

Arrangement on the provision of information services in the sphere of civil aviation

between

The Aviation Administration Kazakhstan JSC,

The Irish Aviation Authority

and

The European Union Aviation Safety Agency

The European Union (EU) regulations in the field of civil aviation safety are considered as reference regulations that the Aviation Administration Kazakhstan JSC (AAK) may use as model for the adoption and implementation of national regulations on civil aviation safety and environmental protection. This Arrangement between the European Union Aviation Safety Agency ("EASA"), the Irish Aviation Authority ("IAA") and the AAK is intended to assist the AAK in improving standards and procedures for the safety of air transport in Kazakhstan in accordance with international and European Union standards in the field of civil aviation, as well as improving the efficiency of regulation in the field of civil aviation safety.

Consequently, EASA, the IAA and the AAK, hereinafter referred to as 'the participants' have reached the following understanding:

1. PURPOSE

The purposes of this Arrangement are to improve the standards and procedures for the safety of air transport in Kazakhstan in accordance with international and European Union standards in the field of civil aviation, as well as improving the efficiency of regulation in the field of civil aviation safety, based on the model of EASA.

2. SCOPE

The technical cooperation to transpose and adopt EU regulations can be divided in the following aviation domains:

- a) Primary aviation legislation and civil aviation regulations
- b) Civil aviation organisation
- c) Flight Operations
- d) Aircraft Registration and Continuing Airworthiness (maintenance)
- e) Personnel Licensing
- f) Safety Management
- g) Air Traffic Management / Air Navigation Services
- h) Aerodromes
- i) Security and Facilitation (to the extent it is related to aviation safety)



3. IMPLEMENTATION

EASA and IAA intend to provide to AAK technical cooperation support on the topics identified in Section 2 above. EASA intends to assess how the technical cooperation support provided by IAA to AAK leads to an increased harmonisation of the Kazakhstan civil aviation safety system with that of the EU. When performing those assessments, EASA intends to make use of the methodology as being applied for its standardisation visits as far as practically possible. This task should be performed by EASA without prejudice to the contractual relationship between AAK and IAA.

It is intended that the details of the implementation of the tasks referred above, as well as their financial aspects, would be addressed in separate bilateral contracts concluded between the participants.

4. COORDINATION MEETINGS

The participants intend to meet regularly to ensure consistent application of this Arrangement. The frequency of these meetings would be mutually determined by the participants, based on the number and significance of the issues to be discussed.

5. COMMUNICATION

Focal points would be assigned by each participant to facilitate the implementation of this Arrangement. All routine communication related to the activities of the Arrangement would take place between the focal points (see Appendix).

The participants notify each other of any significant changes to their organisation that may affect the administration and implementation of this Arrangement, including the focal points mentioned in the Paragraph above.

6. COSTS AND EXPENSES

Each participant should each bear its own costs and expenses incurred in connection with the preparation of this Arrangement. This is without prejudice to the provisions of separate bilateral contracts between the participants referred to in Section 3 of this Arrangement.

7. LEGAL ASPECTS

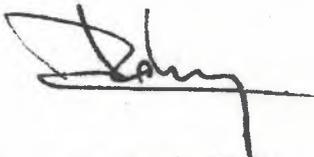
This Arrangement is not intended to create rights or obligations under international or domestic law.



8. START AND DISCONTINUATION OF THE COLLABORATION

The collaboration under this Arrangement is intended to start upon signature by duly authorised representatives of the participants and would materialise with each of the parties upon the signature of the relevant bilateral contracts referred to in Section 3 of this Arrangement.

The collaboration under this Arrangement may be discontinued by the Participants at any time by termination of the bilateral contracts referred to in Section 3 of this Arrangement..

<p>For the European Union Aviation Safety Agency</p>  <p>Name: Mr. Patrick KY Title: Executive Director Date: 22.12.2022</p>	<p>For the Aviation Administration Kazakhstan JSC</p>  <p>Name: Mr. Catalin RADU Title: Director General Date: 21.12.2022</p>	<p>For the Irish Civil Aviation Authority</p>  <p>Name: Mr. Declan FITZPATRICK Title: Director Regulatory Performance and Innovation Date: 22/12/2022</p>
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**Appendix
Focal Points**

FOR EASA	<p>International Cooperation – EU Neighbourhood & Asia Section Attn. Bas van der Weide – Section Manager Strategy & Safety Management Directorate Postfach 10 12 53 D-50452 Cologne, Germany https://www.easa.europa.eu/contact-us</p> <p>Email: bas.van-der-weide@easa.europa.eu</p>
For AAK	<p>Senior directors of the departments: Sustainability and stakeholders management department Safety management, quality, strategy and compliance department Mangilik Yel ave, 55/15 building C 2.3 Astana city, Kazakhstan Email: Zhanna.shek@caakz.kz Zhanat.abdugalimov@caakz.kz Frontoffice@caakz.kz</p>
For IAA	<p>David Shaw Airworthiness Expert Irish Aviation Authority 11-12 D'Olier Street Dublin 2 Ireland Email: dave.shaw@iaa.ie</p>

