircraft may be operated in a third State for the duration of the transfer.
3. Arrangements and procedures regarding the maintenance, the performance and certification of maintenance, including the signing of maintenance releases and the record-keeping should be acceptable to both the State of Registry and the State of the Operator or as provided in 83 *bis* of the Chicago Convention. These arrangements and procedures could be developed on a case by case basis or be the subject of bilateral airworthiness and/or transfer arrangements, Maintenance Agreement or Lease Agreement or Similar arrangements formulated by an exchange of letters between authorities.
4. In order to ensure that there exists a system whereby information on faults, malfunctions, defects and other occurrences is transferred to the organization responsible for the type design, and to establish which type of service information is to be reported by operators, organizations responsible for type design and maintenance organizations;

5. Documentation should be provided to establish the national regulations under which the maintenance and operation of the aircraft have been carried out. This should also include, where applicable, details of any deviations from, or exemptions issued against, those regulations.
6. The maintenance program should be identified to the following standard:
 - (i) *Approval*. The approval or acceptance of the maintenance program by the associated regulatory authority should be identified;
 - (ii) *Traceability*. The maintenance program should be identified and be traceable to its approved minimum requirements standard, e.g. Maintenance Review Board (MRB) Report, the manufacturer's recommended maintenance program or recommended tasks. In the event that the program fails to meet the minimum requirement standard, all areas of such deficiencies should be identified and collective action taken, on the aircraft or to the program as necessary. The minimum standard is understood to mean only minimum required tasks and not the intervals; and
 - (iii) *Documentation*. A printed copy of the maintenance schedule should be provided which identifies all tasks and functions in such a manner as to permit traceability to the corresponding work cards. This includes sampling program tasks.

C. Information On Faults, Malfunctions And Defects And Other Occurrences

1. The State of Registry is responsible for ensuring the transfer of information on defects to the organization responsible for the type design. For an operator of an aircraft subject to a transfer, it may not be appropriate, convenient or enforceable to report defects according to the system of the State of Registry. Therefore specific arrangements between the State of Registry and the State of the Operator should be developed to ensure that the information on defects for the aircraft is transferred to the organization responsible for the type design.
2. At the time an aircraft is transferred the two authorities and the operators involved should decide which reporting systems and procedures apply, to ensure that the information is transmitted to the organization responsible for the type design and, as required, to the State of Registry.
3. Some of the factors influencing the selection of the system to be used for reporting information on defects, when aircraft are transferred, are:
 - (i) The period of time for which the aircraft is transferred;
 - (ii) The compatibility/differences between the reporting system of the State of Registry and that of the State of the Operator;
 - (iii) The absence of a reporting system in the State of the Operator and/or the State of Registry; and
 - (iv) The regulatory requirements of the States involved.

D. Mandatory Continuing Airworthiness Information

1. In general the State of Registry has prime regulatory responsibility for the airworthiness of the aircraft. If the State of Registry is also the State of Design, it will normally be the originator of mandatory continuing airworthiness information, such as airworthiness directives (AD).
2. Procedures to respond to mandatory continuing airworthiness information received from the State of Design are prescribed in Part 39.
3. However, the State of the Operator may, in certain circumstances, issue mandatory continuing airworthiness information applicable to aircraft operated and/or registered in its State. In such cases the state of Registry should be considered before the implementation of the information.
4. Where an aircraft is transferred from the State of Registry to the State of the Operator, irrespective of the fact that either State could be the State of Design:
 - (i) The authorities of the State of Registry and of the State of the Operator in consultation with the registered owner and the operator of transferred aircraft should determine which of the States' mandatory continuing airworthiness information will apply to the transferred aircraft, before they enter into a transfer agreement; and
 - (ii) The States involved in aircraft transfer should develop administrative procedures to this effect.

5. The intent of this paragraph can be achieved, by a general "agreement or arrangement on aircraft transfer between the States or authorities involved or by individual

E. Distribution Of Mandatory Continuing Airworthiness Information

1. The mandatory continuing airworthiness information issued by the State of Registry in the form of an AD, or equivalent, or issued by the State of Design and made mandatory by the State of Registry, should be made available to affected operators by the State of Registry and should be made available to the State of the Operator.
2. The mandatory continuing airworthiness information issued, in certain circumstances, by the State of the Operator, and made mandatory on aircraft registered in another State and operated in its State (State of the Operator), should be made available to affected operators by the State of the Operator.

F. Records And Documentation

1. Prior to initiation of the lease or other transfer, representatives of both parties should co-ordinate the scope and content requirements of the technical logs and the aircraft journey log book which will eventually be required upon aircraft return or further transfer. The governing record-keeping regulation under which the aircraft records should be maintained should be determined prior to initiation of the lease or transfer.
2. Language: All aircraft records should be maintained in English. For practical purposes another language may be used; however, a translation to the acceptable language should be provided at the time of transfer, if required by the regulatory authority.
3. Documentation requirements:
 - (i) Documentation requirements for incoming components and parts should be identified in the operator's manual to support its purchasing and receiving inspection functions. This includes, but is not limited to, documentation of airworthiness directives (AD) compliance, time on life-limits, descriptions of work performed and certification of new and repaired parts. Once these requirements are satisfied and the essential information is entered into the operator's records system, the only source documentation required to be retained is that necessary to;
 - (ii) Satisfy the requirements of the responsible regulatory authority;
 - (iii) Support the operator's continuing analysis and surveillance system; and
 - (iv) Support future maintenance on the affected parts.

However, operators are advised to retain or archive documentation of AD compliance, life-limited part service times and other information which may be useful in the future.
 - (v) When a used aircraft is introduced into an operator's fleet, the receiving operator should review the records to ensure they provide the current maintenance information necessary to phase the aircraft into the maintenance program of the operator. This includes records such as the documentation of the last scheduled inspection, the current status of AD, life-limited parts and components, Supplemental Structural Inspection Document, damage-tolerance inspection status, Certification Maintenance Requirements, major repairs and major alterations.
 - (vi) If the aircraft is being transferred to another operator, the records from the transferring operator of the status of life-limited parts and AD, including the method of AD compliance, should be acceptable as valid unless obvious discrepancies are apparent. The transferring operator should provide a written statement that the records are correct.
 - (vii) If the aircraft is being transferred from another State, it may be necessary to evaluate the previous operator's maintenance scheduling and record-keeping system to ensure the validity of the records. The available records may vary, depending on the country of origin. Therefore a means of assuring the integrity of the previous operator's records system may be

- necessary. This may require communication between the two regulatory authorities concerned.
- (viii) The following are requirements for determining the validity of the current status of life-limited parts and AD compliance:
- (A) The operator's records should meet ICAO requirements and a record of current status would be acceptable;
 - (B) A spot check of visible AD would be indicative of the accuracy of those records;
 - (C) A spot check of source records for the record-keeping system of the transferring operator would indicate the quality of those records;
 - (D) The state of the transferring operator's shop records would be indicative of the integrity of the operator's record-keeping system;
 - (E) Significant errors or omissions in a records status report would indicate inadequate records and record-keeping system.
- (x) Part numbers
Records must accurately reflect the manufacturer's part number as applicable. In the event that the operator utilizes a part numbering system other than the manufacturer's system, a complete cross-reference should be provided with the records. If alternative part numbers are recorded, technical substantiation should be available to support the part substitution.
- (xi) Serial numbers
All components and assemblies controlled by serial numbers should have their serial numbers recorded in the maintenance records. In the event that the operator utilizes a serial numbering system other than the manufacturer's system, a complete cross-reference should be provided with the records.
- (xii) Dates
All records should be properly dated with reference to an installation or maintenance function accomplishment. If the date format is numeric, the system should use a day/ month/year format to date the records.

4. Record-keeping requirements for airworthiness directives

- (i) The current status of applicable AD for a particular airframe, engine, propeller, rotor or appliance should be maintained. This record should identify the particular airframe, engine, propeller, rotor or appliance; identify the applicable AD (including amendment number, if required); date (when the AD was accomplished, if required) and/or when the next recurring inspection (action) is due; describe the method of compliance (if more than one method is specified in the AD) and show the appropriate measuring parameters (hours, cycles and/or calendar times).
- (ii) The requirements of the regulatory authority will determine the specific data required as part of a maintenance record. An operator is not required to retain actual work documents to show accomplishment of the work on a given airframe, engine, propeller, rotor or appliance to document AD compliance unless such records are otherwise called for by the requirements of the regulatory authority.

Note.- Current status information is required to be maintained as long as the airframe, engine, propeller, rotor or appliance is used or intended to be used by the operator.

5. Record-keeping requirements for life-limited parts

Each operator should maintain the current status of life-limited parts. If the operator obtained such parts new from the manufacturer, the current status will be based upon the operator's in-service history of the part. If the part has been obtained from a previous operator, the current status will be based on the status from the previous operator plus the present operator's in-service history. The current status of life-limited parts is required upon each transfer throughout the operating life of the part. When such parts are transferred, the previous operator should produce an in service history for life-limited parts, irrespective of the operator's governing regulations. When life-limited parts are transferred between operators, a written statement by the

previous operator, attesting to the current status of life limited parts, is an acceptable method of indicating prior operating service of the part(s).

- (i) When the records of current status for life-limited parts are lost or destroyed, an equivalent level of safety may be determined by consideration of other records available, such as technical records, utilization reports, manufacturer's information or presentation of other evidence. If review of other available documentation reveals significant errors or omissions that prevent the development of a current status for the life-limited part(s), the part(s) in question should be retired from service. It is the operator's responsibility to notify the regulatory authority when such records are lost or destroyed and to initiate an immediate search for records from which the current status of the life-limited part(s) can be determined.
- (ii) Not all life-limited parts will necessarily be marked with part and serial numbers.
- (iii) Operators may receive life-limited parts from a repair station that has a system to determine the current status of such life-limited parts. This system should be recognized as a factor in the substantiation of the current status of life-limited parts.

G. Transfer of records

1. When an aircraft, airframe, engine, propeller, rotor or appliance is transferred to a new operator the records of these products should accompany the transfer. Such records should include the current status of maintenance, AD and life-limited parts and should clearly identify the person responsible for the data in the report and the date associated with the records.
2. When an aircraft, airframe, engine, propeller, rotor or appliance is leased, the associated records should be transferred as if the transaction were a sale. By agreement between the lessee and the lessor, some records, such as work cards and inspection records, may be retained by the owner; however, the lessee has a responsibility to review the records retained by the owner and ensure that the summary information used to support the airworthiness of the item is complete and accurate.
3. Lost records. In the event that required maintenance records have been lost or destroyed, alternative proof should be provided that the tasks in question have been performed.
4. Service bulletins. All service bulletins that have been incorporated should be listed together with accomplishment dates. If options are available, the option complied with should also be indicated. When a service bulletin involves recurring action, the times and/or dates, as applicable, of the last action and the next action due should be provided.
5. Modifications/alterations
 - (i) All modifications/alterations performed since the original aircraft delivery which are still existent on the aircraft should have been carried out in accordance with the requirements of the airworthiness authority of the State of Registry at the time of their incorporation.
 - (ii) A list of such modifications/alterations should be provided indicating their classification and supported by appropriate documentation. In the case of a major modification/alteration this documentation should include as a minimum:
 - (A) the document defining the modification/alteration;
 - (B) the certification basis; and
 - (C) the approval of the relevant authority.
6. Repairs. All major repairs performed since original aircraft delivery and which are still existent upon the aircraft should be listed and demonstrated to be in compliance with the requirements of the airworthiness authority of the State of Registry at the time of their incorporation. If additional action is required, e.g. recurring inspection, this should also be indicated.

APPENDIX A

DOCUMENT PRESENTATION

Presentation

A standard method of presenting the records is encouraged. It is recommended that the summary of records and other pertinent information be compiled into a concise document in order to simplify, as much as possible, the record review and approval process.

Note: The record package must include a signed statement either from the AOC holder's Director of Quality or from the AOC holder's CAA.

Document Recommended format

Section 1: Status summary and data certification

This section should begin with a statement of certification from the transferring operator or owner that the information presented is true and correct, including:

- (a) Registration, airworthiness certificate basis and status, noise certification, radio license, latest weight and balance report, insurance and latest scheduled check performed.
- (b) A general statement of the current status of non repetitive airworthiness directives such as:
"All applicable airworthiness directives through (specify date, issue, etc.) have been incorporated as listed on the (specify name of operators) airworthiness directive summary (specify date) with the exception of those ADs requiring initial or repetitive action.";
- (c) A general statement of the current status of repetitive airworthiness directives, such as:
"All AD listed on the (specify operator) airworthiness directive control summary dated (specify date) require initial or repetitive action at the date, time or cycles listed.";
- (d) A statement of the extent of the operator's direct operational and maintenance control of the aircraft and a list of major repairs accomplished during that time, such as:
"This aircraft has been under the direct operational and maintenance control of (specify operator) since (specify date). During this time the aircraft underwent the following major repairs/modifications in accordance with approved technical data documented in the aircraft records. (List all major repairs/modifications).";
- (e) A statement regarding the accomplishment of the last major inspection, such as:
"The last (specify type of major inspection) was accomplished by (specify the approved facility that accomplished the inspection)"
- (f) A statement regarding the current status of the installed engines and any spare engines, such as:
"The following engines are currently installed on the aircraft with the total accumulated and remaining hours and cycles listed for each. (List engines here.) The (specify operator) life-limited parts report has been prepared using the (list manufacturer's controlling document here), and reflect accurate times and cycles of the life-limited parts as of the engine time/cycles noted above."; and
- (g) A statement regarding the current component status, such
"The components/inspection times listed on the (specify operator) component control summary represent the latest component installation information as of (specify date)."

Section 2: The aircraft lease agreement

This section should contain a copy of the lease or sale agreement. Economic or monetary information may be deleted for the purposes of this presentation.

Section 3: Operating authority

This page should contain a copy of the operating authority issued by the responsible regulatory authority of the last operator. This is used to establish the rules under which the aeroplane was operated and maintained.

Section 4: Export certificate of airworthiness

This section should contain a copy of the export certificate of airworthiness (if any).

Section 5: Current inspection status summary

This page should give a summary of the current inspection status of the aircraft at the time of transfer. It should list:

- (a) The aircraft total time;
- (b) The aircraft total cycles or landings;
- (c) The time and landings since the last major scheduled maintenance or inspection;
- (d) The scheduled major inspection intervals and the time remaining to the next inspection; and
- (e) The powerplants by position and serial number. The listing should show the time since new, cycles since new and the time and/or cycles remaining to the next life limited part removal for each powerplant.

Section 6: Summary of current status of life-limited parts

This section should contain a listing of all the airframe and powerplant life-limited components/parts installed on the aircraft at the time of transfer. The listing should contain the name of the component/part, the installed location or position of the component/part, the component/part number, the component/part serial number, the required retirement time of the component/part, the total number of hours or accumulated cycles and the number of hours or cycles remaining before the required retirement time of the component/part is reached.

Section 7: Current status of Airworthiness Directives

This section should contain a listing of each airworthiness directive which is applicable to the aeroplane, powerplants, components and appliances. Recurring ADs should be listed separately. The listing should contain:

- (a) The AD number and revision date;
- (b) A concise description of the required action;
- (c) The method of compliance; as operated and maintained.
- (d) The time in service and the date of AD accomplishment; and
- (e) For ADs having requirements for recurring actions the date of AD accomplishment and when the next recurring action is due (date, hours, cycles, etc.).

Section 8: Aircraft maintenance program integration

If the maintenance/inspection program is to be changed for the aircraft, the integration plan for the two programs should be presented here. For an integration plan, a listing of each scheduled maintenance/inspection item under both the old and new program should be shown along with the method of transfer or bridging from one to the other.