

No. 18097

**UNITED STATES OF AMERICA
and
SINGAPORE**

Memorandum of Agreement relating to flight inspection services. Signed at Washington on 16 August 1978 and at Singapore on 25 October 1978

Authentic text: English.

Registered by the United States of America on 14 November 1979.

**ÉTATS-UNIS D'AMÉRIQUE
et
SINGAPOUR**

Mémoire d'accord relatif à l'inspection des systèmes d'aide à la navigation aérienne. Signé à Washington le 16 août 1978 et à Singapour le 25 octobre 1978

Texte authentique : anglais.

Enregistré par les États-Unis d'Amérique le 14 novembre 1979.

MEMORANDUM OF AGREEMENT¹ BETWEEN THE FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, AND THE DEPARTMENT OF CIVIL AVIATION, REPUBLIC OF SINGAPORE

WHEREAS, the Federal Aviation Administration, United States of America, hereinafter referred to as the FAA, is in a position to furnish directly services which the Department of Civil Aviation of Singapore, hereinafter referred to as the DCA, has requested from the FAA on a reimbursable basis; and

WHEREAS, Section 305 of the Federal Aviation Act of 1958 (49 U.S.C. 1346) and Section 5 of the International Aviation Facilities Act (49 U.S.C. 1154) authorizes the FAA to provide services to foreign governments;

NOW, THEREFORE, the FAA and the DCA mutually agree as follows:

Article I. DESCRIPTION OF SERVICES

The FAA shall provide Site Test, Commissioning and/or Periodic Flight Checks of the DCA Air Navigation Aids at such locations and times as requested by the DCA in writing and as mutually agreed upon, under the following conditions:

A. Ground equipment shall be in condition suitable for flight inspection on the scheduled dates. A minimum of ten days' advance notice to FAA is required for change in the date of a scheduled flight.

B. The flight inspection procedures used shall conform to the U.S. Standard Flight Inspection Manual and/or in accordance with ICAO Annex 10 for evaluation of Air Navigation Aid Facilities.

C. Within 30 days following the completion of the flight inspections, FAA will provide a written report to the DCA specifying the results of the flight inspection together with appropriate recordings. In addition, the results of the flight inspection will be orally reported immediately after completion of the flight inspection.

D. An officer or engineer designated by the DCA may accompany the aircraft during any or all phases of the flight inspection mission. No additional charge will be made for his carriage. Since no insurance can be provided, he must sign a waiver of liability of the U.S. Government prior to any participation in any flights.

E. The FAA will be provided in advance with a carnet, laissez-passer, or invitation from the DCA, which will serve the following purposes:

1. Constitute a waiver of all airport or other user charges. In the event a waiver of such charges is not possible, the costs incurred will be added to total charges for flight inspection performance.
2. Obviate the posting of bonds, technical equipment declarations, inventories and customs, and other entrance formalities.

F. The FAA may, upon written request, furnish site evaluation ground electronic equipment and/or an electronic engineer to assist in preliminary and final conduct of ground activities directly related to establishment or evaluation of air navigation aids.

¹ Came into force on 25 October 1978 by signature, with retroactive effect from 1 October 1978, in accordance with article V.

G. The DCA will provide the following:

1. All clearances for aircraft and crew as may be required for performance of flight inspection services under this Agreement.
2. A responsible electronic engineer present at the facility during all flight checking operations. An interpreter will be provided if necessary.
3. Detailed charts of the areas to be covered during flight check. Charts to a scale of 1:50,000 should be provided for the immediate area, and to a scale of 1:250,000 and 1:500,000 to a radius of approximately 50 nautical miles.
4. Provision of a permanent marker aligned with Magnetic North within approximately 50 meters from the facility antenna where applicable. This marker will be used by the theodolite operator during flight check.
5. Exact coordinations of all facilities to be checked, including associated facilities such as compass locators, markers, etc.
6. Address all requests for services under this Agreement to:
Federal Aviation Administration
Pacific-Asia Region
Aircraft Management Branch, APC-220
P. O. Box 4009
Honolulu, Hawaii 96813

Article II. ESTIMATED COSTS AND METHOD OF PAYMENT

A. The DCA will reimburse the FAA for flight inspection services provided under this Agreement at the current hourly rate per aircraft operating hour for FAA aircraft and crew. The FAA will provide written notification to the DCA of hourly rate changes. Unless otherwise specified, such changes will become effective thirty (30) days from the date of the FAA notification. The FAA will determine type of aircraft to be used based on availability. The inspection flight hours shall be increased by the enroute time. Aircraft enroute time within the area will be equitably distributed to users of the services.

B. If electronic engineering assistance is required, charges will be in addition to the flight inspection charges as stipulated by Article II, A.

C. If FAA furnished site evaluation ground equipment is required, the DCA will pay all transportation costs to, from, and between affected sites plus any storage charges found necessary between individual site evaluations. Specific shipping instructions will be determined for each request for services.

D. The Department of Civil Aviation of Singapore hereby identifies the office to which FAA bills should be rendered as:

Director of Civil Aviation
Singapore Airport
Singapore, 19

E. Charges for flight inspection services will be billed to the DCA upon completion or termination of the individual mission. Charges are payable by U.S. dollar check or draft drawn to "U.S. Federal Aviation Administration," and should be forwarded in accordance with billing instructions.

Article III. LIABILITY

The DCA, on behalf of the Republic of Singapore, agrees to defend any suit brought against the United States, the FAA or any instrumentality or officer of the United States, arising out of work under this Agreement. The DCA, on behalf of the Republic of Singapore, further agrees to hold the United States harmless against any claim by the

Republic of Singapore or any agency thereof, or third persons for the personal injury, death, or property damage arising out of work under this Agreement.

Article IV. AMENDMENTS

Any changes in the services to be furnished under this Agreement shall be formalized by an appropriate written amendment to the Agreement which shall outline in detail the exact nature of the change.

Article V. EFFECTIVE DATE

This Agreement supersedes Agreement Number NAT-I-337 on this subject and is effective October 1, 1978. It will remain in effect from year to year unless terminated as provided under Article VI of this Agreement. Number NAT-I-733 has been assigned to this Agreement for identification purposes.

Article VI. REVOCATION

This Agreement may be revoked at any time by either party by giving thirty (30) days' notice in writing. The Federal Aviation Administration and the Department of Civil Aviation of Singapore agree to the provisions of this Agreement as indicated by the signatures of their duly authorized officers.

Government of Singapore
Department of Civil Aviation:

By: [Signed — Signé]¹
Title: Director of Civil Aviation
Date: 25 October 1978

Federal Aviation Administration
Department of Transportation
United States of America:

By: [Signed — Signé]²
Title: Assistant Administrator for International Aviation Affairs (Acting)
Date: August 16, 1978

¹ Signed by Tan Kwang Hung — Signé par Tan Kwang Hung.

² Signed by Norman H. Plummer — Signé par Norman H. Plummer.