

**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE AVIATION ADMINISTRATION OF KAZAKHSTAN
AND
THE CIVIL AVIATION AUTHORITY OF THE UNITED KINGDOM OF GREAT
BRITAIN AND NORTHERN IRELAND
ON
THE RECOGNITION OF PART 145 AIRCRAFT MAINTENANCE
ORGANISATION CERTIFICATES ISSUED BY THE UK CAA**

1. BACKGROUND TO THIS MEMORANDUM OF UNDERSTANDING

1.1. The Aviation Administration of Kazakhstan (the AAK) and the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland (the UK CAA) (together, the Authorities),

- (a) considering the common goal of the AAK and the UK CAA in preserving high standards of aviation safety;
- (b) considering the responsibilities of the AAK and the UK CAA as prescribed for their respective States by the Chicago Convention and its Annexes; and
- (c) considering the high safety standards that the AAK and the UK CAA uphold in the domain of aviation safety,

have reached the following understanding:

1.2. Kazakhstan is the State of Registry for a significant number of aircraft. However, given the limited 'in country' maintenance capability, much of the maintenance of Civil Aeronautical Products and their individual components is accomplished by Approved Maintenance Organisations (AMOs) outside of Kazakhstan. In accordance with the Kazakhstan Certification Rules these AMOs require AAK recognition before maintaining or certifying any work accomplished. In the interests of efficiency and to prevent role duplication, the Authorities have decided to outline a mechanism whereby the AAK can accept the output of UK CAA approved AMOs. Aviation is a global industry sharing common responsibilities of keeping the skies safe and ensuring that all the Chicago Convention Member States satisfy minimum compliance standards. This Memorandum of Understanding (the MoU) is intended to assist the AAK in effectively and efficiently carrying out its safety oversight obligations for AMOs.

2. PURPOSE AND SCOPE

2.1. The purpose of this MoU is to outline a framework for collaboration between the AAK and the UK CAA on the acceptance of UK CAA Part 145 AMO approvals, issued in regard to work certified on aircraft listed on the Republic of Kazakhstan's Registry, or operated by the holder of a Kazakhstan Air Operators Certificate.

2.2. AMOs within the scope of this MoU are those who have an existing UK CAA maintenance approval supporting UK operators and have a demonstrable need to work on aircraft registered and/or holding a current Air Operators Certificate, in The Republic of Kazakhstan.

2.3. Acceptance of UK CAA Part 145 AMO approvals is carried out in accordance with the Rules for Certification and Issuance of a Certificate of the Organisation for Maintenance and Repair of Civil Aviation Equipment (Kazakhstan Certification Rules), in effect by Order of the Acting Minister for Investment and

Development of the Republic of Kazakhstan dated February 24, 2015 No. 197 and registered in the Ministry of Justice of the Republic of Kazakhstan on July 22, 2015 No. 11722.

2.4. Both Authorities have expressed the desire to further forge technical cooperation between them and reduce regulatory duplication in matters relating to civil aviation, on the basis of equality, reciprocity and mutual benefit. Both Authorities have therefore decided to consider the development of a more comprehensive working arrangement in the future, following the conclusion of this MoU.

3. REVIEW OF UK CAA COMPLIANCE TO INTERNATIONAL STANDARDS AND PROCESS OF ACCEPTANCE

3.1. Recognising that the AAK has determined that implementation of the UK safety oversight system is compliant with international Standards and has in 2022 obtained a high-level result from an International Civil Aviation Organisation (ICAO) audit, the AAK expresses full confidence that the UK CAA system remains compliant with those international standards.

3.2. AAK has further evaluated the current UK CAA organisation, systems, processes, and procedures relevant to the scope of this MoU and has assured itself of the safety outputs of the UK CAA system of oversight.

4. PROCESS OF ACCEPTANCE

4.1. All AMOs possessing UK CAA Part 145 approval certificate, as referred to in paragraphs 1.1. and 1.2., will be recognised by the AAK upon application by an operator or an AMO (as applicable), for the issuance of a recognition document, subject to the AMO still holding a current UK CAA-issued approval.

4.2. Any maintenance carried out by an AMO under this MoU must be accompanied by the statement and information listed in Annex 2.

5. COMMUNICATION RESPONSIBILITIES

5.1. The Authorities will engage in regular bilateral exchanges of information on the subject of this MoU and to further forge technical cooperation between them.

5.2. The AAK will continue to monitor UK CAA compliance with the international standards as published from time to time by ICAO.

5.3. The AAK may request relevant oversight information from the UK CAA with respect to the AMOs affected by this MoU, to ensure continued compliance with Kazakhstan Certification Rules, subject to national legislation.

5.4. The UK CAA will inform or update the AAK should it suspend, limit or revoke an approval granted to an AMO using the privileges afforded to it by this MoU.

5.5. The UK CAA will notify the AAK of significant relevant changes to UK legislation, to its policies and procedures, and of any significant organisational changes.

5.6. The Authorities will nominate a contact person or office relating to matters encompassed in this MoU in Annex 1.

5.7. All communication between the Authorities will be in English.

5.8. The AAK will share any concerns related to the UK CAA approved organisations within the borders of Kazakhstan.

6. COMING INTO EFFECT

This MoU will come into effect on the date of the last signature of the Authorities' duly authorised representatives.

7. DISPUTE RESOLUTION

7.1. Any issues raised by either Authority related to this MoU will be amicably resolved by mediation between the Authorities.

7.2. This MoU may be amended at any time by mutual decision, formalised in writing and signed by the representatives of the Authorities.

8. DURATION AND TERMINATION

This MoU will remain in effect for up to 60 months after it is signed. Subsequent review may lead to this MoU being renewed or superseded by an enduring and more broadly scoped arrangement between the Authorities. Should either Authority decide to terminate this MoU, the terminating Authority will provide 90 days' written notice to the other Authority to allow for necessary alternative arrangements to be concluded.

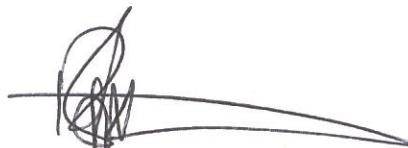
For the AAK



Mr Catalin Radu
Director General- Aviation Administration of
Kazakhstan

Date: 20 October 2023

For the UK CAA



Mr Robert Bishton
Group Director – Safety and Airspace Regulation
Group (SARG)
UK Civil Aviation Authority

Date: 26 SEPTEMBER 2023

Annex 1

Contact: person or office relating to matters encompassed in this MoU

For AAK day to day matters	For UK CAA day to day matters
<p>The Aviation Administration of Kazakhstan 010000 55/15 Mangilik El Avenue Block C 2.3 Astana Republic of Kazakhstan frontoffice@caa.gov.kz</p>	<p>CAA-national Coordinator Safety & Airspace Regulation Group Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom CAA-national-coordinator@caa.co.uk</p>
For matters concerning this MoU	For matters concerning this MoU
<p>The Aviation Administration Kazakhstan Director of Airworthiness-Airworthiness Department 010000 55/15 Mangilik El Avenue Block C 2.3 Astana Republic of Kazakhstan Telephone: +7 (7172) 79-82-28 Email: awtechsup@caa.gov.kz</p>	<p>The UK Civil Aviation Authority Safety & Airspace Regulation Group Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom Telephone: +44 1293 573 848 Email: BilateralSafetyArrangements@caa.co.uk</p>
<p>Application for recognition of a UK AMO: https://caa.gov.kz/en</p>	

Annex 2

Release to service of aircraft registered in Kazakhstan

NOTE: Pursuant to this MoU, the AAK is content to allow for aircraft to be released to service following maintenance performed by an appropriately authorised UK CAA Part-145 AMO. The UK CAA has no reason to object to this practice provided that the Kazakhstan national law allows it and the release document clearly states, in order to avoid any misunderstandings, that it is a release made under the Kazakhstan national law and not a release under UK Part-145.

For example, the organisation may use this statement:

Certifies that the work specified, except as otherwise specified, was carried out in accordance with the Article 48 of the Law 339-IV of the Republic of Kazakhstan and in recognition of the organisation's UK Part 145 approval, and in respect to that work the aircraft is considered ready for release to service.

Signed by: : XX.145.XXXX

An AMO may use its UK CAA approval number in order to release the aircraft to service.