

Obrazac 3.

FINANCIJSKA AGENCIJA

OIB: 85821130368

RC Split, Mažuranićevo šetalište 24b, 21000 Split
(adresa nadležne jedinice)

Nadležni trgovački sud Trgovački sud u Splitu

Poslovni broj spisa St-503/2017



PRIJAVA TRAZBINE VJEROVNIKA U PREDSTEČAJNOM POSTUPKU

PODACI O VJEROVNIKU:

Ime i prezime / tvrtka ili naziv Q.C.M. camo plus AG (ranije 2299275 Ontario Inc.)

OIB / upisano u registar društava kantona Bern pod brojem: CHE-113.923.185

Adresa / sjedište

Eichholzweg 20 – 24, 3123 Belp, Švicarska

PODACI O DUŽNIKU:

Ime i prezime / tvrtka ili naziv EUROPSKI OBALNI AVIOPRIJEVOZNIK d.o.o.

OIB: 2468759592

Adresa / sjedište

Kaštel Štafilić (grad kaštela) Put Divulja 7

PODACI O TRAZBINI:

Pravna osnova tražbine (npr. ugovor, odluka suda ili drugog tijela, ako je u tijeku sudski postupak oznaku spisa i naznaku suda kod kojeg se postupak vodi)

sljedeći ugovori o pružanju usluga:

1. Aircraft Continuing Airworthiness Support Arrangement od 19. svibnja 2014;
2. Agreement for the Sub-contracting of continuing Airworthiness Management Tasks od 1. kolovoza 2015.

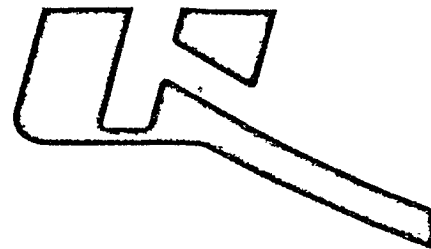
Iznos dospjele tražbine 124.803,90 CHF što preračunato prema prodajnom tečaju HNB-a na dan otvaranja pred-stečajnog postupka 2. svibnja 2017. iznosi HRK 862.970,54 (kn)

Glavnica 123,138,55 CHF što preračunato prema prodajnom tečaju HNB-a na dan otvaranja pred-stečajnog postupka 2. svibnja 2017. iznosi HRK 851.455,29 (kn)

Kamate 1.665,35 CHF što preračunato prema prodajnom tečaju HNB-a na dan otvaranja pred-stečajnog postupka 2. svibnja 2017. iznosi 11.515,25 HRK (kn)

DR. SC. NATALIJA LACMANOVIĆ
ODVJETNICA • ATTORNEY AT LAW
PROLAZ SESTARA BAKOVIĆ 3/III
HR-10000 ZAGREB

1. Punomoć
2. Aircraft Continuing Airworthiness Support Arrangement od 19. svibnja 2014;
3. Agreement for the Sub-contracting of continuing Airworthiness Management Tasks od 1. kolovoza 2015.
4. Ovjereni prijevod izvatka iz poslovnih knjiga društva Q.C.M. camo plus AG
„Zusammenstellungforderungen gegenüber European Coastal Airlines (ECA)” za dan 2.5.2017.



PUNOMOĆ
(„Punomoć“)

POWER OF ATTORNEY
(the "Power of Attorney")

Q.C.M. camo plus AG (ranije 2299275 Ontario Inc.), sa sjedištem na adresi Eichholzweg 20 – 24, 3123 Belp, Švicarska, upisano u registar društava kantona Bern pod brojem: CHE-113.923.185, („Društvo“),

Q.C.M. camo plus AG (earlier 2299275 Ontario Inc), having its registered address at Eichholzweg 20 – 24, 3123 Belp, Switzerland, registered with the Commercial register of canton Bern under the registration number: CHE-113.923.185, (the "Company"),

ovime upućuje i ovlašćuje sljedeće osobe („Opunomoćenice“), i to svaku pojedinačno:

hereby instructs and authorises the following persons (the "Agents"), each of them individually:

Nataliju Lacmanović, odvjetnicu iz Odvjetničkog ureda Lacmanović, sa sjedištem ureda na adresi Prolaz sestara Baković 3/III, 10000 Zagreb, OIB: 71927922148;

Natalija Lacmanović, attorney at law of the Law Office Lacmanović, with the office at Prolaz sestara Baković 3/III, 10000 Zagreb, Croatia, OIB: 71927922148;

Ivanu Bošković, vježbenicu iz Odvjetničkog ureda Lacmanović, sa sjedištem ureda na adresi Prolaz sestara Baković 3/III, 10000 Zagreb, OIB: 82796349309,

Ivana Bošković, associate at the Law Office Lacmanović, with the office at Prolaz sestara Baković 3/III, 10000 Zagreb, Croatia, PIN: 82796349309,

Moranu Martić, vježbenicu iz Odvjetničkog ureda Lacmanović, sa sjedištem ureda na adresi Prolaz sestara Baković 3/III, 10000 Zagreb, OIB: 46422319288,

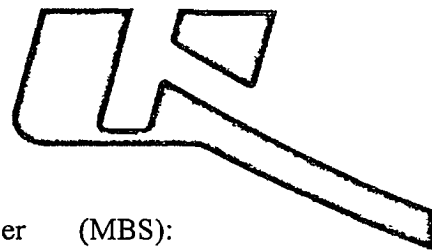
Morana Martić, associate at the Law Office Lacmanović, with the office at Prolaz sestara Baković 3/III, 10000 Zagreb, Croatia, PIN: 46422319288,

1. da, u skladu s člankom 95. Zakona o parničnom postupku (NN 53/91, 91/92, 58/93, 112/99, 88/01, 117/03, 88/05, 02/07, 84/08, 123/08, 57/11, 148/11, 25/13, 89/14), zastupaju Društvo u predstečajnom postupku pokrenutom nad:

1. to represent the Company, in accordance with Article 95 of the Croatian Litigation Act (NN 53/91, 91/92, 58/93, 112/99, 88/01, 117/03, 88/05, 02/07, 84/08, 123/08, 57/11, 148/11, 25/13, 89/14), in the pre-bankruptcy proceedings initiated over:

- **EUROPSKI OBALNI AVIOPRIJEVOZNIK d.o.o.**, sa sjedištem na Kaštel Štafilić (grad kaštela) Put Divulja 7, upisano u Sudski registar Trgovačkog suda u Splitu pod brojem (MBS):

- **EUROPEAN COASTAL AIRLINES Ltd.**, having its registered seat at Kaštel Štafilić (grad kaštela) Put Divulja 7, registered with the Court Registry of the Commercial Court in Split,



080372266, OIB: 2468759592,

under the number (MBS):
080372266, PIN: 2468759592,

2. da u ime i za račun Društva izvršavaju sve druge pravne i/ili faktične radnje koje su potrebne u skladu sa zakonima Republike Hrvatske radi zastupanja u gore navedenom postupku, uključujući davanje različitih izjava, ulaganje redovnih i izvanrednih pravnih lijekova te primanje i odašiljanje pismena;

2. to perform, on behalf and for the Company, any and all other legal and/or factual actions required under the laws of the Republic of Croatia for the representation in the abovementioned proceedings, including declaration of various statements, submitting ordinary and extraordinary legal remedies, as well as sending and receiving official correspondence;

3. da zastupaju Društvo u svim pravnim poslovima pred sudom i izvan suda i kod svih drugih državnih tijela i agencija te da zbog zaštite i ostvarenja na zakonu osnovanih prava i interesa Društva poduzimaju sve pravne radnje i upotrebe sva zakonom predviđena sredstva, a naročito da podnose tužbe i ostale podneske, da sklapaju nagodbe.

4. to represent the Company in all legal matters before the court or out of court and before all State bodies and agencies, as well as to take all legal actions and to seek adequate legal redresses provided by law for the protection of the Company's legitimate rights and interests, and especially to submit statements of claim and other submissions, to enter into settlements.

Opunomoćenice su ovlaštene imenovati zamjenskog opunomoćenika.

Agents are entitled to appoint a substitute agent.

U slučaju nepodudarnosti između hrvatskog i engleskog teksta ove Punomoći, hrvatska verzija je obvezujuća.

In the event of discrepancies between the English and Croatian wording of this Power of Attorney, the Croatian version shall prevail.

Belp, 16. Mars 2017
[Place of signature], _____.

For/Za Q.C.M. camo plus AG:

Signature line/Potpis:

Name and surname/Ime i prezime:

Markus Enck

Title/ Funkcija:

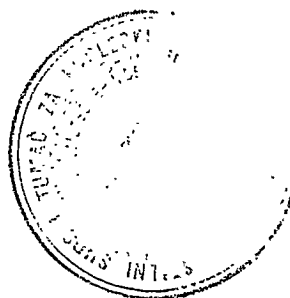
CEO

[To be incorporated in Q.C.M. camo plus AG's letterhead and signed by the authorized representatives of Q.C.M. camo plus AG]

Ovjereni prijevod sastoji se od četiri stranice
Datum: 17.05.2017.
Broj: 139/2017

OVJERENI PRIJEVOD S NJEMAČKOG JEZIKA

Izvod otvorenih stavki



Poziv vjerovnicima ECA

Vjerovnik Q.C.M. camo plus AG
Eichholzweg 20-24
3123 Belp

Kontakt osoba Barbara Biland
031960 40 62
biland@qcm.ch

Dužnik European Coastal Airlines (ECA)
Europski Obalni Avioprijevoznik d.o.o.
Put Divulja 7
HR 21217 Kastel Stafilic

 Iznos potraživanja **CHF 125'410.80** (uklj.zatezne kamate i troškove opomene)

camo plus

Q.C.M. camo plus AG
Eichholzweg 20-24
CH-3123 Belp
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info@camoplus.ch
www.oamoplus.ch

Rukom pisano: Belp, 16.svibnja 2017., nečitljiv potpis
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qcm@camoplus. www.camoplus.ch

qcm camo plus ag
eichholzweg 20 - 24 ch-3123 belp



Izvod otvorenih stavki potraživanja prema European Coastal Airlines (ECA)

Račun br.	FIBU-Datum		Iznos računa		Dospjelo od	Zatez.kamata 5%
13.596	31.05.2016.	CHF	1.700,00			
13.597	31.05.2016.	CHF	1.700,00			
13.598	31.05.2016.	CHF	1.700,00			
13.599	31.05.2016.	CHF	1.700,00	6.800,00	30.06.2016	285,04
13.645	30.06.2016.	CHF	1.700,00			
13.646	30.06.2016.	CHF	1.700,00			
13.647	30.06.2016.	CHF	1.700,00			
13.648	30.06.2016.	CHF	1.700,00	6.800,00	31.07.2016	256,16
13.689	31.07.2016.	CHF	1.700,00			
13.690	31.07.2016.	CHF	2.777,35			
13.691	31.07.2016.	CHF	1.700,00			
13.692	31.07.2016.	CHF	2.777,35	8.954,70	31.08.2016.	299,31
13.745	31.08.2016.	CHF	1.700,00			
13.746	31.08.2016.	CHF	1.700,00			
13.747	31.08.2016.	CHF	1.700,00			
13.748	31.08.2016.	CHF	1.700,00			
13.773	31.08.2016.	CHF	5.052,70	11.852,70	30.09.2016.	347,46
13.793	30.09.2016.	CHF	1.700,00			
13.794	30.09.2016.	CHF	1.700,00			
13.795	30.09.2016.	CHF	1.700,00			
13.796	30.09.2016.	CHF	1.700,00			
13.797	30.09.2016.	CHF	731,15	7.531,15	31.10.2016.	188,79
13.848	31.10.2016.	CHF	1.700,00			
13.849	31.10.2016.	CHF	1.700,00			
13.850	31.10.2016.	CHF	1.700,00			
13.851	31.10.2016.	CHF	1.700,00	6.800,00	30.11.2016.	142,52
13.914	30.11.2016.	CHF	1.700,00			
13.915	30.11.2016.	CHF	1.700,00			
13.916	30.11.2016.	CHF	1.700,00			
13.917	30.11.2016.	CHF	850,00	5.950,00	31.12.2016.	99,44
13.956	31.12.2016.	CHF	850,00			
13.957	31.12.2016.	CHF	850,00			
13.958	31.12.2016.	CHF	850,00			
13.959	31.12.2016.	CHF	850,00	3.400,00	31.01.2017.	42,38
14.006	31.01.2017.	CHF	850,00			
14.007	31.01.2017.	CHF	850,00			
14.008	31.01.2017.	CHF	850,00			
14.009	31.01.2017.	CHF	850,00	3.400,00	28.02.2017.	29,34
14.074	28.02.2017.	CHF	850,00			
14.075	28.02.2017.	CHF	850,00			
14.076	28.02.2017.	CHF	850,00			
14.077	28.02.2017.	CHF	850,00	3.400,00	31.03.2017.	14,90

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11.05.2017.

strana 1

Rač.br	FIBU-Datum		Iznos računa	Dospjelo od	Zatez.kamat
14.125	31.03.2017	CHF	850,00		5%
14.126	31.03.2017	CHF	850,00		
14.127	31.03.2017	CHF	850,00		
14.128	31.03.2017	CHF	850,00	3.400,00 30.04.2017	0,93
14.188	30.04.2017	CHF	850,00		
14.189	30.04.2017	CHF	850,00		
14.190	30.04.2017	CHF	850,00		
14.191	30.04.2017	CHF	850,00	3.400,00 31.05.2017	-13,51
			71.688,55		1.692,83

Računi koji će se još izdati budući da se usluge još izvršavaju. Ugovor nije otkazan, traje uvijek do 31.srpnja i može se otkazati 3 mjeseca prije isteka. Sljedeći mogući otkazni rok je 31.srpnja 2018. (vidi Ugovor o podizvođenju, Strana 13) Dok Ugovor nije otkazan moramo i nadalje održavati avione.

31.05.2017	CHF	850,00			
31.05.2017	CHF	850,00			
31.05.2017	CHF	850,00			
31.05.2017	CHF	850,00	3.400,00 30.06.2017		-27,48
30.06.2017	CHF	850,00			
30.06.2017	CHF	850,00			
30.06.2017	CHF	850,00			
30.06.2017	CHF	850,00	3.400,00 31.07.2017		
31.07.2017	CHF	850,00			
31.07.2017	CHF	850,00			
31.07.2017	CHF	850,00			
31.07.2017	CHF	850,00	3.400,00 31.08.2017		
31.08.2017	CHF	3.400,00			
30.09.2017	CHF	3.400,00			
31.10.2017	CHF	3.400,00			
30.11.2017	CHF	3.400,00			
31.12.2017	CHF	3.400,00			
31.01.2018	CHF	3.400,00			
28.02.2018	CHF	3.400,00			
31.03.2018	CHF	3.400,00			
30.04.2018	CHF	3.400,00			
31.05.2018	CHF	3.400,00			
30.06.2018	CHF	3.400,00			
31.07.2018	CHF	3.400,00			
		51.000,00			-27,48
		122.688,55			1.665,35

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11.05.2017

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Sažetak

Ukupno izdanih računa	71.688,55
Ukupno neplaćenih usluga	51.000,00
Zatezna kamata	1.665,35
Trošak opomena (9 opomena po CHF 50.00)	450,00

Ukupno potraživanja na dan 02.svibnja 2017.	124.803,90
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Q.C.M. camo plus AG

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www.camoplu3.ch

<rukom pisano> Belp, 16. svibnja 2017.
<potpis>

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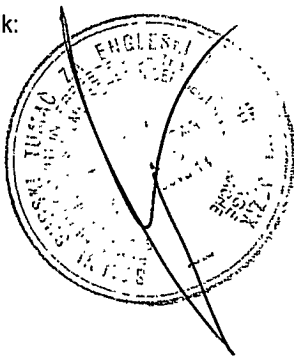
11.05.2017

Strana 3

Ja, Tihana Sudar, prof., stalni sudski tumač za njemački i engleski jezik, imenovana rješenjem predsjednika Županijskog suda u Zagrebu broj: 4 Su-1121/15 od 16. listopada 2015. g. potvrđujem da gornji prijevod potpuno odgovara izvorniku sastavljenom na njemačkom jeziku.

Broj upisa: 139/2017
Zagrebu, 17.05.2017.

Stalni sudski tumač za njemački i engleski jezik:
Tihana Sudar, prof.



Schuldenaufruf ECA

Gläubiger Q.C.M. camo plus AG
Eichholzweg 20-24
3123 Belp

Ansprechsperson Barbara Biland
031 960 40 62
biland@qcm.ch

Schuldner European Coastal Airlines (ECA)
Europski Obalni Avio prijevoznik d.o.o.
Put Divulja 7
HR 21217 Kastel Stafilic

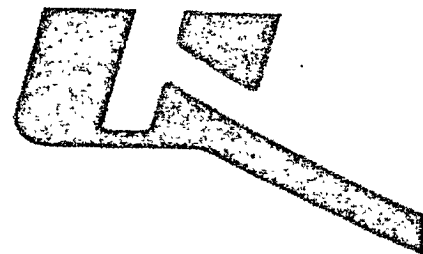
Forderungssumme CHF 125'410.80 (inkl. Verzugszins und Mahngebühren)



Q.C.M. camo plus AG
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Belp, 16. März 2017





Zusammenstellung Forderungen gegenüber European Coastal Airlines (ECA)

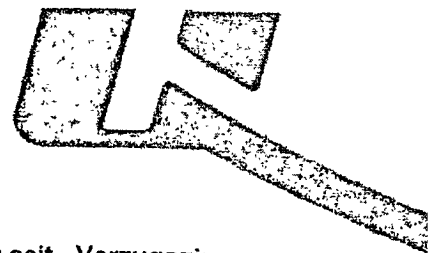
Bel.-Nr.	FIBU-Datum		Beleg-Betrag	Fällig seit	Verzugszins
					5%
13'596	31.05.2016	CHF	1'700.00		
13'597	31.05.2016	CHF	1'700.00		
13'598	31.05.2016	CHF	1'700.00		
13'599	31.05.2016	CHF	1'700.00	6'800.00 30.06.2016	285.04
13'645	30.06.2016	CHF	1'700.00		
13'646	30.06.2016	CHF	1'700.00		
13'647	30.06.2016	CHF	1'700.00		
13'648	30.06.2016	CHF	1'700.00	6'800.00 31.07.2016	256.16
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13'690	31.07.2016	CHF	2'777.35		
13'691	31.07.2016	CHF	1'700.00		
13'692	31.07.2016	CHF	2'777.35	8'954.70 31.08.2016	299.31
13'745	31.08.2016	CHF	1'700.00		
13'746	31.08.2016	CHF	1'700.00		
13'747	31.08.2016	CHF	1'700.00		
13'748	31.08.2016	CHF	1'700.00		
13'773	31.08.2016	CHF	5'052.70	11'852.70 30.09.2016	347.46
13'793	30.09.2016	CHF	1'700.00		
13'794	30.09.2016	CHF	1'700.00		
13'795	30.09.2016	CHF	1'700.00		
13'796	30.09.2016	CHF	1'700.00		
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13'849	31.10.2016	CHF	1'700.00		
13'850	31.10.2016	CHF	1'700.00		
13'851	31.10.2016	CHF	1'700.00	6'800.00 30.11.2016	142.52
13'914	30.11.2016	CHF	1'700.00		
13'915	30.11.2016	CHF	1'700.00		
13'916	30.11.2016	CHF	1'700.00		
13'917	30.11.2016	CHF	850.00	5'950.00 31.12.2016	99.44
13'956	31.12.2016	CHF	850.00		
13'957	31.12.2016	CHF	850.00		
13'958	31.12.2016	CHF	850.00		
13'959	31.12.2016	CHF	850.00	3'400.00 31.01.2017	42.38
14'006	31.01.2017	CHF	850.00		
14'007	31.01.2017	CHF	850.00		
14'008	31.01.2017	CHF	850.00		
14'009	31.01.2017	CHF	850.00	3'400.00 28.02.2017	29.34
14'074	28.02.2017	CHF	850.00		
14'075	28.02.2017	CHF	850.00		
14'076	28.02.2017	CHF	850.00		
14'077	28.02.2017	CHF	850.00	3'400.00 31.03.2017	14.90

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eichenholzweg 20-24 | ch-3123 belp

11.05.2017



Bel.-Nr.	FIBU-Datum		Beleg-Betrag	Fällig seit	Verzugszins
					5%
14'125	31.03.2017	CHF	850.00		
14'126	31.03.2017	CHF	850.00		
14'127	31.03.2017	CHF	850.00		
14'128	31.03.2017	CHF	850.00	3'400.00 30.04.2017	0.93
14'188	30.04.2017	CHF	850.00		
14'189	30.04.2017	CHF	850.00		
14'190	30.04.2017	CHF	850.00		
14'191	30.04.2017	CHF	850.00	3'400.00 31.05.2017	-13.51
			71'688.55		1'692.83

Rechnungen, welche noch gestellt werden, da die Dienstleistungen noch erbracht werden
 Vertrag wurde nicht gekündigt, läuft jeweils bis zum 31. Juli und ist 3 Monate vor Ablauf kündbar
 nächster möglicher Kündigungstermin ist der 31. Juli 2018 (siehe Agreement for the sub-contracting S. 13)
 Solange der Vertrag nicht gekündigt ist, müssen wir die Flugzeuge weiterhin betreuen

31.05.2017	CHF	850.00		
31.05.2017	CHF	850.00		
31.05.2017	CHF	850.00		
31.05.2017	CHF	850.00	3'400.00 30.06.2017	-27.48
30.06.2017	CHF	850.00		
30.06.2017	CHF	850.00		
30.06.2017	CHF	850.00		
30.06.2017	CHF	850.00	3'400.00 31.07.2017	
31.07.2017	CHF	850.00		
31.07.2017	CHF	850.00		
31.07.2017	CHF	850.00		
31.07.2017	CHF	850.00	3'400.00 31.08.2017	
31.08.2017	CHF	3'400.00		
30.09.2017	CHF	3'400.00		
31.10.2017	CHF	3'400.00		
30.11.2017	CHF	3'400.00		
31.12.2017	CHF	3'400.00		
31.01.2018	CHF	3'400.00		
28.02.2018	CHF	3'400.00		
31.03.2018	CHF	3'400.00		
30.04.2018	CHF	3'400.00		
31.05.2018	CHF	3'400.00		
30.06.2018	CHF	3'400.00		
31.07.2018	CHF	3'400.00		
		51'000.00		-27.48
		122'688.55		1'665.35

Zusammenfassung

Total der gestellten Rechnungen	71'688.55
Total der ausstehenden Dienstleistungen	51'000.00
Verzugszins	1'665.35
Mahngebühren (9 Mahnungen à CHF 50.00)	450.00
Total Forderungen per 2. Mai 2017	<u>124'803.90</u>



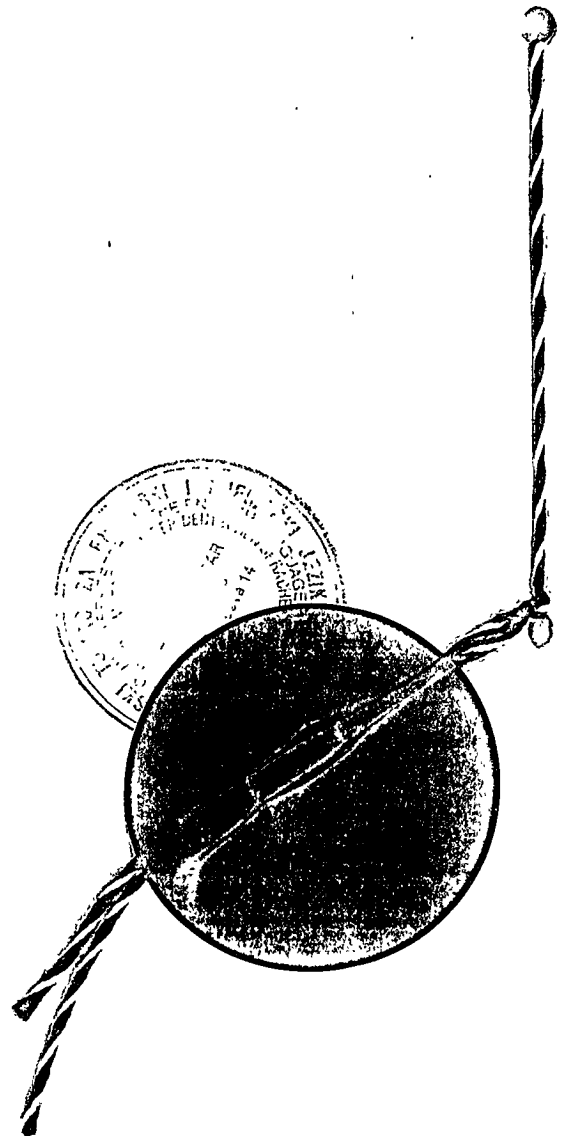
Q.C.M. camo plus AG

Eichholzweg 20-24
CH-3123 Belp

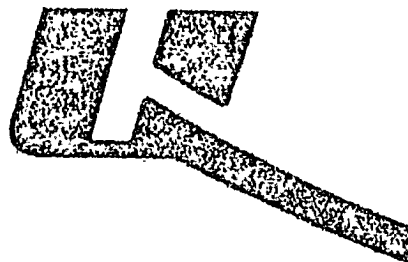
Tel. +41 31 960 40 60
info@camoplus.ch
www.camoplus.ch

Belp, 16. Mai 2017





European Coastal Airlines (ECA)
Attn: Jasmin Mesetovic
Europski Obalni Avloprijevoznik d.o.o.
Zamenhoffova 2 | 10000 Zagreb | Croatia |



Ref.: 14.0018

Belp, 19th May 2014

Dear Mr. Mesetovic

We would like to thank you for giving us the opportunity to provide you with the following offer:

AIRCRAFT CONTINUING AIRWORTHINESS SUPPORT ARRANGEMENT

Scope of work

The owner contracts the QCM to carry out continuing airworthiness management.
The arrangement shall be developed taking into account the requirements of Part M and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft.

The owner entrusts to QCM the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the airworthiness authorities of the Member State where the aircraft is registered, and the organisation of the maintenance according to approved maintenance programme by an approved organisation.

The owner would like to assign the tracking of tasks from the maintenance program to QCM, who is a provider of such service. QCM is using the Aircraft Maintenance Office-software (AMO) as well as manufacturer approved tools such as CAMP, CMP or Flight Docs for the tracking of maintenance tasks.

+41 31 960 40 60 | +41 31 960 40 65
qcm@camoplus.ch | www.camoplus.ch



qcm camo plus ag
eichholzweg 20 - 24 | ch-3123 belp

Applicability

Type and Model and Serial Number	Registration
Bombardier DHC-6	222 SA-TOA

Details

Obligations of QCM camo plus AG:

1. develop a maintenance programme for the aircraft, including a reliability programme if necessary,
2. organise the approval of the aircraft's maintenance programme,
3. organise for all maintenance to be carried out by an approved maintenance organisation, (includes a 24h AOG support)
4. organise for all applicable airworthiness directives to be applied,
5. organise for all defects discovered during scheduled or unscheduled maintenance or reported by the owner to be corrected by an approved maintenance organisation,
6. coordinate scheduled maintenance, unscheduled maintenance, the application of airworthiness directives, the replacement of life limited parts, and component inspection requirements,
7. inform the owner each time the aircraft shall be brought to an approved maintenance organisation,
8. manage all technical records,
9. archive all technical records;
10. organise the approval of all and any modification to the aircraft according to Part-21 before it is embodied;
11. organise the approval of all and any repair to the aircraft according to Part-21 before it is carried out;
12. organise the airworthiness review of the aircraft when necessary;
13. review the issued service bulletins for applicability;

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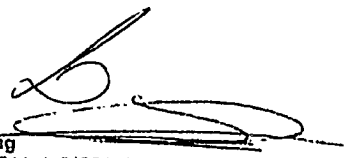
Obligations of the operator:

1. Any maintenance or modification done to the aircraft is strictly forbidden, without first consulting QCM;
2. Report to QCM via the logbook, all defects found during operations
3. Inform the authorities of the Member State of registry and the QCM whenever the aircraft is sold;
4. Carry out all occurrences reporting mandated by applicable regulations.
5. Provide QCM with access to all maintenance program documentation and its revisions issued by the type certificate holders (Aircraft Maintenance Manuals, CMRs, AIs, etc.) of airframe, engine.
6. Airframe and Engine hours will be reported to QCM through the logbook on a regular basis

Competence & Responsibility

The responsibility to implement the knowledge and advice provided by QCM to fulfil all objectives and to complete projects with associated work lies within the Accountable Manager.

- QCM will designate qualified personnel to support the operator's maintenance coordinators.
- All information needed by QCM to perform the project must be made available by the operator.

A handwritten signature in black ink, appearing to be a stylized 'L' or 'S' followed by a horizontal line.

Prices and Terms of Payment

The Parties agree that for the above services rendered by QCM the applicable prices shall be established in accordance with the following rates:

Table 1: Applicable for 1 Aircraft

Description	Bombardier DHC-6
Aircraft Management Fee per month	CHF 1900.00
Phase-In of airplane into QCM camo plus system for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	CHF 4000.00
Development of a customized MP for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	CHF 3000.00
Airworthiness Review Extension / Airworthiness Review Recommendation	Included in monthly fee
Total per Month / Aircraft	CHF 1900.00

Table 2: Applicable as of 2 Aircraft in the fleet

Description	Bombardier DHC-6
Aircraft Management Fee per month	CHF 1800.00
Phase-In of airplane into QCM camo plus system for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	Included in monthly fee
Development of a customized MP for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	Included in monthly fee
Airworthiness Review Extension / Airworthiness Review Recommendation	Included in monthly fee
Total per Month / Aircraft	CHF 1800.00

Table 3: Applicable as of 4 Aircraft in the fleet

Description	Bombardier DHC-6
Aircraft Management Fee per month	CHF 1700.00
Phase-In of airplane into QCM camo plus system for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	Included in monthly fee
Development of a customized MP for the first Aircraft.(for any additional aircraft of the same type, this fee doesn't apply)	Included in monthly fee
Airworthiness Review Extension / Airworthiness Review Recommendation	Included in monthly fee
Total per Month / Aircraft	CHF 1700.00

Please note that the travel and other expenses:

- are calculated from/to Berne.
- for flights with a duration longer than 5.0 hours will be booked in business class and has to be organised by the client.
- driven kilometers with company car will be charged with CHF 1.00 per Km
- Travel time will be charged according effective travel time to a rate of CHF 100.00 per hour
- accomodation cost will be charged unless organised by customer
- a daily allowance rate of CHF 80.00 will be charged per day outside of the QCM office.

All works accomplished by Q.C.M. will be charged at the end of each month with work reports. Our invoices are due to be paid within 10 days.

Applicable Law and Jurisdiction

This Agreement shall be governed in all respect by the Laws of Switzerland.

All disputes, controversies or differences arising out or in connection with the present Agreement or the breach thereof shall be finally and exclusively settled by the competent courts of Bern, Switzerland.

Acceptance

According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.

The operator certifies, to the best of their belief that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the approved organisation. In case of any non-conformity with this arrangement, by either of the signatories, it will become null. In such a case, the operator will retain full responsibility for every subcontracted task linked to the continuing airworthiness of the aircraft.

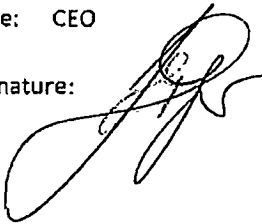
Place / Date: Berne 19th May 2014

Signed for QCM camo plus AG

Name: Luke Oppliger

Title: CEO

Signature:



Signed for Customer

Name: *Klaus Dicks Martin*

Title: CEO

Signature



	SUBCONTRACTING AGREEMENT	Issue: 1 Amendment: 1 Date: 01 Aug. 2015
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PART-M SUBPART G
AGREEMENT
for the
SUB-CONTRACTING
OF
CONTINUING AIRWORTHINESS MANAGEMENT TASKS

Established on the base of the:

Commission Regulation (EC) N° 2042/2003 of 20 November 2003; Annex I, and Appendix II to
M.A.201(h) 1

On the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Between the parties

Of

Q.C.M. camo plus AG
Eichholzweg 20-24
CH 3123 Belp
Switzerland

(Hereinafter referred to as **Q.C.M.** as the EASA Part M Subpart G approved Organisation)

and

European Coastal Airlines
Put Divulja 7
21217 Kastel Stafilic
Croatia

(Hereinafter referred to as **ECA** as the legal aircraft owner or lessee as applicable, and/or the operator)

RECITALS	
WHEREAS Customer	Customer requires Q.C.M. regarding its Aircrafts, and desires to engage the services of Management of Continued Airworthiness Tasks of Aircraft; and other Services as defined in this arrangement.
WHEREAS Q.C.M.	Q.C.M. has as its principal activity the Continuing Airworthiness Management of Aircraft, and provides Customer Continuing Airworthiness Management of Aircraft within the regulations of the EASA Part M and Subpart G.
THEREFORE	In consideration of the aforementioned premises the parties agree as stated in this arrangement



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0 General

This sub-contracting agreement of Continuing Airworthiness Management tasks describes the technical and commercial interfaces between the two parties of this agreement, ECA as a EU-Ops 1 operator, and Q.C.M. Camo plus AG, hereafter called Q.C.M., approved as a Continuing Airworthiness Management Organisation having been granted the Airworthiness Review Privileges of Part M; Subpart I by the Federal Office of Civil Aviation (FOCA).

This agreement is based on EC 2042/2003, Appendix II to AMC Part-M. A.201(h)1: "Sub-contracting of continuing airworthiness management tasks".

Internal procedures within the two companies are to be found in the Continuing Airworthiness Management Exposition (CAME) for ECA, and Continuing Airworthiness Management Exposition (CAME), in the English Language for Q.C.M.

Q.C.M. agrees to provide the services as described in this agreement for the aircraft as described in appendix A, whereas ECA agrees to pay to Q.C.M. the charges as described in appendix B.

For services that are not included in this agreement Q.C.M. can provide a quotation to ECA upon request of ECA. ...

The conditions as described in this agreement will be binding to both parties.

This agreement remains in force for a minimum period of 1 (one) year as of the effective date of this agreement, being the 01 of June. 2014 and is renewable in accordance with Charter 3 of this agreement.

This sub-contracting agreement of Continued Airworthiness Management tasks does not relieve the operator of its responsibility for the airworthiness of the aircraft. In accordance with AMC M.A.201 (h) 1- Responsibilities, the operator is ultimately responsible and therefore accountable for the airworthiness of its aircraft.

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1 General outlines on the sub-contracting of the continuing airworthiness management tasks

To actively control the standards of the subcontracted M.A. Subpart G organisation, ECA employs a group of persons who are trained and competent in the disciplines associated with M.A. Subpart G. As such they are responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continued airworthiness of the aircraft being operated.

Q.C.M will ensure that it has sufficient qualified personnel who are trained and competent in the functions to be sub-contracted. In assessing the adequacy of personnel resources, ECA will consider the particular needs of those activities that are to be sub-contracted, while taking into account the subcontracted organisations existing commitments.

ECA Continuing Airworthiness Management Exposition (CAME) contains relevant procedures to reflect his management control of the arrangements made with the subcontracted organisation.

Subcontracted continuing airworthiness managements are addressed in this present contract between ECA and Q.C.M. The contract specifies that the sub-contracted organisation is responsible for informing the operator who is in turn responsible for notifying the respective competent authority, of any subsequent changes affecting their ability to support the contract.

Q.C.M. will use procedures which set out the manner by which the organisation fulfils its responsibility to those sub-contracted activities. Such procedures may be developed by either the subcontracted organisation or the operator.

Where Q.C.M. develops its own procedures these should be compatible with ECA CAME and the terms of this contract. These should be accepted by the competent authority as extended procedures of the operator and as such should be cross-referenced from the ECA CAME.

Note : should any conflict arise between the sub-contracted organisation's procedures and those of the operator then the policy and procedure of the ECA CAME shall prevail.

ECA continuing airworthiness management personnel should have access to all relevant data in order to fulfil their responsibilities. ECA retains authority to override where necessary for the continuing airworthiness of their aircraft, any recommendation of the sub-contracted organisation.

Q.C.M. will ensure that it has qualified technical expertise and sufficient resources to perform the subcontracted tasks while in compliance with the relevant procedures and regulatory requirements.

This contract provides for competent authority monitoring.

This contract addresses the respective responsibilities to ensure that any findings arising from the competent authority monitoring will be closed to the satisfaction of the competent authority.



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2 Scope of Work

The aircraft subject to this support agreement are listed in Appendix A of this agreement.

The work sub-contracted by ECA to Q.C.M. is:

Aircraft Technical and Airworthiness Management and Administrative support (Part M Support)

Consisting of:

- a) Development and amendment of the Aircraft and Engines Maintenance Program in accordance with the manufacturer's recommendations and competent authority regulations;
- b) AD and SB monitoring;
- c) SB evaluation and recommendation to ECA for acceptance and approval of the compliance time;
- d) AD and SB implementation planning in consultation with ECA PCA;
- e) Management, control and updating of the AD and SB follow up status;
- f) The planning and scheduling of the Maintenance checks in accordance with the approved Maintenance Program;
- g) Flight hours and cycles recording and monitoring
- h) Control and monitoring of the MEL
- i) Workpackage definition and Planning of tasks and checks to be performed according to the approved Maintenance program and in link with ECA PCA and Operations;
- j) Life Limited Parts control and planning if tasks required;
- k) Rotables control and planning if tasks required;
- l) Maintenance record and continuing airworthiness records according to Part M subpart G;
- m) Documentation management: aircraft maintenance documentation (AMM, IPC, checks visit workpackage and task cards, (JTL));
- n) Permanent monitoring and control of ECA fleet status in accordance with the computerized maintenance management system "MRX Blue Eye";
- o) Maint. Program effectiveness report and maintenance recommendation (failure analysis).
- p) Reports that ECA can access online at any given time.
 - Airworthiness status report
 - Maintenance Status Report
 - Maintenance Due List
 - Flight hours & landings "MRX Blue Eye" list;
 - Reported defects
 - Reported events
 - SB & AD status
- q) Collection and analysis of Engine parameters to monitor the health condition of the Engine (Gaz path and system);

Services not included in this agreement (such as ad-hoc support, Engineering orders, repairs, alterations, modifications, training, general services etc.) can be performed by Q.C.M. and should be agreed upon on a case by case basis. ECA PCA must approve the ordering of such services.

2.1 Maintenance Program

Q.C.M. will develop and amend the Maintenance Programs in accordance with Part-M.A.302(c) and (d). The developed or amended Maintenance Program will be based upon the latest revision of the Aircraft Maintenance Manual and applicable technical publications for the aircraft and engine type listed in Appendix A of this agreement.

When new revisions are issued, Q.C.M. will amend the AMP within 3 months after receipt of such a revised document. In case of safety issues or Airworthiness Directives an amendment can be issued sooner.

Formal revisions to the maintenance program will be processed in accordance with chapter 2.2.3.3 of the ECA CAME.



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After completion of an amendment of the Maintenance Program, this amendment will be forwarded by Q.C.M. to the ECA PCA. ECA as the operator remains responsible for assessing the draft amendments and obtaining the CCAA approval.

After the approval by the CCAA and ECA in the event of formal maintenance program amendments, the ECA PCA will distribute the revised Maintenance Program to the copy holders.

Any data necessary to substantiate the approval of the initial Maintenance Program or an amendment to this Maintenance Program are available to ECA and/or the CCAA upon request.

2.2 Maintenance Program Effectiveness and Reliability

Performance monitoring is used to establish maintenance program effectiveness Q.C.M. will employ sufficient personnel with appropriate engineering experience and understanding of the reliability concept, and will analyze the following data:

- Pilot and maintenance reports (pirep, marep)

On the above data, and after analysis, Q.C.M. will produce the following reports, at the below intervals:

- Monthly operational technical reliability report (Reported defects / Reported events)

Based on the above reports, Q.C.M. will issue recommendations focused to correct any reduction in reliability. Such recommendation can be:

- Maintenance Program amendments (escalation, de-escalation)
- Special and/or additional inspections
- Initiation of modifications

Since the amount of reliability data generated by the ECA fleet is not sufficient for the objective of the program, ECA allows Q.C.M. to pool the ECA reliability data with the Q.C.M. reliability data.

During the meetings, as specified in paragraph 2.17 of this agreement and charter 2.5.1 of the ECA CAME, the reliability reports and associated recommendations will be discussed between ECA and Q.C.M. Any required action from the reliability reporting will be suggested to be endorsed by ECA.

2.3 Permitted Variation from the Maintenance Program Periods

Permitted Variations from the intervals specified in the approved Maintenance Program is to be agreed upon by the ECA PCA. The Maintenance Program specifies which variation of the Maintenance Program intervals is acceptable, and under which conditions.

The request including the reason and justification for any proposed variation is to be prepared by Q.C.M. and possibly in coordination with the contracted Part-145 organisation. The ECA PCA may approve this variation when the requested variation is within the limits as set in the approved Maintenance Program.

ECA will inform Q.C.M. about any variation request granted.

When a requested variation is outside the limits specified in the approved Maintenance Program the ECA PCA must obtain prior approval from the CCAA.

Unless otherwise specified, the forms and procedures for requesting a variation are specified in the ECA CAME and the maintenance programs and these procedures must be followed by Q.C.M., ECA and the contracted Part-145 maintenance organisation.

It is ECA responsibility to monitor the frequency of permitted variation usage and ECA is accountable to the relevant authority for such usage frequency.



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2.4 Scheduled maintenance

Q.C.M. is responsible for the administration, planning and follow-up of all tasks to be performed on the aircraft.

Q.C.M. will maintain an up-to-date maintenance forecast in the designated computerized maintenance management system of all tasks to be performed. On a periodical basis, Q.C.M. will evaluate and assess all (scheduled and unscheduled) tasks which become due and will prepare a workpackage including jobcards for the next planned maintenance visit. This workpackage, using the QCM workorder form, after endorsement by the ECA PCS will be discussed and agreed upon with the Part-145 organization under contract with the ECA.

Work performed by the Part-145 organizations will be entered and cleared directly in the designated computerized maintenance management system (MRX Blue Eye) by Q.C.M.

Scheduled AD's, SB's, modifications, and component changes are managed in the same way as described above.

For base maintenance, Q.C.M. will in advance prepare a draft work package, which needs to be agreed upon by ECA before being finalized and communicated to the Part-145 organization performing the work. The work package for base maintenance should normally contain all base maintenance coming due in the interval to the next block program visit, except maintenance considered out-of-phase.

In case of doubt about the airworthiness of its fleet, ECA may monitor on its own the planned maintenance and also the performance of all maintenance by the contracted Part 145 maintenance organisation, and request action to be initiated by Q.C.M.

2.5 Time and Hours Recording

The ATL is transmitted to the CAM, OPS manager and QCM on a daily basis. The sending takes place via email or e-fax at the end of every flight day.

More detailed instructions for the use and filling instructions of the ATL are contained within ECA Operations Manual (OM).

The ECA CAM in coordination with the Flight Operation Department and the pilots when the aircraft is not on its base will ensure that copies of pertinent ATL Pages, and any other pertinent maintenance-related information, are forwarded promptly to Q.C.M. to allow to plan the perform of any due maintenance activities.

2.6 Quality Monitoring

ECA quality system will monitor the adequacy of the sub-contracted continuing airworthiness management task performance for compliance with this contract and M.A Subpart G requirements, as part of its periodical audit programme.

Q.C.M. should allow ECA to perform a quality surveillance (including audits) upon the subcontracted tasks. The aim of the surveillance is primarily to investigate and judge the effectiveness of those sub-contracted activities and thereby to ensure compliance with M.A Subpart G and the contract. Audit reports may be subject to review when requested by the competent authority.

2.7 Access by the CCAA-FOCA

The CCAA and FOCA is granted free access to the Q.C.M. facilities in Belp, Switzerland, in order to perform any quality inspections and/or audits for the purpose of this agreement.



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2.8 Maintenance Data

The table below indicates which airworthiness data is required by Q.C.M. to support the tasks described in this contract.

DESCRIPTION
AIRFRAME
Aircraft Maintenance Manual
Illustrated Parts Catalog
Wiring Manual (WM)
Structural Repair Manual
Component Maintenance Manual
Nondestructive Manual (if applicable)
Emerg. Rescue Access and Fire Fighting Procedures Manual (if applicable)
Service Documents / Manufacturer Instructions
Airworthiness Limitation Manual
Supplement Type Certificates (Revisions and/or Service Documents / Manufacturer Instructions)
POWERPLANT
MM
IPC
Service Documents / Manufacturer Instructions

All manufacturers manuals are available. Besides this, ECA has arranged subscription services for the manuals mentioned above. Q.C.M. is added to distribution list, and revision are send to Q.C.M. It is the responsibility of ECA to ensure that Q.C.M. is provided with the latest revisions.

2.9 Airworthiness Directives

Q.C.M. will be responsible for control, assessment, and (after final approval by the PCA of ECA for compliance time) the planning and follow-up of the applicable AD's of the airframe and engines.

The assessment will be documented on the ECA AD/SB Evaluation Form. Sample in ECA CAME 5.1.1.7

Q.C.M. in coordination with the PCA of ECA is responsible to ensure timely incorporation of all AD's and is to be provided with notification of compliance.

AD embodiment will be performed by the Part-145 contracted organization.

Q.C.M. will inform the PCA of ECA timely in case an AD is applicable, and will prepare a proposal which details the means of compliance. The PCA of ECA will assess the proposal and approve if acceptable.

In case the PCA of ECA receives an alert publication (eg, AD, SB, etc) requiring urgent compliance, the PCA of ECA will inform Q.C.M. as soon as possible, at least within the compliance time of that Alert publication.

For the fleet of ECA the following AD's will apply:

- EASA AD's. as applicabe
- FAA AD's. as applicable
- TRANSPORT CANADA AD's as applicable

After Q.C.M. receives confirmation about the embodiment of AD's, the ECA PCA must be informed about the compliance.

ECA shall be responsible to provide to Q.C.M. any ADs issued from the country for which a STC has been installed on the fleet of ECA.



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2.10 Service Bulletins and Modifications

Q.C.M. will review and assess applicable Service Bulletins and other technical publications like Service Letters, and will make a recommendation to the PCA of ECA in case embodiment is recommended. ECA PCA will be sole responsible for the incorporation decision and compliance time.

The assessment will be documented on the ECA AD/SB Evaluation Form. Sample in ECA CAME 5.1.1.7

The table below indicates the responsibility of SB control on the ECA aircraft covered by this contract.

SB type	Assessment & Recommendation	Incorporation decision	Incorporation planning dept.	Aircraft record keeping
Airframe				
MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.
NON-MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.
Engines				
MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.
NON-MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.
Propellers				
MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.
NON-MANDATORY	Q.C.M.	ECA	Q.C.M.	Q.C.M.

2.11 Life Limit Controls & Component Control/Removal Forecast.

Current hours and cycles records are available on the Journey Technical Log (JTL) Log (JTL) on-board the aircraft.

Hours and cycles control is the responsibility of ECA and is subcontracted to Q.C.M.

ECA will forward to Q.C.M. the hours and cycles from the JTL for entry in the designated computerized maintenance management system of Q.C.M.

Q.C.M. will assess periodically the entered data, and ensure the data are correct and updated. In case of discrepancies, changes to the hours and cycles will be made, and ECA will be informed.

With the current hours and cycles, Q.C.M. will be able to monitor, forecast and control Life Limits and Component changes (see also chapters 2.4 and 2.5).

2.12 Defect Control

ECA contracted Part-145 organization will rectify before further flight any aircraft defect or defer the defect according to the provisions of the MEL.

Only authorised certifying staff (according Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect may be deferred and subsequently decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred.

Any aircraft defect that would not affect the flight safety shall be rectified as soon as practicable after the date the aircraft defect was first identified and within any limits specified in the M.A.401 maintenance data, or as per the MEL/CDL, the latter subject to commander's acceptance.



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ECA contracted Part-145 organization will record all aircraft defects arising during the operation and/or maintenance. When the defect can be rectified prior to the next scheduled flight, an entry in the ATL stating the defect and rectification in an acceptable manner of recording defects.

For defects that cannot be rectified prior to next flight, ECA contracted Part-145 organization records and transfers the defect on a separate work order and notifies Q.C.M. on the deferment.

The designated computerized management system gives Q.C.M. the means to assess all the deferred defects and the assigned due dates.

Q.C.M. will monitor on a periodical basis all Journey Technical Log (JTL) log deferred defects, and thereby make a positive assessment and identify potential hazards arising from the cumulative effect of any combination of defects. Following this assessment and in case of doubt Q.C.M. must seek the agreement from the ECA PCA.

Repetitive defects are being reviewed and assessed as part of the reliability program (see paragraph 2.2)

For defects (damages) beyond the TC-holder limits, Q.C.M. will communicate with the TC-Holder and liaise between the TC-Holder and ECA. ECA will report these damages to the CCAA.

The contracted Part-145 organisation shall provide any additional requested informations to Q.C.M. of such defects (not limited to: pictures, dimensions, size, description and maps) in order to facilitate Q.C.M. working with the TC holder to obtain the best solutions for repair and/or permit to fly.

2.13 Mandatory Occurrence Reporting

ECA is responsible for the reporting of incidents and occurrences to the CCAA, TC-Holder and / or Part-21 Design Organization, as per chapter 1.8 of the ECA CAME

All incidents and occurrences that are subject to the Part-M and Part-145 reporting criteria should be reported by ECA PCA to Q.C.M, using the ECA Technical Occurrence Report EASA. Sample in ECA CAME 5.1.2.8

Incidents or occurrences forthcoming out of (maintenance) or noted by activities performed by the contracted Part-145 and Q.C.M. must be reported to the ECA PCA.

ECA will, in conjunction with Q.C.M., decide on the appropriate actions to be taken. Occurrence reporting will be done in accordance with ECA CAME chapter 2.8.6

ECA will provide to Q.C.M. a copy of all mandatory occurrence reporting issued by the contracted Part-145 organisation.

2.14 Continuing Airworthiness records

ECA is the owner of all continuing airworthiness records, and has subcontracted the update, retention and management to Q.C.M.

ECA must have unrestricted and timely access to records (Software copies) at Belp.



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Continuing Airworthiness Records consist of :

RESPONSIBILITY	RETENTION PERIOD	RESPONSIBLE
Aircraft logbooks	To follow aircraft or to be kept 36 months after permanent withdrawal from service.	Q.C.M.
Engine logbooks	To follow engines or to be kept 24 months after permanent withdrawal from service.	Q.C.M.
AD status list (Software copy)	To follow aircraft or to be kept 12 months after permanent withdrawal from service.	Q.C.M.
SB status list (Software copy)	To follow aircraft or to be kept 12 months after permanent withdrawal from service.	Q.C.M.
Component removal/installation and maintenance data. (Software copy)	To follow aircraft or to be kept 24 months after permanent withdrawal from service.	Q.C.M.
Detailed PART-145 maintenance records incl. Tags, Form 1 etc.	To follow aircraft or to be kept 24 months after permanent withdrawal from service.	Q.C.M.
Weight and Balance Reports	To follow aircraft or to be kept 12 months after permanent withdrawal from service.	Q.C.M.

For additional information, please refer to ECA CAME chapter 2.3.3 Prevention of Records

2.15 Check Flight Procedures

If any check flight is required, such check flight shall be performed in accordance with the ECA Continuing Airworthiness Management Exposition (CAME) and Operations Manuals (OM).



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2.16 Communication and meetings

Subject to the principles laid down in the previous paragraphs with respect to ECA control and management privileges this paragraph outlines the organisation of such controls and management.

MEETING PURPOSE / DOCUMENTS	PERIOD	MEETING TYPE	ECA	Q.C.M.
AD /SB Planning/ status monitoring <u>Documents:</u> - Planning coming month - Status last month - Forecast horizon three months - Deviation Last Month - TC holder AD overview	As required See CAME Chapter 1.4, 1.6 and 1.7	Short loop meeting	PCA	Q.C.M. camo plus representative
Effectiveness of the Maintenance Program <u>Documents</u> Dispatch reliability report & recommendations	12 months See CAME Chapter 1.5	Status Meeting	PCA	Q.C.M. camo plus representative
Subcontracting Agreement revision Meetings <u>Documents</u> - Contracts based on: App II to M.A. 201 (h) - CAME	12 months See CAME Chapter 1.5	Evaluation Meeting	PCA and Quality Manager as required	Q.C.M. camo plus representative



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3 Effectiveness of this Agreement

The Agreement effective as of 01 June 2014 is revised as of 01. August 2015 and shall be automatically renewed for one (1) year, unless terminated by either party by giving written notice of termination to the other party at least 90 days prior to expiration.

Arrangement, including Appendices A and B

Signed for Customer

Place/Date:

Name: Gareth Rees

Title: PCA

Signature:



Signed for Q.C.M.

Place/Date: Belp, 27th July 2015

Name: Lukas Oppliger

Title: Accountable Manager

Signature:



Appendix A: Contracted Aircraft and Engines

The following aircraft are subject to this contract between ECA and Q.C.M.

No.	Registration	Type of aircraft	Aircraft Serial No.
01	9A-TOA	DHC6-300	557
02	9A-TOB	DHC6-300	244
03	9A-TOC	DHC-6-200HG	45

Appendix B: Prices and fees

For prices, fees and general term and conditions, refer to the commercial contract between ECA and Q.C.M.

Appendix C: Contacts

European Coastal Airlines (ECA) Mr. Gareth Rees (PCA) Tel: +385 1 6311 620 Mobile: +385 91 322 00 01	Q.C.M. Camo plus AG Mr. Sandro Burkhart (PCA) Tel: +41 (0) 31 960 40 79 Fax: +41 (0) 31 560 45 38
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HR-10000 ZAGREB



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