

No. 18065

**UNITED STATES OF AMERICA
and
CANADA**

Memorandum of Agreement relating to flight inspection services. Signed at Washington on 10 March 1978 and at Koblenz on 1 April 1978

Authentic text: English.

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

**ÉTATS-UNIS D'AMÉRIQUE
et
CANADA**

Mémorandum d'accord relatif à l'inspection des systèmes d'aide à la navigation aérienne. Signé à Washington le 10 mars 1978 et à Coblenz le 1^{er} avril 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 CANADIAN DEPARTMENT OF SUPPLY AND SERVICES

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 Canadian Department of Supply and Services, hereinafter referred to as the DSS, 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 DSS mutually agree as follows:

Article I. DESCRIPTION OF SERVICES

The FAA shall provide site test, commissioning and/or periodic flight checks of DSS air navigation aids at such locations and times as requested by the DSS 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 DSS 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 DSS 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 DSS, which will serve the following purposes:

1. Constitute a waiver of airport or other user charges; in the event a waiver of such charges is not possible, the costs incurred will be added to total charge 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

¹ Came into force on 1 April 1978, in accordance with article V.

final conduct of ground facilities directly related to establishment or evaluation of air navigation aids.

G. The DSS will provide the following:

1. All clearances for aircraft and crew as may be requested 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 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 coordinates 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
Flight Inspection Group, AFRA-20
Siesmayerstrasse 21
6000 Frankfurt am Main 1
West Germany

Article II. ESTIMATED COSTS AND METHOD OF PAYMENT

A. The DSS 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 notifications to the DSS 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 DSS 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 Canadian Department of Supply and Services hereby identifies the office to which FAA bills should be rendered as:

Commander
Communication Group Europe
7630 LAHR/Schwarzwald, CFPO 5000
Federal Republic of Germany

E. Charges for flight inspection services will be billed to the DSS 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 DSS on behalf of the Government of Canada 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 DSS, on behalf of the Government of Canada, further agrees to hold the United States, the FAA and any instrumentality or officer of the United States harmless against any claim by the Government of Canada 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 numbered WO-I-001 on this subject and is effective April 1, 1978. It will remain in effect from year to year unless terminated as provided under article VI of this Agreement. Number WO-I-173 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 Canadian Department of Supply and Services agree to the provisions of this Agreement as indicated by the signatures of their duly authorized officers.

Canadian Department
of Supply and Services:

By: [Signed—Signé]¹
Title: Supply Manager

Date: April 1, 1978

Federal Aviation Administration, De-
partment of Transportation, United
States of America:

By: [Signed—Signé]²
Title: Assistant Administrator for
International Aviation Affairs

Date: Mar. 10, 1978

¹ Signed by Gaston Doms—Signé par Gaston Doms.

² Signed by C. O. Cary—Signé par C. O. Cary.