

Bhutan Civil Aviation Authority

MODEL AGREEMENT BETWEEN STATES DELEGATION AGREEMENT BETWEEN BHUTAN AND CONTRACTING STATE ON THE IMPLEMENTATION OF ARTICLE 83 *bis* OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

WHEREAS the Protocol relating to Article 83 *bis* of the Convention on International Civil Aviation (Chicago, 1944) (hereinafter referred to as "the Convention"), to which Bhutan and Contracting State are parties, entered into force on

WHEREAS Article 83 *bis*, with a view to enhanced safety, provides for the possibility of transferring to the State of the Operator all or part of the State of Registry's functions and duties pertaining to Articles 12, 30, 31 and 32 a) of the Convention;

WHEREAS, in line with ICAO Doc 9642, Part VIII, Chapter 1, and in light of ICAO Doc 8335, Chapter 10, it is necessary to precisely establish the international obligations and responsibilities of Bhutan (State of Registry) and (State of the Operator) in accordance with the Convention;

WHEREAS with reference to the relevant Annexes to the Convention, this Agreement organizes the transfer from Bhutan to [.....] of responsibilities normally carried out by Bhutan (State of Registry), as set out in paragraph 3 below;

The Bhutan Civil Aviation Authority – BCAA, Paro International Airport, Bhutan.

And

The Civil Aviation Authority,,,,

Hereinafter referred to as "the Parties" have agreed, as follows, on behalf of their respective Governments, based on Articles 33 and 83 *bis* of the Convention:

General

1. In pursuance of the Convention and law of Bhutan, Bhutan shall be relieved of responsibility in respect of the functions and duties transferred to upon due publication or notification of this Agreement as determined in paragraph b) of Article 83 *bis*.
2. The scope of this Agreement shall be limited to aircraft on the register of civil aircraft of Bhutan and operated under leasing arrangement by the Bhutanese Airlines and, whose principal place of business is in

Definitions

Lessor: Registered owner of the aircraft (Bhutanese Airlines)

Lessee: Operator under the AOC by which the leased aircraft is operated. (.....Airlines)

BCAA: Bhutan Civil Aviation Authority

.....: Civil Aviation Authority of

Operator: Airlines (Lessee)

The list of aircraft concerned, identified by type, registration number and serial number, is reproduced in Schedule 1 attached, which also indicates the expiry date of each listed aircraft leasing arrangement.

Transferred responsibilities

3. Under this Agreement, the Parties agree that Bhutan transfer to the following responsibilities, including oversight and control of relevant items contained in the respective Annexes to the Convention:

Annex 1 - Personnel licensing, for licences issued or rendered valid by the State of the Operator, Annex 1, 1.2.2.

Annex 2 - Rules of the Air, enforcement of compliance with applicable rules and regulations relating to the flight and maneuver of aircraft.

Annex 6 - Operation of Aircraft (Part I - International Commercial Air Transport - Aeroplanes) all responsibilities which are normally incumbent upon the State of Registry. Where responsibilities in Annex 6, Part I, may conflict with responsibilities in Annex 8 - Airworthiness of Aircraft, allocation of specific responsibilities are defined in the attached Appendix No. 01.

Annex 8 -Under this Agreement, while the lessor BCAA will retain responsibility under the Convention for the regulatory oversight and control of the aircraft registered on its register in accordance with Annex 8 - Airworthiness of Aircraft, the responsibility for the maintenance surveillance of leased aircraft, operated under the AOC of the lessee, is hereby transferred to the lessee BCAA, including responsibilities in accordance with Annex 8, Part II, 3.4, Aircraft limitations and information, 3.5, Temporary loss of airworthiness, and Chapter 4, Continuing Airworthiness of Aircraft.

(Appendix No. 01) hereunder describes the responsibilities of the Parties regarding the continuing airworthiness of aircraft.

Notification

4. Responsibility for notifying directly any States concerned of the existence and contents of this Agreement pursuant to Article 83 *bis* rests with the State of the Operator (.....),. This Agreement, as well as any amendments to it, will also be registered with ICAO by BCAA 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).

5. A certified true copy of this Agreement shall be placed on board each aircraft to which this Agreement applies. A certified true copy of the AOC issued to Bhutanese Airlines by BCAA and Airlines by in which the aircraft concerned will be duly listed and properly identified, will be carried on board each aircraft.

Coordination

6. Meetings between and BCAA, Bhutan will be arranged, as necessary, to discuss both operational and airworthiness matters resulting from inspections that have been conducted by the respective inspectors. These meetings may take place at the respective authorities' offices. The following subjects may be reviewed during these meetings:

- Flight operations
- Continuing airworthiness surveillance and aircraft maintenance
- Operator's control manual procedure, as applicable

- Any other significant matters arising from inspections.

Final

7. This Agreement will enter into force on its date of signature and end at the culmination of the respective aircraft leasing arrangements under which they are operated. The Parties shall agree in writing to any modification of this Agreement.

This Agreement is accepted and signed by:

**Director General
BCAA**

Director Flight Safety

Attachments:

- Schedule 1 - Delegated Aircraft Affected by this Agreement
- Appendix No.01 - Responsibilities of Bhutan andRegarding Airworthiness

Schedule 1

AIRCRAFT AFFECTED BY THIS AGREEMENT

Owner (Lessor)	Operator of Aircraft (Lessee)	Type	Registration Mark	Serial Number
Bhutanese Airlines Airlines			
Bhutanese Airlines Airlines			
Bhutanese AirlinesAirlines			

Appendix No. 01

RESPONSIBILITIES OF BHUTAN AND REGARDING AIRWORTHINESS

I - PURPOSE

The purpose of this appendix is to provide detailed working arrangements between BCAA and to allow them to discharge their responsibilities for the continuing airworthiness of wet-leased aircraft while being operated in commercial air transportation by operators.

II - IMPLEMENTATION

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

.....
**Head of Division,
Flight Safety Regulation BCAA, Bhutan**
Telephone:

.....
Director Flight Safety Standards
..... CAA

As far as the current activities to be performed in accordance with these procedures are concerned,

BCAA inspectors in charge of a specific registered aircraft will coordinate their specific intervention and the necessary exchange of information related to the present procedures.

III - TYPE DESIGN DEFINITION

The aircraft must conform to the type design approved or otherwise accepted by the State of Registry Authority.

The State of the Operator Authority will be responsible for supervising continuous compliance with this requirement after y for the period the aircraft is being operated by the national operator under [Bhutan] registration marks.

IV - CHANGES TO THE TYPE DESIGN

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

1. Changes generated by the organization responsible for the type design and approved by the State of Design Authority.

Changes generated by the organization responsible for the type design (typically in the form of aircraft manufacturer's service bulletins) and approved by the State of Design Authority are approved for incorporation in the series of aircraft to which the modification relates provided that no deviation from the modification is made.

2. Other changes.

Changes to the type design are classified as major or minor by the State of Design Authority and/or by the State of Registry Authority and approved in accordance with the following procedure.

Changes to aircraft shall be approved by the State of Registry Authority for Bhutan registered aircraft. Approval requirements procedures are specified in Bhutan

3. Embodiment of approved changes.

Embodiment on aircraft of the design changes approved in accordance with the above procedure will be performed by an appropriately approved/accepted maintenance organization. Maintenance work shall be carried out and released by personnel licensed or qualified in accordance with requirements.

V - FLIGHT MANUAL

The aircraft must be operated within the limitations described in the flight manual approved by the State of Registry Authority but may include amendments approved by the State of the Operator Authority subject to their acceptance by the State of Registry Authority.

VI - CONTINUING AIRWORTHINESS

In accordance with ICAO Annex 8, the State of Registry Authority shall adopt, or assess and take appropriate actions against, the mandatory airworthiness information issued by the State of Design Authority. The State of Registry Authority may also issue and make mandatory other airworthiness

actions in respect of leased aircraft in addition to those mentioned earlier.

In application of the principles stated above, leased aircraft must comply with State of Registry's airworthiness directives (ADs) or other State of Registry mandatory airworthiness actions or information. The State of the Operator Authority shall ensure that the lessee is in receipt, in accordance with the system established by the State of Registry Authority, of all the applicable ADs or other mandatory airworthiness actions issued by the State of Registry Authority. For Bhutan registered aircraft in particular, all ADs issued by the State of Design applicable to the specific aircraft, products, parts and appliances thereof shall apply.

The State of the Operator Authority will be responsible to ensure that all applicable ADs and other mandatory airworthiness actions issued by the State of Registry Authority are properly applied to leased aircraft.

Derogations of the State of Registry Authority ADs or other mandatory airworthiness actions, if requested, will be coordinated between BCAA and on a case-by-case basis.

The State of the Operator shall ensure that in-service events on the aircraft are reported by the lessee operator to its Authority in accordance with the national occurrence reporting-system requirements.

The State of the Operator Authority will be responsible for defining to the operator the type of service information to be reported to the State of Registry Authority. (ICAO Annex 6, Part I, 8.5.1, and Annex 8, Part II, 4.2.8, refer.) The document BCAA describes the type of in-service information to be reported.

The State of the Operator 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 action. In such cases, the State of Registry Authority will accept that in accordance with ICAO Annex 8, 6.2.1, the State of the Operator Authority is entitled to prevent the aircraft from resuming flight subject to the State of the Operator Authority advising the State of Registry Authority that they have taken suitable action.

The State of the Operator Authority shall ensure that the lessee operator transmits information on significant events affecting continuing airworthiness of leased aircraft to the organization responsible for the type design (ICAO Annex 6, Part I, 8.5.1, and Annex 8, Part II, 4.2.5, refer).

The State of the Operator Authority and the State of Registry Authority will ensure the mutual exchange of information on any result arising from the 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 organizations and implements the resulting actions considered necessary by the State of the Operator Authority and the State of Registry Authority (ICAO Annex 6, Part I, 8.5.2, refers).

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 (ICAO Annex 6, Part I, 3.6 and 85.1 refer). Relevant procedures shall be specified in the operator's maintenance manual exposition (MME) or maintenance control manual (MCM).

VII - REPAIRS

Application of repairs on aircraft will be made under the surveillance and responsibility of the State of the Operator Authority according to its usual procedures. All major repairs, unless contained in the SRM, shall be approved by the State of Design Authority and the State of Registry Authority. Any

damage resulting from a major incident should be notified to the State of Registry Authority prior to the commencement of any repair.

VIII - MAINTENANCE

The State of the Operator Authority shall ensure that the operator's MME or equivalent manual (e.g. MCM) and aircraft maintenance programme comply with the State of Registry and State of the Operator requirements as specified in this appendix. The State of the Operator Authority shall approve the MME or MCM and any revision thereof and ensure that the relevant copies are sent to the State of Registry Authority.

Leased aircraft, its engines and equipment will be maintained in accordance with the State of Registry Authority's approved maintenance programme, with the approval of the State of the Operator Authority. Any permanent variation (e.g. interval escalation, changes to content and classification of, or deletion of maintenance tasks) to the aircraft maintenance programme shall be approved by the State of Registry Authority with the agreement of the State of the Operator Authority. The maintenance programme will be based on the Maintenance Review Board (MRB) report, manufacturer recommendations (e.g. maintenance planning document) or internationally recognized standards, etc. Where a reliability programme forms part of, or is a condition within, the approved maintenance schedule approved by the State of Registry and the State of the Operator Authority, the State of the Operator Authority will ensure that the reliability programme complies with national procedures and will monitor the effectiveness of such a programme.

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

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.

IX - RECORDS

The State of Registry Authority shall ensure that maintenance and in-service records and documentation relevant to the leased aircraft, as stated in ICAO Annex 6, Parts I and III, accompany or be made available to the lessee at the time of aircraft delivery.

The State of the Operator Authority will ensure that the operator is responsible for maintaining aircraft records and for transferring them to the lessor when the aircraft is leased back.

The records will include:

- 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; and
- f) Details on maintenance activities performed.
(ICAO Annex 6, Part I, 8.4, and Part III, 6.8; Annex 8, Part II, 4.2; and ICAO Doc 9642 - Continuing Airworthiness Manual, Part VIII, Appendix A, Section 3, refer.)

The State of the Operator Authority shall ensure that the lessee operator shall make these records available for the lessor and the State of Registry Authority at the end of the leasing period and for each aircraft C of A renewal.

Authorities will ensure that at the time of aircraft transfer presentation of these records is arranged looking at the indications and bearing in mind the principles laid down in ICAO Doc 9642 - Continuing Airworthiness Manual, Part VIII, Appendix A.

Issue, validation and renewal of the aircraft C of A by the State of Registry Authority shall be considered an endorsement of the status of the aircraft documentation and its associated maintenance records.

In the course of activities leading to the approval of the lease agreement and preceding aircraft delivery to the lessee, the BCAA and inspectors in charge, with the assistance of the lessor and lessee, will coordinate to guarantee that the maintenance records and documentation used for the issuance, validation and renewal of the aircraft C of A by the State of Registry are those provided to the lessee for ensuring the continuing airworthiness of the aircraft during the lease period.

X - FLIGHT OPERATIONS AND AUTHORIZATION

The State of the Operator Authority shall be responsible for the authorization of all operations in respect of a leased aircraft to be conducted in accordance with the State of Registry's approved aircraft flight manual and the State of the Operator Authority's approved operations manual.

The minimum equipment list (MEL) for each leased aircraft in accordance with which aircraft operations may be allowed shall be approved by the State of the Operator Authority and shall not be less restrictive than the relevant master minimum equipment list (MMEL) approved by the State of Design Authority.

A copy of the Operator's MEL, including the amendment service, shall be provided by the aircraft operator to the State of Registry Authority.

XI - SURVEILLANCE AND INSPECTION

During the terms of a lease, the State of the Operator Authority shall accomplish surveillance activities and inspections in respect of 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, operating requirements and the terms and conditions specified in the present appendix. Each Authority shall notify the other Authority of any finding or act that affects the validity status of any certificate or documentation issued in respect of the leased aircraft or the terms and conditions of the lease authorization or the lessee operator.

XII - CERTIFICATE OF AIRWORTHINESS (C of A) RENEWAL

The C of A will be renewed by the State of Registry Authority on the basis that the aircraft has been properly maintained and is in condition for safe operation. To this end, the State of the Operator Authority shall ensure that the maintenance records be available at any time to the State of Registry Authority.

XIII - COOPERATION

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

.....
Head of Division,
Flight Safety Division, BCAA
Telephone:.....

.....
Director Flight Safety Standards
.....
.....

MODEL DELEGATION OF RESPONSIBILITIES

**AGREEMENT BETWEEN [BHUTAN] AND [.....] CONCERNING THE
TRANSFER OF REGULATORY OVERSIGHT FUNCTIONS AND DUTIES**

WHEREAS the Protocol relating to Article 83 *bis* of the Convention on International Civil Aviation (Chicago, 1944) (hereinafter referred to as "the Convention"), to which Bhutan and are parties, entered into force on 20 June 1997;

WHEREAS Article 83 *bis*, with a view to enhanced safety, provides for the possibility of transferring to the State of the Operator all or part of the State of Registry's functions and duties pertaining to Articles 12, 30, 31 and 32 a) of the Convention;

WHEREAS, in line with ICAO Doc 9642, Part VIII, Chapter 1, and in light of ICAO Doc 8335, Chapter 10, it is necessary to establish precisely the international obligations and responsibilities of Bhutan (State of Registry) and (State of the Operator) in accordance with the Convention;

WHEREAS, with reference to the relevant Annexes to the Convention, this Agreement organizes the transfer from Bhutan toof functions and duties normally carried out by the State of Registry, as set out in Articles III and VI below;

The Royal Government of Bhutan and the Government of, hereinafter referred to as the "Parties"; Declaring their mutual commitment to the safety and efficiency of international aviation;

Recognizing that both Governments have a mutual interest in ensuring the flight safety of aircraft engaged in international air navigation for aircraft operating on the [Bhutan] Register of Aircraft and Flight Crew under an Air Operator Certificate (AOC) issued by [.....];

Desiring to ensure the continued safety of aircraft operating on the [Bhutan] register under a transfer agreement;

Have agreed as follows:

ARTICLE I

The Agencies responsible for implementing this Agreement shall be BCAA for the Royal Government of Bhutan and for the Government of [.....].

**ARTICLE
II**

This Agreement has been developed based on Articles 33 and 83 *bis* of the Convention. This Agreement pertains to the transfer of certain functions and duties contained in the International Civil Aviation Organization (ICAO) Annexes set out below between BCAA and and is limited to aircraft on the [Bhutan] register operated by [.....] air operators as specified by type, registration mark and serial number in the attached Schedule 1. In line with Chapter 10 of Doc

8335 and Part VIII, Chapter 1 of Doc 9642 issued by ICAO, it is necessary to establish the international obligations and functions and duties, according to the Convention, of [State X] (State of Registry) and [State Y] (State of the Operator). In accordance with Article 83 *bis*, the State of Registry may, by agreement with the State of the Operator, transfer to it all or part of its functions and duties as the State of Registry. The State of Registry shall be relieved of responsibility in respect of the functions and duties transferred.

ARTICLE III

In the case of Bhutan and, Bhutan transfers tothe following functions and duties, including oversight and control of relevant items contained in the respective Annexes to the Convention:

- Annex 1 - Personnel licensing, for licences issued or rendered valid by the State of the Operator, Annex 1, 1.2.2.
- 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 - International Commercial Air Transport - Aeroplanes. Functions and duties that are normally incumbent on the State of Registry. Functions and duties that are normally incumbent on the State of the Operator need not be transferred. Where functions and duties in Annex 6 Part I (particularly Chapters 5, 6 and 8) may conflict with the functions and duties in Annex 8 - Airworthiness of Aircraft, allocation of specific functions and duties is defined in the attached Schedule 2.

BCAA will retain responsibility under the Convention for the regulatory oversight and control of the following ICAO Annex:

- Annex 8 - Airworthiness of Aircraft.

ARTICLE IV

Responsibility for notifying directly other States of the existence and contents of this Agreement pursuant to Article 83 *bis* b) rests with the State of the Operator. This Agreement, as well as any amendments to it, shall be registered with ICAO by the State of Registry or the State of the Operator in accordance with the Rules for Registration with ICAO of Aeronautical Agreements and Arrangements (ICAO Doc 6685).

ARTICLE V

..... shall ensure that a certified true copy of this Agreement in English is placed on board each aircraft to which this Agreement applies. shall also ensure that a certified true copy of the relevant AOCs issued, in which the aircraft concerned will be duly listed and properly identified, is carried on board each aircraft.

**ARTICLE
VI**

Under this Agreement, the only responsibility related to airworthiness transferred to is the approval of line stations used by the Operator located away from the Operator's main base. This is accepted by

**ARTICLE
VII**

The airworthiness procedures that are followed will be contained in the Operator's Maintenance Control Manual (MCM). Schedule 2 to this Agreement describes the functions and duties of the Parties related to airworthiness.

**ARTICLE
VIII**

Meetings between BCAA and and other interested parties, upon request, will occur at six- month intervals initially to discuss both operations and airworthiness matters resulting from inspections that have been conducted by the respective inspectors. These meetings will take place in [Bhutan], the State of the Operator or on middle ground for the purpose of resolving any discrepancies found as a result of the inspections and in order to ensure that all parties are fully informed about the Operator's operations. The following subjects will be among those reviewed during these meetings:

- Flight operations;
- Continuing airworthiness and aircraft maintenance;
- Any other significant matters arising from inspections; and
- Operator's procedures, if applicable.

Notwithstanding these meetings, BCAA retains the right to conduct inspections or audits, as it deems necessary, in order to verify that is fulfilling its safety oversight obligations as transferred from Bhutan. BCAA will be permitted access to documentation concerning the Operator. Such inspections will occur only after reasonable notice is given to

**ARTICLE
IX**

During the execution of this Agreement, and prior to any aircraft subject to it being made the object of a sub lease,, remaining the State of the Operator, shall inform Bhutan. None of the functions and duties transferred from Bhutan to may be carried out under the authority of a third State without the express written agreement of Bhutan.

**ARTICLE
X**

Any disagreement concerning the interpretation or application of this Agreement shall be resolved by consultation between the Parties and shall not be referred to any international tribunal,

arbitration or third-party settlement.

**ARTICLE
XI**

This Agreement may be amended by written agreement of the Parties.

**ARTICLE
XII**

This Agreement, which supersedes all previous Agreements between the Parties on this matter, shall enter into force upon signature of both Parties and shall remain in force until terminated.

In witness whereof, the undersigned Directors of BCAA and have signed this present Agreement.

For the Government of

For the Royal Government of
Bhutan

Director General of Civil Aviation

.....
Director General of Bhutan Civil Aviation
Authority

Attachments: Schedule 1 - Aircraft Affected by this Agreement
Schedule 2 - Responsibilities of Bhutan and]Related to Airworthiness

This Agreement is made in two copies, in English

Schedule 1

**AIRCRAFT AFFECTED BY THIS
AGREEMENT**

Owner (Lessor)	Operator of Aircraft (Lessee)	Type	Registration Mark	Serial Number
Bhutanese Airlines International Airlines			
Bhutanese Airlines International Airlines			
Bhutanese Airlines International Airlines			

Schedule 2

RESPONSIBILITIES OF BHUTAN AND RELATED TO AIRWORTHINESS

ICAO Reference	Subject	Responsibilities of the State of Registry (Bhutan)	Responsibilities of the State of Operator (.....)
Annex 8, Part II, Chapter 4; Doc 9642, Part II, Chapter 1; Doc 9389, Chapter 1, 1.1.4, and Chapter 6, 6.1.2	Continuing airworthiness of aircraft	Develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life. This requirement also covers the maintenance requirements of Annex 6 mentioned below.	
Annex 8, Part II, Chapter 4, 4.2.3, 4.2.4, 4.2.5; Doc 9642, Part VI, Chapter 1	Communication with the State of Design	Communicate with the State of Design	
Annex 8, Part II, Chapter 5; Doc 9642, Part IV, Chapter 3	Validity of the C of A	Issue and reissue the C of A	
Annex 8, Part II, Chapter 6, 6.2	Damage to Aircraft	Determine the condition of airworthiness of the aircraft	

Annex 6, Part I, Chapter 8, 8.2	Operator's MCM		Ensure that guidance is contained in an MCM acceptable to Bhutan
Annex 6, Part I, Chapter 8, 8.3	Maintenance Programme	Approval of the Operator's maintenance programme.	Ensure that maintenance programme responsibilities and development procedures are contained in the MCM
Annex 6, Part I, Chapter 8, 8.4	Maintenance Records	Inspect maintenance records and documents every six months.	Inspect in accordance with the requirements of the AOC.
Annex 6, Part I, Chapter 8, 8.5	Continuing airworthiness information	Ensure that all [Bhutan] airworthiness requirements are understood by the operator.	Ensure that airworthiness reports are provided to [Bhutan].
Annex 6, Part I, Chapter 8, 8.6; Doc 9642, Part VIII, Appendix A, 3.7	Modification and repairs	Ensure these are approved by the State of Design/Manufacture and issue approval	Ensure that procedures are contained in the Operator's MCM.
Annex 6, Part I, Chapter 8, 8.7;	Approved maintenance organization	Approval of the Operator's base maintenance organization and procedures for Chapter 8, 8.7	Approval of the Operator's line maintenance arrangements away from main base. Ensure that procedures are contained in the Operator's MCM.