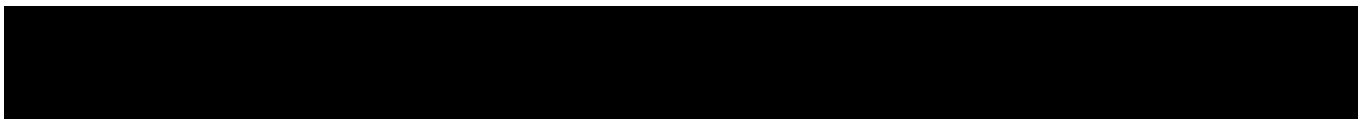
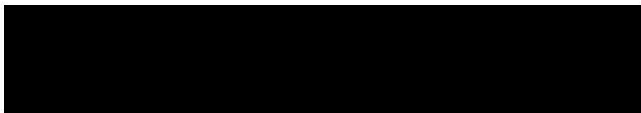
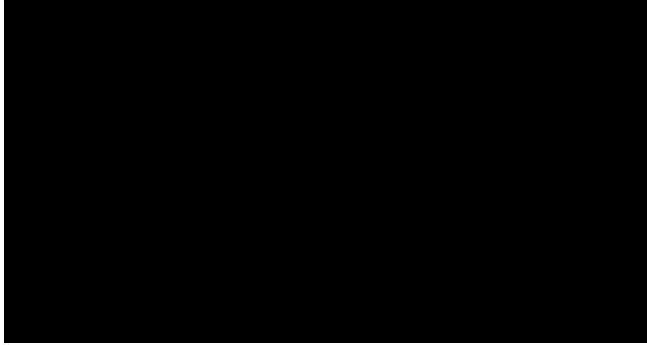
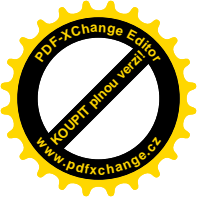


MAINTENANCE GENERAL TERMS AGREEMENT

BETWEEN





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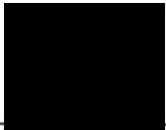
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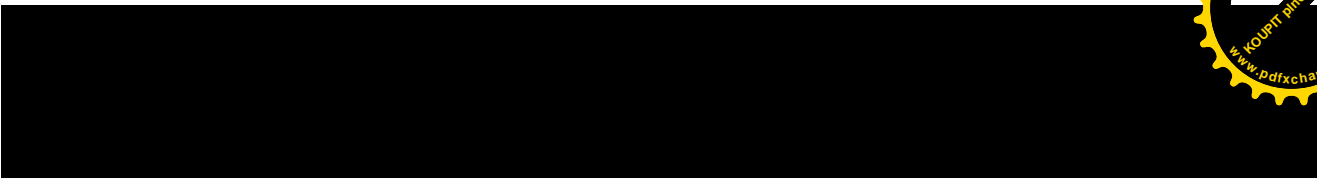
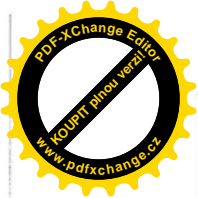
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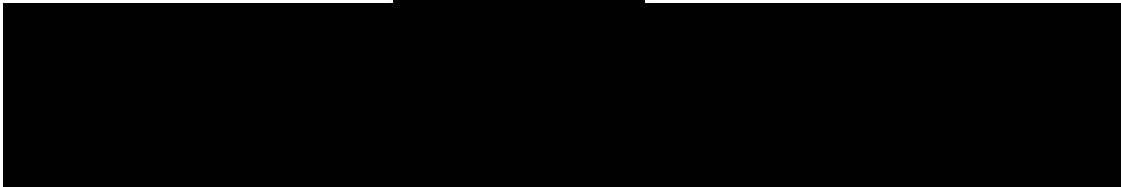
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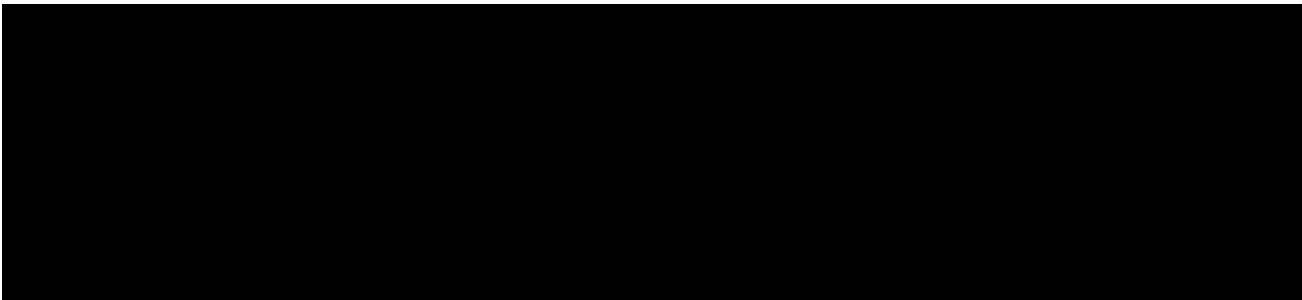


MAINTENANCE GENERAL TERMS AGREEMENT

This Agreement is made on the [redacted] between:



and



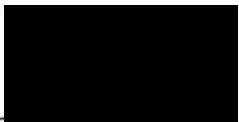
Whereas [redacted] is the operator of the Airbus A319 Aircraft;

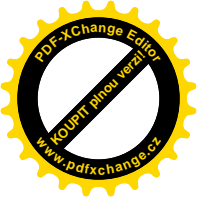
Whereas [redacted] is provider of the maintenance-, overhaul-, repair- and modification-services of the Airbus A319 aircraft;

Whereas [redacted] wishes to avail such services from time to time

Whereas [redacted] is willing to perform the services in accordance with the terms and conditions of this Agreement.

This Agreement will be identified by the references MGTA and [redacted].



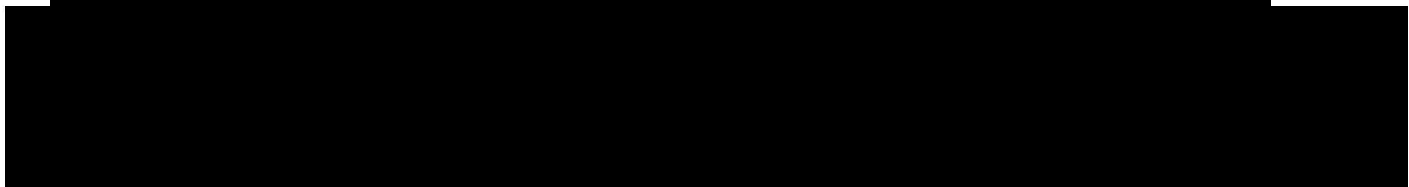


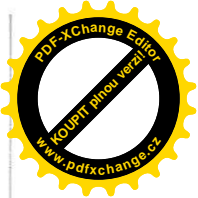
1. GENERAL

1.1. DEFINITIONS AND CONDITIONS PREVAILING

Within this Agreement the following definitions will apply, except where the context specifies otherwise:

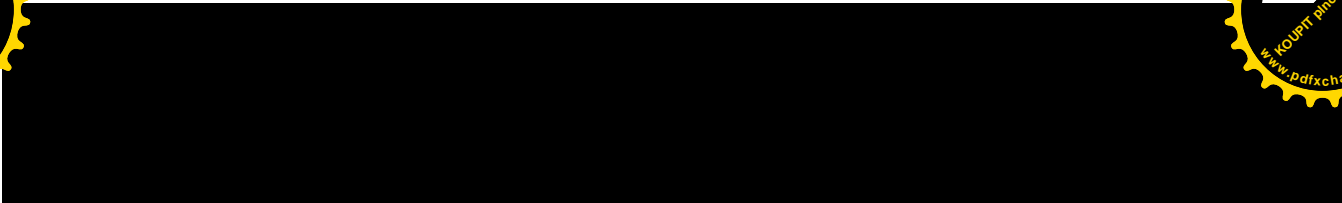
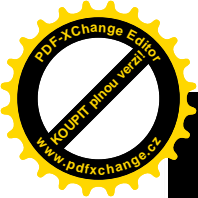
- Additional Work** means any work requested by [REDACTED] in addition to the Routine Work and additional to the included Non Routine Defect Thresholds. Additional Work may include Open Defects and all known damage for Repairs.
- Agreement:** This Agreement and its Annexes, Supplementary Agreements, thereto including any and all subsequent Change Orders hereto made;
- Aircraft:** The Aircraft as identified by manufacturer's serial number, including any equipment and Component parts attached to, incorporated, installed therein or temporarily detached there from.
- Airworthiness Directive:** Airworthiness Directives issued by the EASA, FAA, [REDACTED] [REDACTED] which specify required inspections, Modifications, or operations of certain equipment (AD).
- Maintenance Data:** All data used to perform the Services as stipulated in this Agreement, which is approved by EASA/[REDACTED] as suitable for the intended purpose.
- Aviation Authority:** One or more of the EASA, FAA or another Aviation Authority as the context requires.
- CAA-CZ** Civil Aviation Authority (CAA) of Czech Republic as country of CSAT residence, EASA competent authority; CAA holds the power and authority to regulate maintenance operations of CSAT as PART 145 maintenance organization
- [REDACTED] means the [REDACTED] as country of registration of the Aircraft, which holds the power, and authority to regulate the operation and maintenance of the Aircraft.
- Change Order:** means any written amendment to this Agreement, which is dated, countersigned by the Parties and consequently attached to this Agreement.
- Component:** any self-contained part, combination of parts, sub assemblies or units (excluding bare engines) that performs a distinctive function necessary to the operation of a system and that is removable and controllable on a unit basis and has a definite potential for reuse through inspection, test, Overhaul, Repair, Modification, etc.





- Consumables:** means any parts identified by P/N (without S/N) for example bolts, nuts, seals etc. and raw materials such as semi finished products such as metal or plastic sheets or profiles, etc., fluids such as cleaning agents, picking agents, primers, paints, etc., for surface treatment, adhesives, additional materials for welding or plasma jet welding or other materials or additives such as lubricants or fuels that are used for maintenance of Aircraft or Components. They are distinguished from Components or standard Parts in that they can only be used once. They are identified by a standard or other specification (or, in exceptional case, by a partnumber) in the maintenance and operational documents issued for the relevant Aircraft type by the Aircraft design organization.
- Defect Rectification:** means the rectification of defects found as a result from the performance of the Routine Work.
- Defect Threshold:** means the number of Direct Manhours and amount of Material or Items utilized in the rectification of a finding arising from the performance of the Services that is included in the Fixed Price.
- Deferred Tasks:** means work scheduled to be performed during the Heavy Maintenance Visit and has been deferred to a later time.
- Delivery:** means the act by which [REDACTED] will deliver the Aircraft to [REDACTED] for the provision of the Services, normally at 00:00 o' clock local time at Prague.
- Delivery Date:** means the agreed date for Delivery pursuant to the applicable Supplemental Agreement.
- DGAC:** means the Aviation Authority of France.
- Direct Manhours:** means the actual work spent on the Aircraft. Manhours produced for quality auditing, production management, planning, purchasing, administration and handling of purchased parts or subcontracted work, storekeeping, inventory and office or office-like works are not considered to be Direct Manhours and are considered as part of the Fixed Price.
- Documentation:** means all data, reports, forms and information required by the relevant Aviation Authorities, including, but not limited to, maintenance manuals, manufacturer's Overhaul manuals, the Approved Maintenance Program [REDACTED] procedures and specifications in a prescribed format, content and method (hardcopy or electronically).
- Downtime:** means the period between Delivery Date and Redelivery Date and time inclusive, of the Aircraft.
- EASA:** means European Aviation Safety Agency



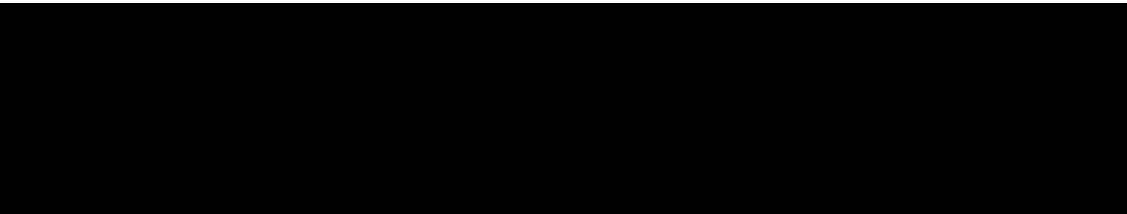


Engineering Services: means the responsibility and authority to provide technical standards, procedures and expert knowledge for safe, reliable and economical operation and maintenance of the Aircraft, Aircraft systems, Components, engines and equipment.

Expendable: means those items for which no authorized Repair procedure exists and for which cost of Repair would normally exceed that of replacement.

Federal Aviation Administration: means the Aviation Authority of the United States of America, Department of Transport, or any agency succeeding to the power and authority thereof (FAA).

Federal Airworthiness Regulation: means the most current revision of the FAA regulations, which are applicable to the performance of the Services.



Heavy Maintenance Visit: means the Downtime scheduled for an Aircraft for the purpose of performing the Services.

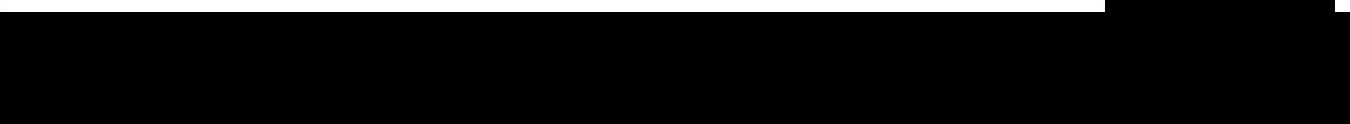
Item: means any level of hardware assembly such as but not limited to system, subsystem, module, accessory, unit, part, etc..

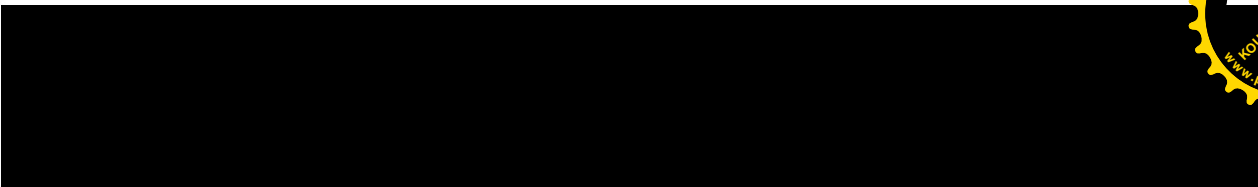
Life Limited Parts: means the limitation of use of a part in cumulative flight hour, flight cycles or days as specified by the manufacturer or Aviation Authorities.

Maintenance Facility: means the facilities operated by [redacted] in Prague for the purpose of providing the Services or another facility when mutually agreed.

Maintenance Organization Exposition: means Maintenance Organization Exposition for the Maintenance Facility as approved by competent Airworthiness Authority (CAA) in accordance with Part-145 CSAT Certificate number [redacted]

Maintenance Program: means the current revision of the [redacted] duly authorized by the [redacted] program.





Maintenance

Testflight: means a required flight to comply with the maintenance manual or the [redacted] as a result of the performance of the Services, or part thereof

Major Repair: Means a repair which if improperly done, might appreciably affect weight, balance, structure strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness or alternatively, by seeking clarification from the relevant manufacturer.

Materials Approval

Limit: means the value, per individual item, of material above which approval from the [redacted] Technical representative is required for the purchase of such material as specified in annex A.

Modification: means the work required to modify or alter the Aircraft in specified manner, defined under a unique Aircraft Modification number issued by [redacted]

Non-routine: Means Defect Rectification and Repair tasks resulting from the workpackage.

Open Defects: defects known by [redacted] before commencement of the Services and added as Additional Work for rectification.

Overhaul: The work necessary to return an item to the highest standard specified in the relevant manual

Redelivery: means the act by which [redacted] after completion of the Heavy Maintenance Visit, normally at 24:00 hours.

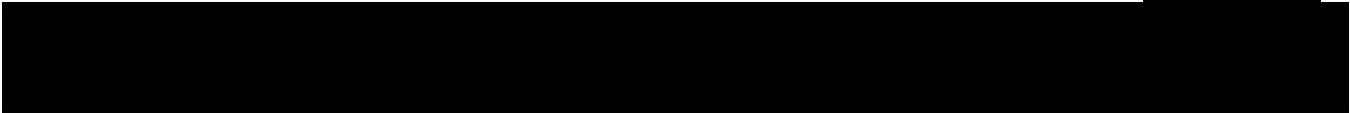
Redelivery Date: means the agreed date for Redelivery pursuant to the applicable Supplemental Agreement.

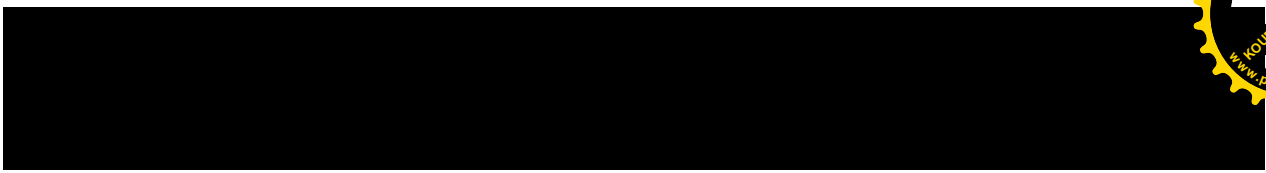
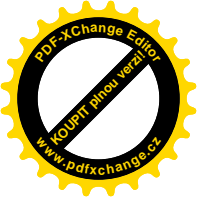
Release to Service: means the issuance of a certificate of Release to Service by [redacted] under its Part-145 Approval.

Repair: means the amount of work required to return a component or construction to a serviceable condition in accordance with the appropriate maintenance manuals or approved instructions.

Repairable: means an item commonly economical to repair, that is capable of being made serviceable by subjecting it to certain processes and procedures as indicated in the appropriate original manufacturer's overhaul manuals.

Rotable Item: means an Item that is renewable and inventory- or time-controlled on a unit basis, usually by serial number, and has a definite potential for re-use through inspection, Overhaul, Repair or calibration.





Routine Work: means removal, cleaning, inspection, installation, testing and adjustment of the Aircraft, powerplant or Item by means of taskcards as specified in agreed workscope.

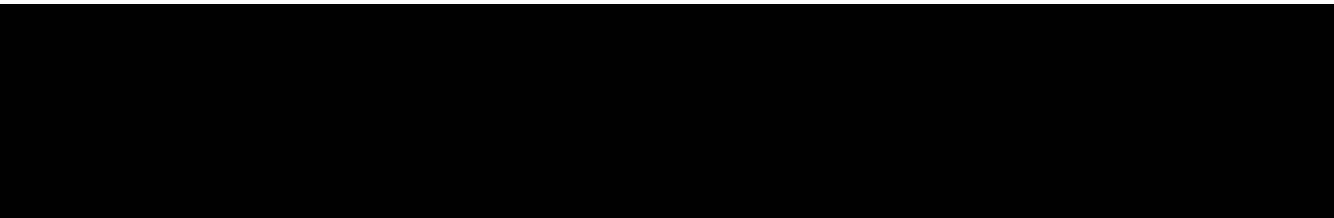
Services: means all work performed or to be performed by [REDACTED] and/or Subcontractors as a result of this Agreement, unless otherwise stated in this Agreement.

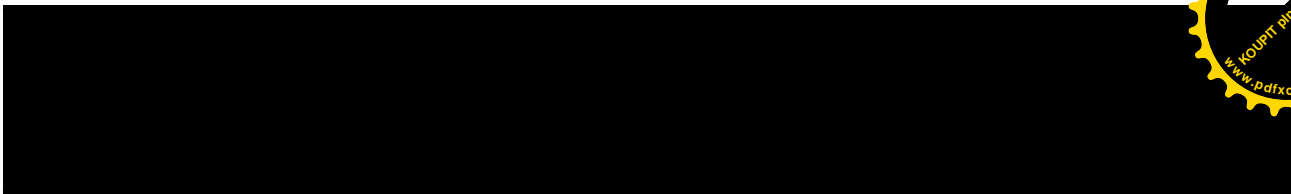
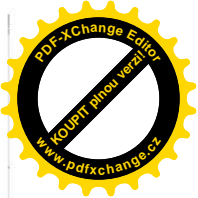
Service Bulletin: means a document issued by the manufacturer of any Aircraft, powerplant, Rotable Component or Item, to notify the operator of certain changes, which may be incorporated into the Services.

Supplemental Agreement: Is the Agreement as set out in annex A specifying the Aircraft delivered for Services to [REDACTED] This Agreement contains the subject Aircraft, the Delivery Date, the Redelivery Date and the Workpackage, Fixed Price and other financial conditions.

Workpackage: means Routine Work plus Additional Work

Words importing the singular shall include the plural and vice versa where the context so requires. A technical expression used in this Agreement which is not defined, will have the meaning as specified in the latest edition of the technical Airlines Transport Association Common Support Data Dictionary (CSDD).





1.2. SUBJECT OF THE AGREEMENT

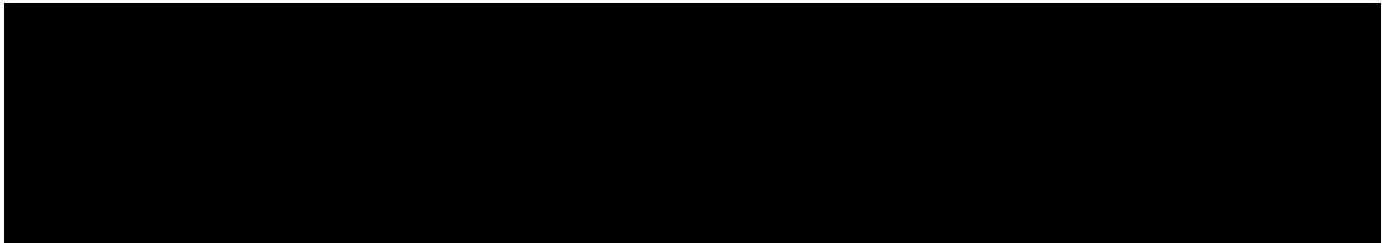
- 1.2.1. Subject to the terms and conditions set forth in this Agreement [REDACTED] will perform the Services in accordance with the terms and conditions of this Agreement.
- 1.2.2. All Services mentioned in this Agreement shall be performed by [REDACTED] at the Maintenance Facility in accordance with the agreed Delivery and Redelivery Date.
- 1.2.3. During the term of this Agreement [REDACTED] has the right to extend the number of Aircraft to be serviced with other aircraft owned or operated by [REDACTED] against the same terms and conditions.

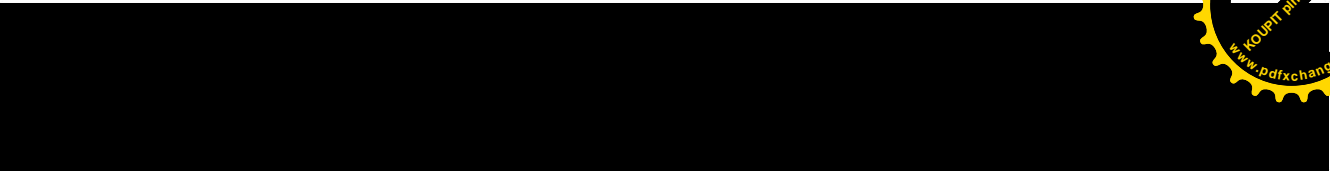
1.3. COMMENCEMENT AND DURATION

- 1.3.1. This Agreement will commence on [REDACTED] and will continue until the check events that are listed in the any "Supplemental Agreement" have been performed by [REDACTED]
- 1.3.2. After expiration of the term of this Agreement, as mentioned in article 1.3.1, [REDACTED] can negotiate new terms and conditions. This Agreement will be the basis for the negotiations and the terms and conditions of this Agreement remain valid during the negotiations.
- 1.3.3. Both parties shall have the right to unilaterally terminate this Agreement for convenience as specified in article 4.8.1.

1.4. STANDARDS AND PROCEDURES

- 1.4.1. The Services shall be performed in accordance with manufacturer specifications and procedures.
- 1.4.2. All Services will be carried out in compliance with the current standard of airworthiness as established by EASA and will be inspected by the quality assurance system of both parties.
- 1.4.3. Work not agreed in advance will be performed only after consultation with the local [REDACTED]
- 1.4.4. For each Heavy Maintenance Visit [REDACTED] with the actual work that has to be performed during the subject Heavy Maintenance Visit. Parties shall discuss the differences with respect to the Routine Work and mutually agree on the manhour differences. The Airbus Maintenance Planning Data manhours shall form the basis for the discussion.
- 1.4.5. During the performance of the Services [REDACTED] with the appropriate care and priority. [REDACTED] in relation to any other customers.

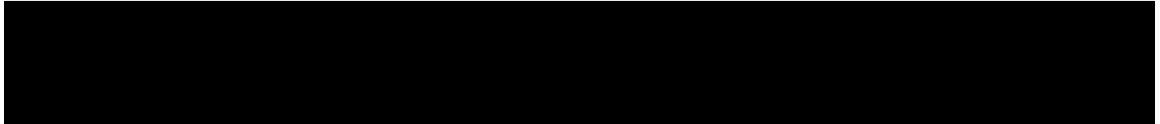




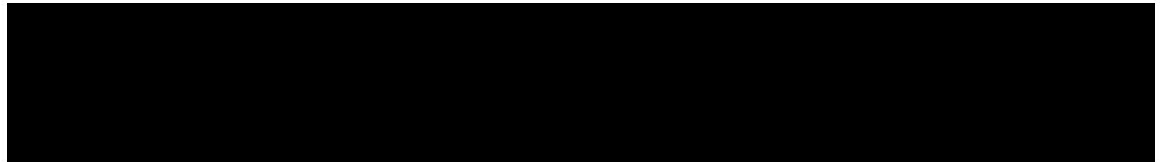
2. PERFORMANCE

2.1. TIME SCHEDULE

2.1.1.



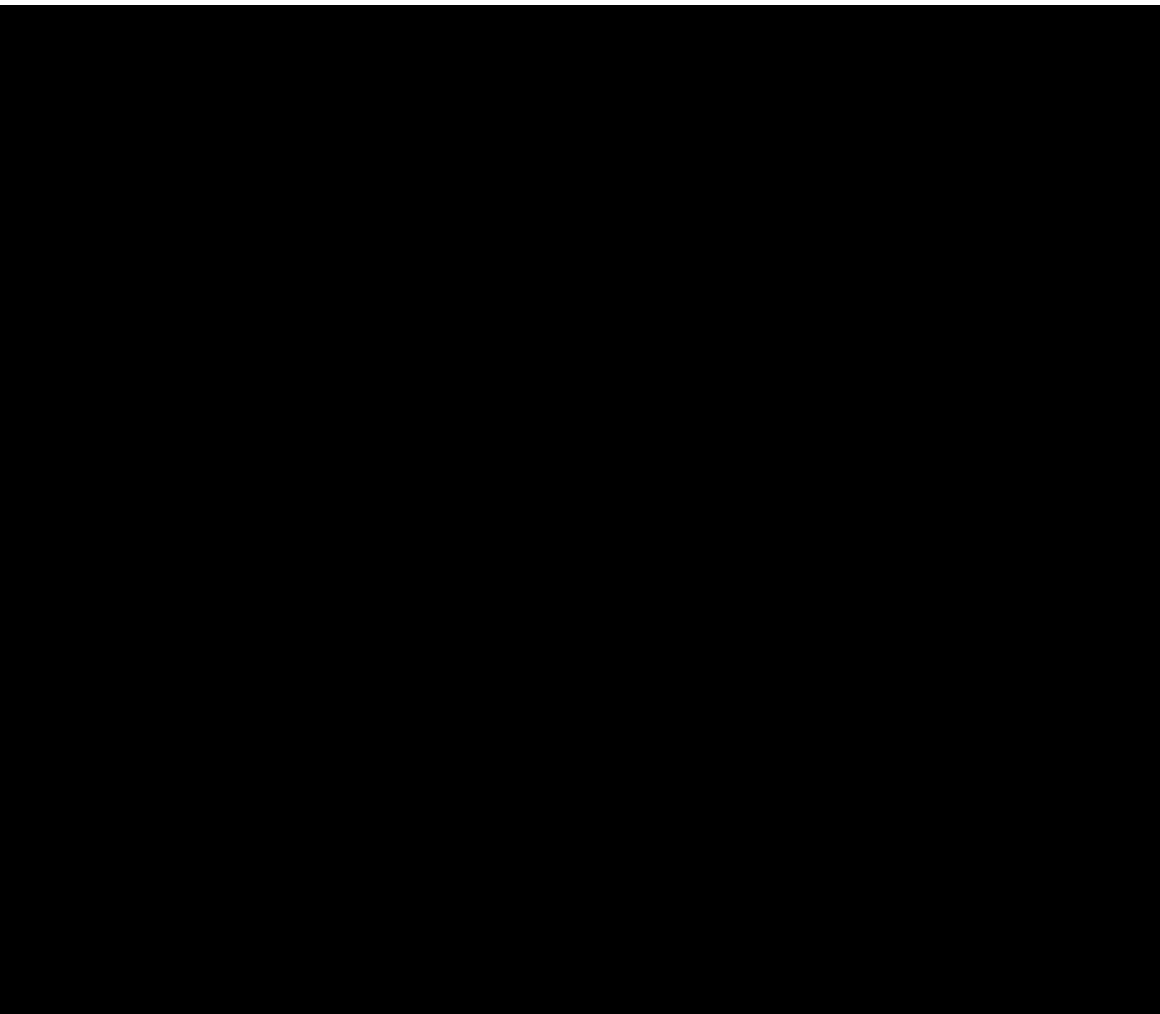
2.1.2.



2.1.3.

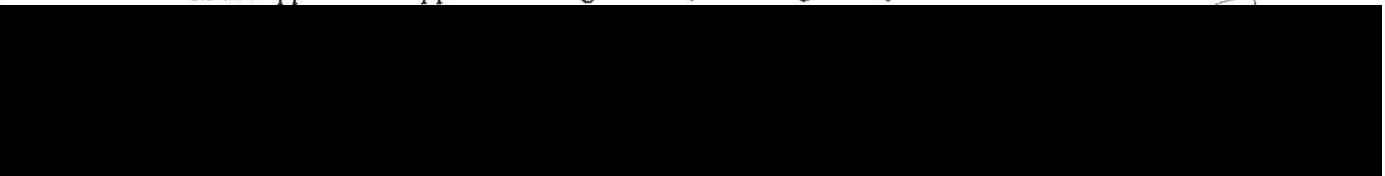


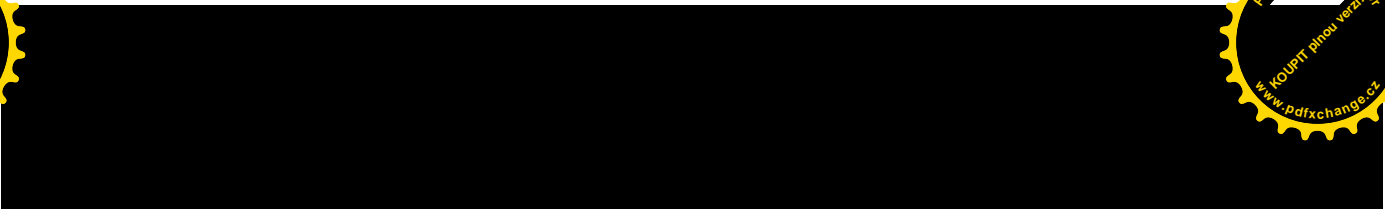
2.1.4.



2.2. DELIVERY

2.2.1. Aircraft due for Services shall be delivered in accordance with the Delivery dates mentioned in the applicable Supplemental Agreement, unless agreed upon otherwise.





2.2.2. The complete particular work-package containing the full set of routine and non-routine J/C, SB's, Modification documentation, List of exchanges and Material list for routine works shall be delivered to [redacted]

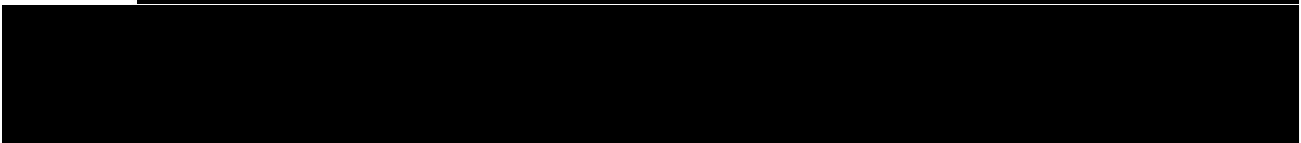
2.2.3. [redacted]

2.2.4. [redacted]

2.2.5. [redacted]

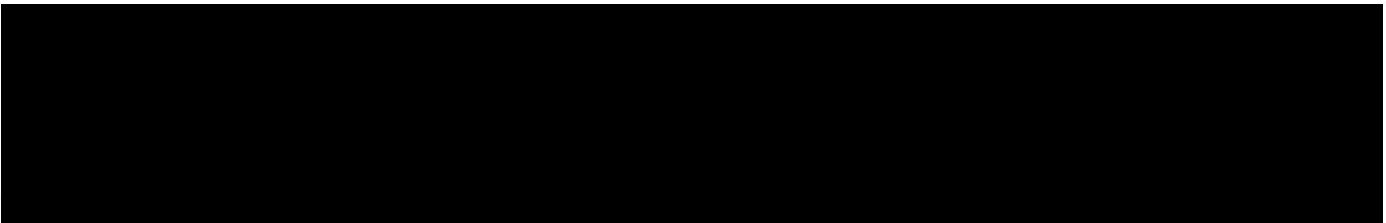
2.2.6. [redacted]

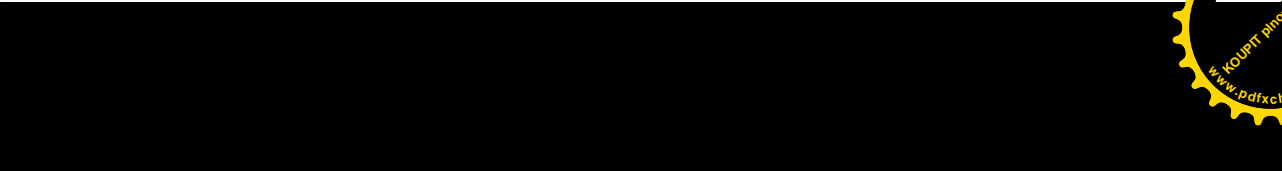
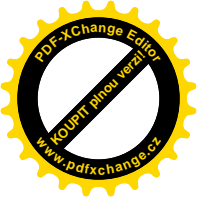
2.2.7. [redacted]



2.3. DELAYED DELIVERY

2.3.1. [redacted]





2.4. [REDACTED] TECHNICAL REPRESENTATIVE

2.4.1. During each Heavy Maintenance Visit, [REDACTED] representatives with the appropriate technical qualifications and authorized to:

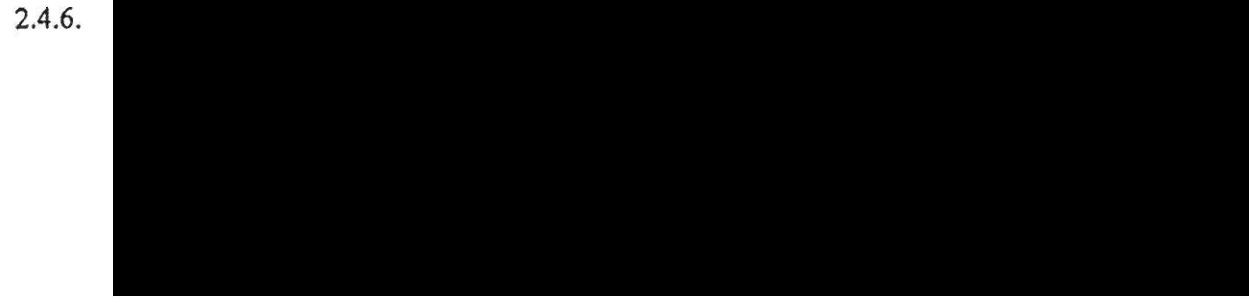
- approve the performance of, and related charges for, unscheduled work, and Defect Rectification greater than the Defect Threshold as specified in Annex E. For work not approved by the [REDACTED] Technical representative or [REDACTED] Purchasing & Sales department, [REDACTED]
- sign for materials above the Materials Approval Limit as specified in annex E.
- approve the Exchange- or loan of Rotable Components.
- approve Deferred Tasks.
- sign for acceptance at Redelivery of the Aircraft.
- approve the engine OWS (On Wing Support) services.
- approve of Repairables.

2.4.2. [REDACTED] technical representative will be at all time entitled to inspect the performance of the Services. During these inspections [REDACTED] shall always try to avoid interference of the work.

2.4.3. [REDACTED] Technical representative will be granted full access to all facilities where the work will be performed for 24 hours per day.

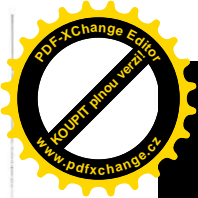
2.4.4. During the Heavy Maintenance Visit [REDACTED] Technical representative with suitable office space and access to the dedicated communication facilities, including telephone (with international access), facsimile, and a personal computer with access to e-mail and internet. [REDACTED]

2.4.5. To prevent a workstop by [REDACTED] Technical representative will be available 24 hours per day during the Heavy Maintenance Visit.



Authorization will be requested by [REDACTED] representative must confirm authorization in writing in due time to avoid delays in work progress.





2.5. EXCHANGE OF INFORMATION

2.5.1. [REDACTED] agree on a schedule of meetings as set out in Annex B to prepare for and execute the provision of the Services.

2.5.2. [REDACTED]

2.6. DOCUMENTATION AND CERTIFICATION

2.6.1. Aircraft shall be delivered to [REDACTED] with all required Documentation as specified in annex C.

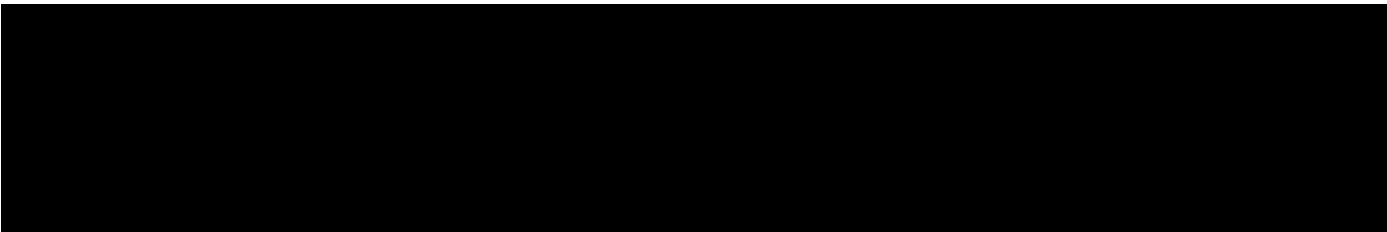
2.6.2. All Documentation required for performance of the Services will be Maintenance Data.

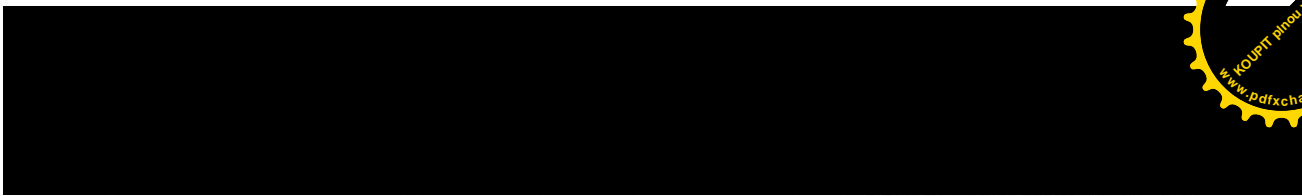
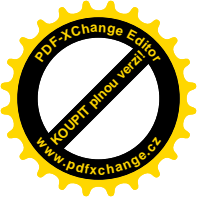
2.6.3. All Documentation required for performance of the Services will have a valid revision status and effective for the subject Aircraft.

2.6.4. [REDACTED] with the Documentation as specified in annex C.

2.6.5. Upon completion of the Services a Certificate of the Release to Service shall be issued certifying that all work has been accomplished in accordance with the regulations of the applicable Airworthiness Authorities.

2.6.6. On all discrepancies for which a Repair is not available in the standard Maintenance Data, such as SRM, AMM and SB's, the Repair will be accompanied by the appropriate certification documents, for instance a FAA 8110-3 form or a EASA Form 1.



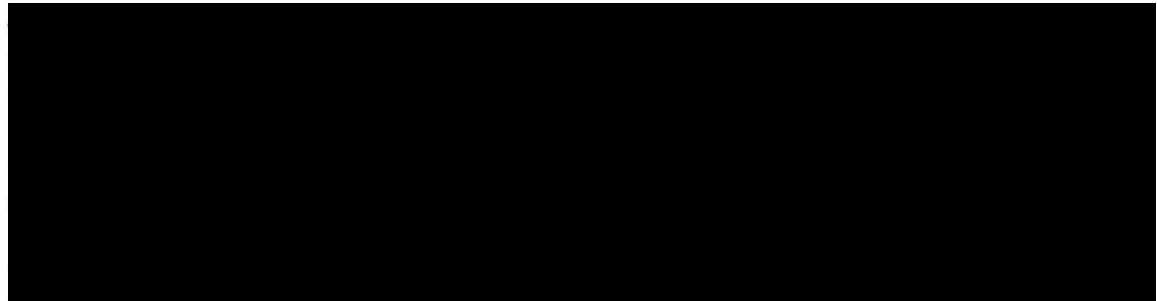


2.7. MATERIALS

2.7.1.



2.7.2.

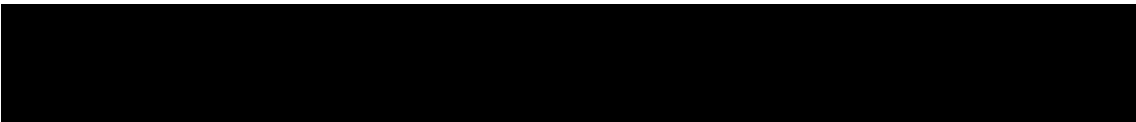


2.7.3. Replacements of all Consumables and Expendables will be accompanied with the appropriate documentation required by Part-145.

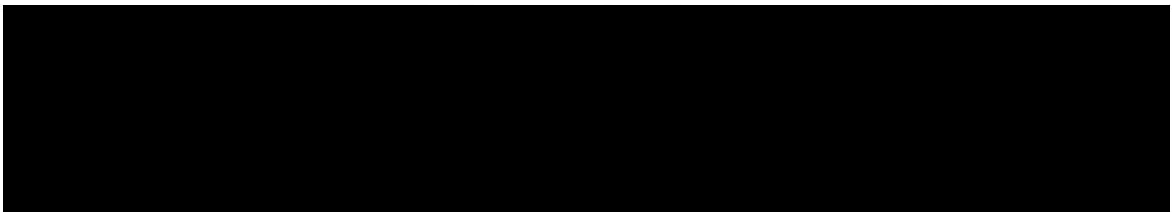
2.7.4. Replacements for all Components, except of those under paragraph 2.7.3., will be accompanied with the appropriate certification as evidenced by one or more of the following:

- an airworthiness approval tag (EASA Form 1)
- an airworthiness approval tag (FAA Form 8130-3) provided by an EASA approved FAR 145 organization.

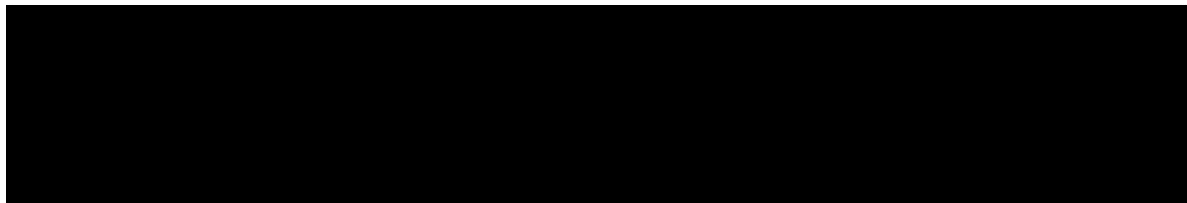
2.7.5.



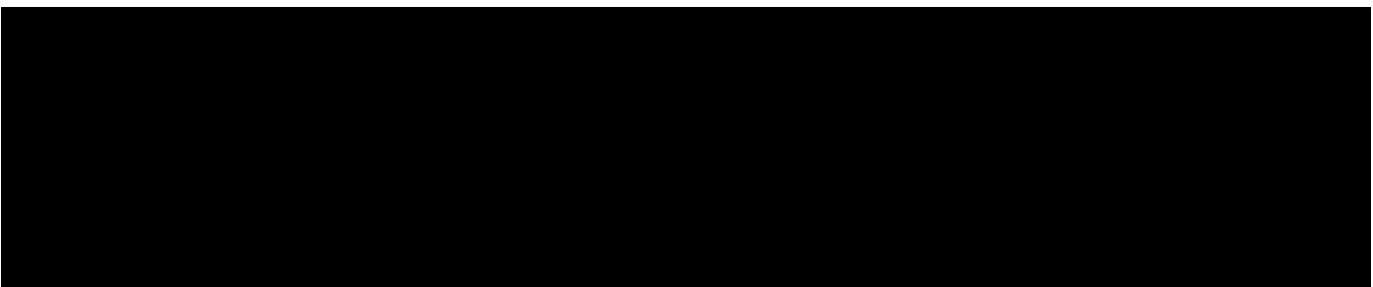
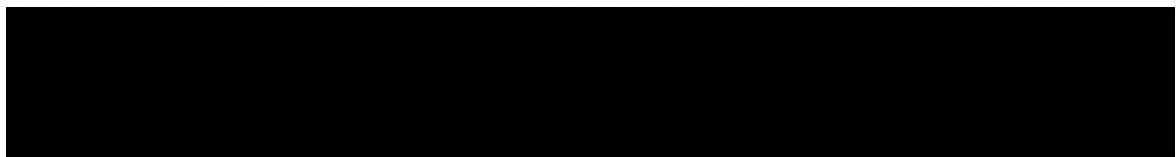
2.7.6.

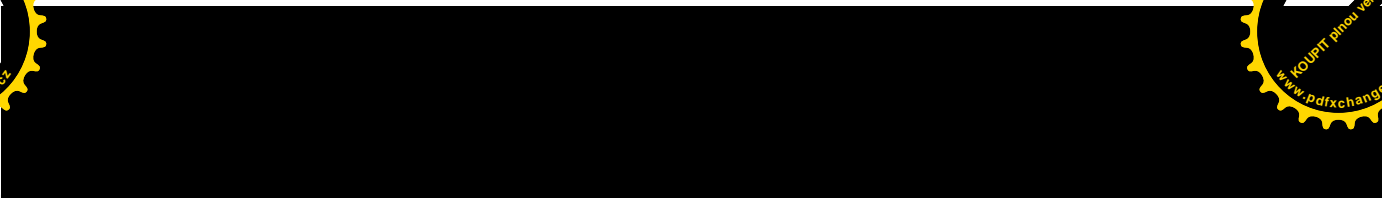
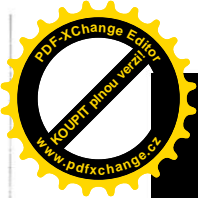


2.7.7.



2.7.8.

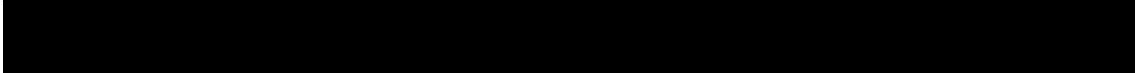




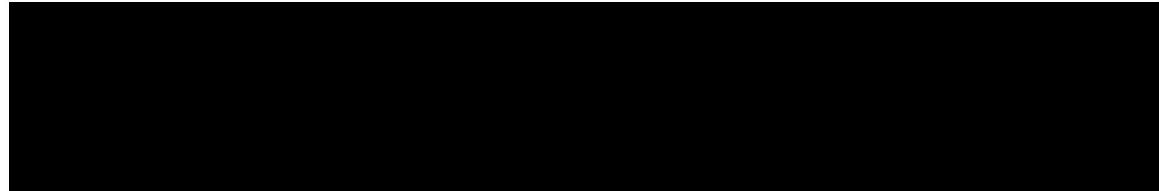
2.8. ADDITIONAL WORK

2.8.1. [REDACTED]

2.8.2. [REDACTED] prior to the Delivery Date at the latest. In case the amount of manhours required to perform the Additional Work is higher



2.8.3. [REDACTED]



2.8.4. Upon Delivery of the Aircraft [REDACTED] with an update of the defects found during the last flights.

2.9. SUBCONTRACTING

2.9.1. Subject to the provisions of Part-145.75 and subject to consultation and approval of [REDACTED] may subcontract Overhaul or Repairs in case that [REDACTED] cannot perform the work. The subcontracted Maintenance Facility must be a Part-145 approved organization or an EASA approved FAR-145 organization. [REDACTED]

2.9.2. [REDACTED] access to the subcontractor's facilities and to any relevant information concerning the subcontractor, especially the quality monitoring information.

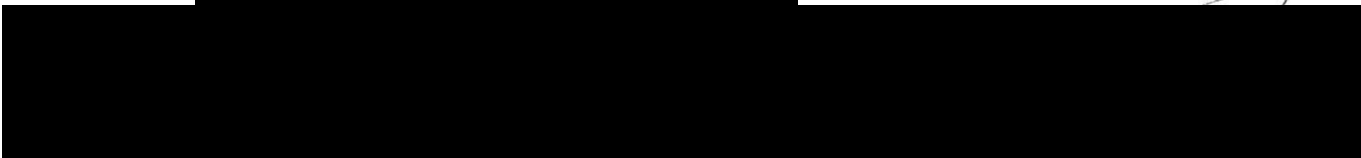
2.9.3. It is understood that [REDACTED] may not subcontract Services to another Maintenance Facility.

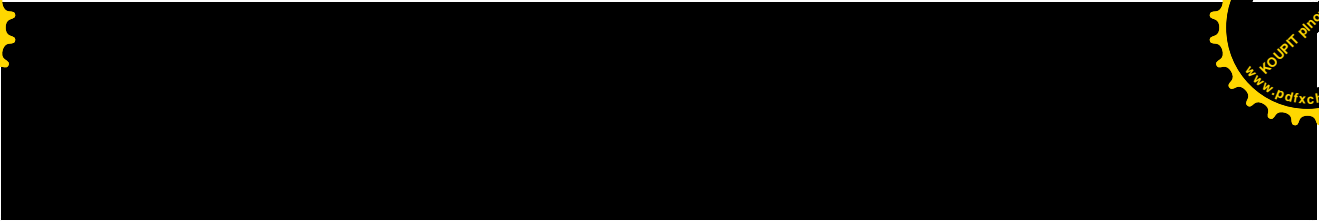
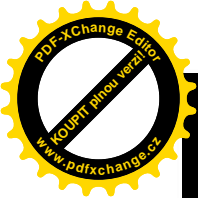
2.10. MAINTENANCE TEST FLIGHTS

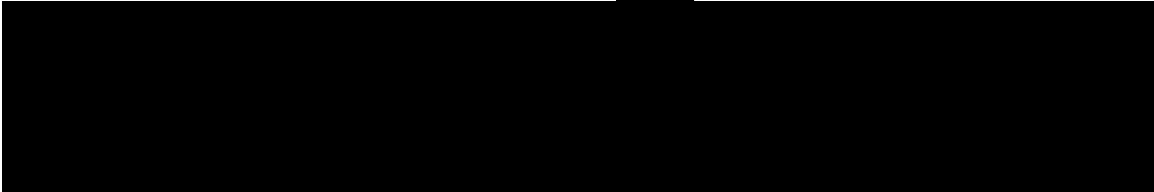
2.10.1. If a Maintenance Testflight is required as a result of performance of the Services, or part thereof [REDACTED] will perform such Maintenance Testflight in accordance with its Maintenance Testflight procedures as set out in its Continuing Airworthiness Management Exposition.

2.10.2. If the Workpackage requires a testflight the duration of one Maintenance Testflight is included in the downtime as specified in the applicable Supplemental Agreement. The standard duration of a Testflight is 2 hours, unless specified otherwise [REDACTED] The subject Maintenance Testflight shall be performed by [REDACTED]




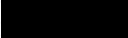
2.10.3. An observer-mechanic of [REDACTED] shall attend the Maintenance Testflight, unless otherwise agreed [REDACTED]



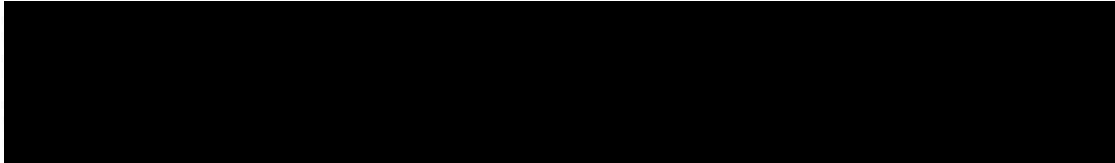


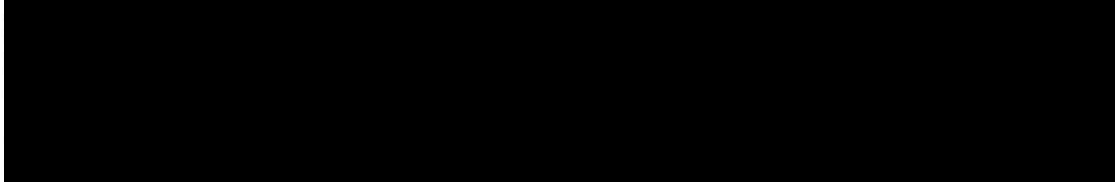
2.10.4. 

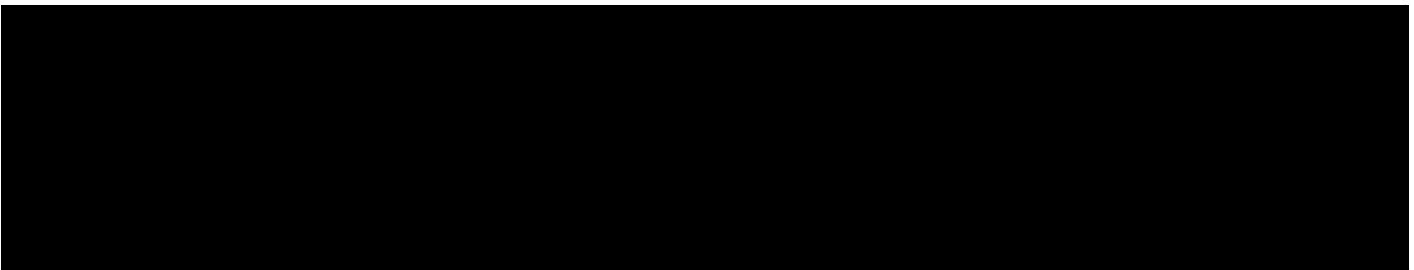
2.11. REDELIVERY

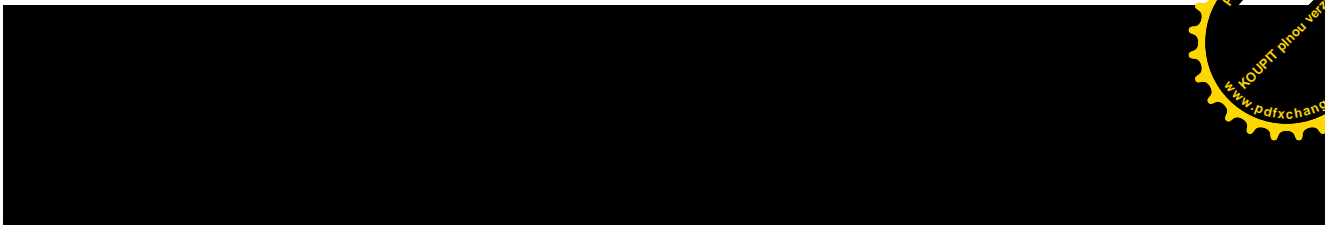
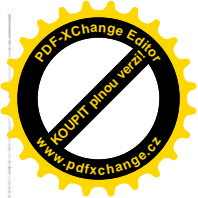
- 2.11.1. The Aircraft shall be redelivered in accordance with the Redelivery Dates mentioned in the applicable Supplemental Agreement.
- 2.11.2. Before Redelivery the  will perform a customer acceptance inspection of the Services, whereupon the  shall sign a Certificate of Acceptance as set out in annex D ("Certificate of Acceptance").
- 2.11.3. At Redelivery, after the execution of the Certificate of Acceptance,  will issue a Certificate of Release to Service, and will be supported by Documentation as described in annex C.
- 2.11.4. The Aircraft will always be redelivered with all aircraft documents required for flight. All maintenance documents will be shipped back to  within a month after redelivery, unless mutually agreed upon otherwise.

2.12. DELAYED REDELIVERY

2.12.1. 

2.12.2. 

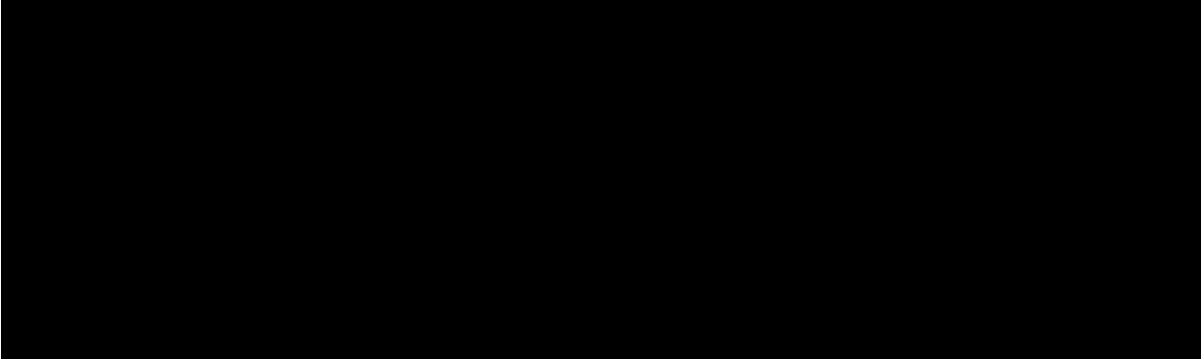




3. COMMERCIAL

3.1. INVOICING

3.1.1.

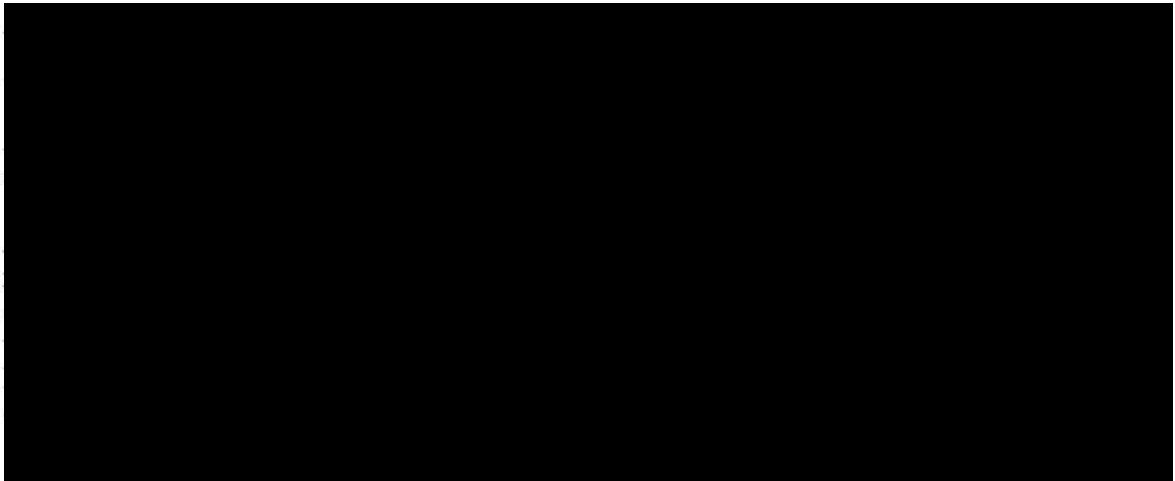


3.1.2.



3.2. FIXED PRICES

3.2.1.

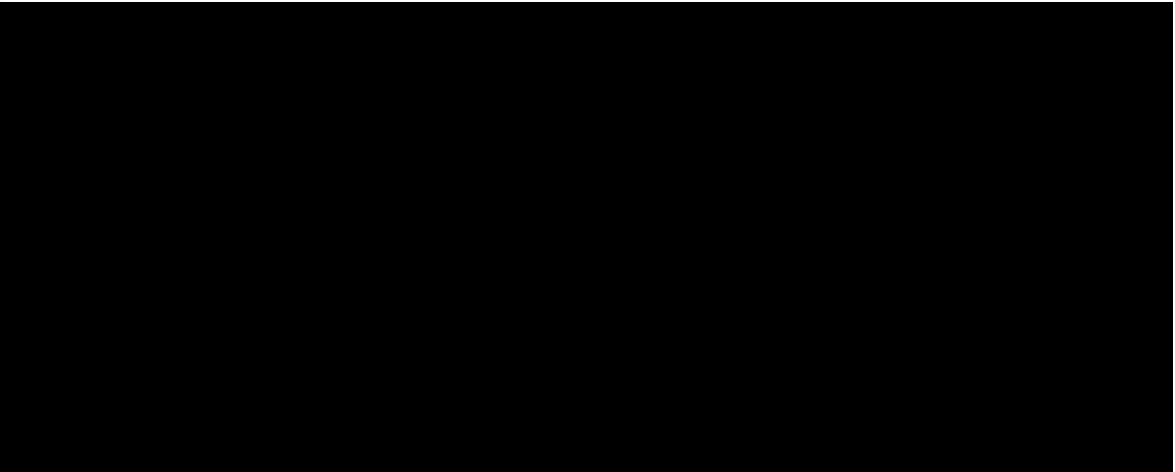


3.2.2.

3.2.3.

3.3. VARIABLE PRICES

3.3.1.

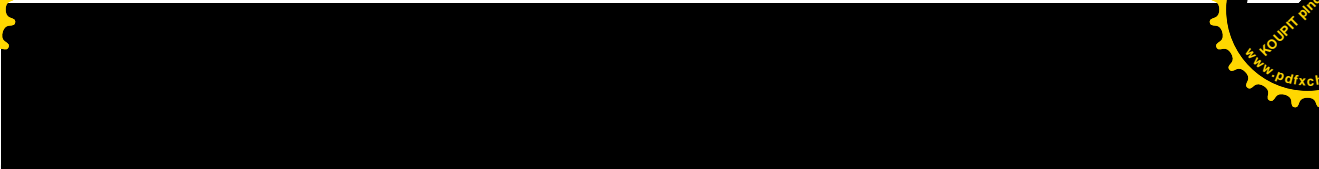
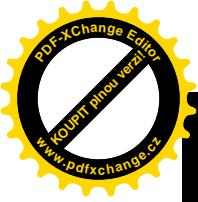


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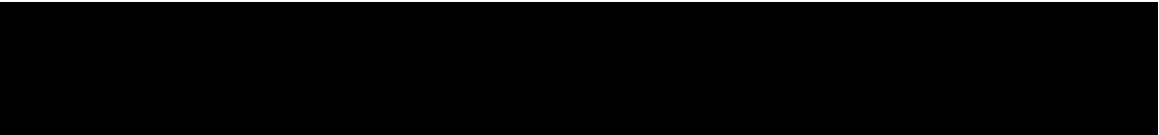
3.3.3.

3.3.4.

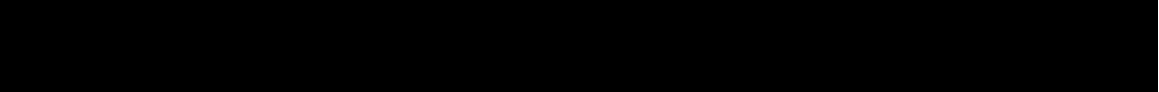




3.3.5.



3.3.6.



3.4. PRICE ESCALATION

3.4.1.



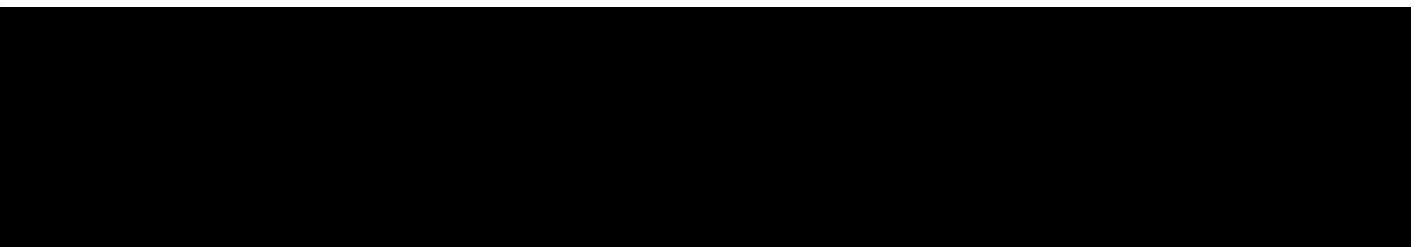
3.5. MISCELLANEOUS SERVICES

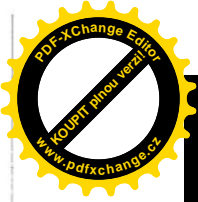
3.5.1. For other miscellaneous Services the costs will be agreed in advance by both upon they appear and they will be implemented into this Agreement signed by both sides.

3.6. TAXES

3.6.1. [Redacted] against all taxes, duties, fees or other assessments, imposed by Czech Republic government, whether directly or indirectly, as a result of this Agreement.

3.6.2.





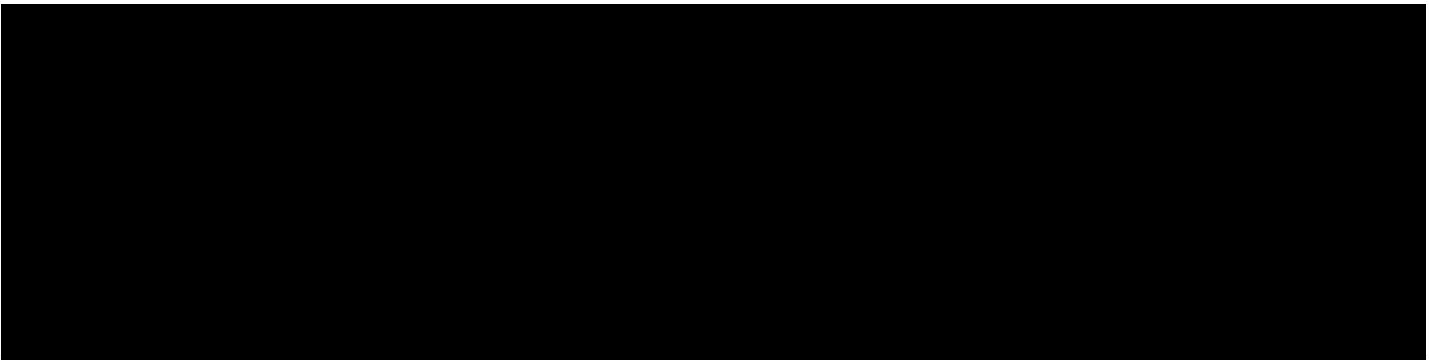
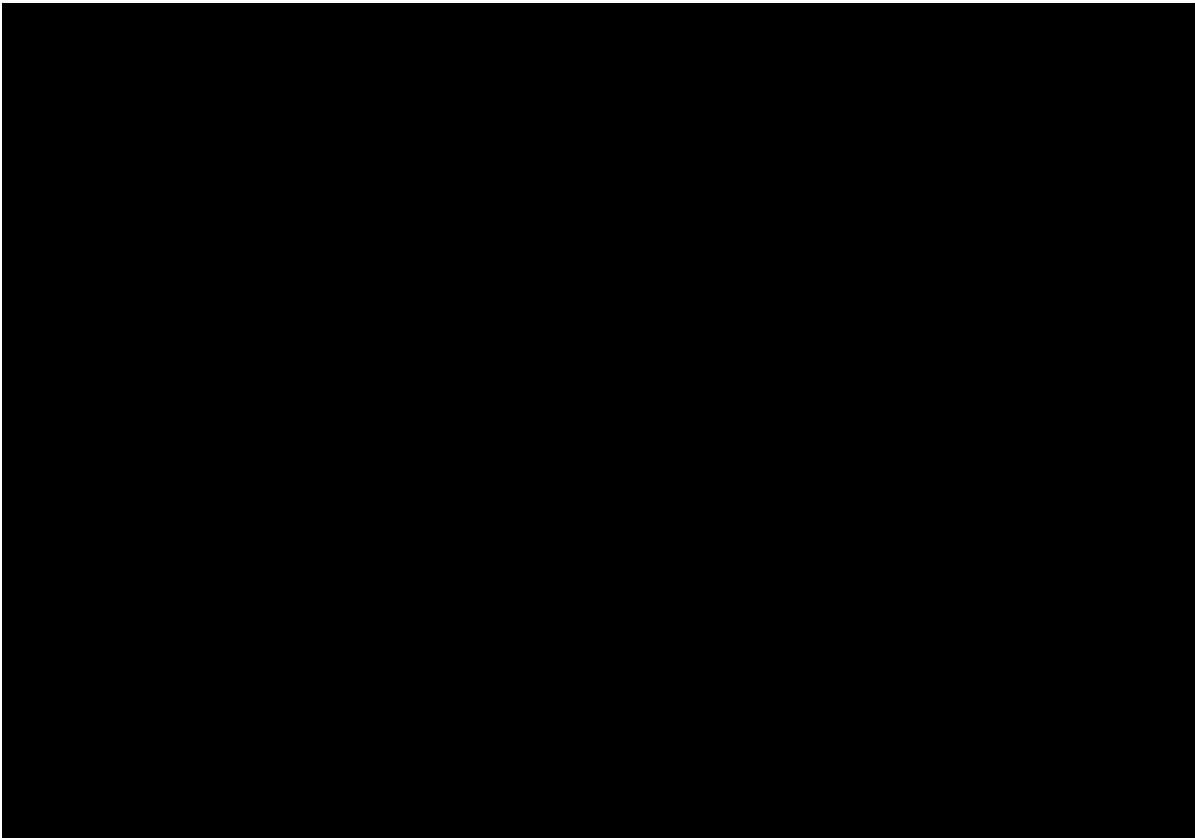
3.7. PAYMENTS

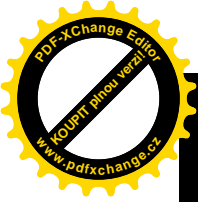
3.7.1.

3.7.2.

3.7.3.

3.7.4.

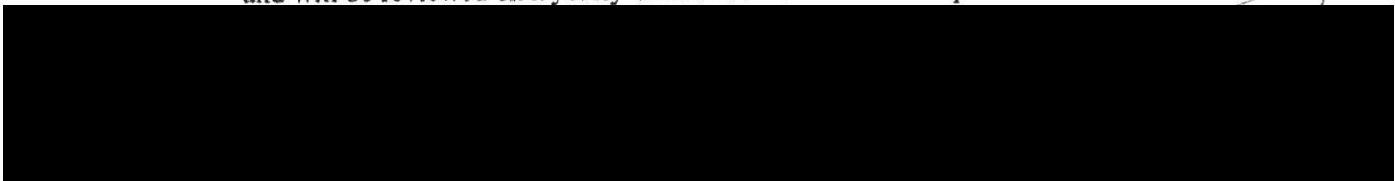


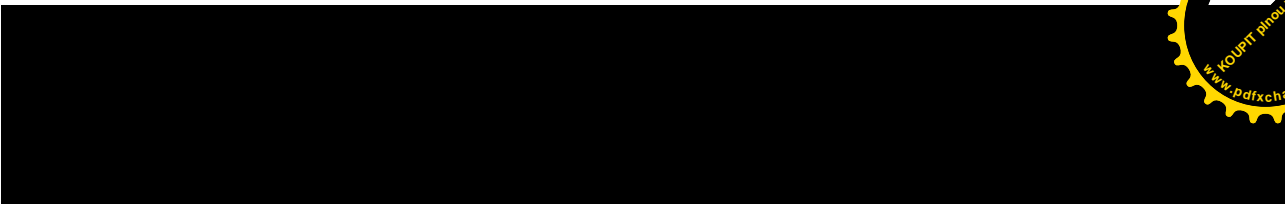
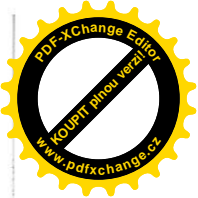


4. LEGAL

4.1. AIRWORTHINESS COMPLIANCE

- 4.1.1. All Services will be performed in accordance with the standard [REDACTED] procedures laid out in the Maintenance Organization Exposition.
- 4.1.2. [REDACTED] will provide [REDACTED] with the latest revision of the Maintenance Organization Exposition and [REDACTED] shall supply all later revisions during the terms of this Agreement.
- 4.1.3. The Services will be performed in accordance with the applicable manufacturers' manuals and recommendations. For any deviation that is required to complete the Workpackage [REDACTED] shall arrange the relevant manufacturer approval, unless agreed otherwise. It is understood that this rule does not apply if such deviation is [REDACTED] documentation provided by [REDACTED] as but not limited to Job Cards, Task Cards, Job Order, Engineering Order, Etc. If [REDACTED] approval is required [REDACTED] shall arrange this and [REDACTED] with all relevant information to obtain approval.
- 4.1.4. [REDACTED] certified maintenance organization and [REDACTED] will continue to hold a valid Part-145 approval issued by the [REDACTED]
- 4.1.5. [REDACTED]
- 4.1.6. Regulatory responsibility for compliance with applicable Airworthiness Directives or Mandatory Modifications will always remain with [REDACTED]. However in the event that [REDACTED] becomes aware of a new Airworthiness Directive applicable to the subject Aircraft, [REDACTED] will bring to the attention of [REDACTED] such new Airworthiness Directive.
- 4.1.7. [REDACTED] with all Airworthiness Directives planned for incorporation during a Heavy Maintenance Visit by means of engineering orders, which contain all relevant Airworthiness Directive data. At the end of each Heavy Maintenance Visit [REDACTED] will provide [REDACTED] with a list of all performed Airworthiness Directives.
- 4.1.8. [REDACTED] at no costs access to any and all necessary facilities and information as required to enable [REDACTED] to perform such quality surveillance (including audits) in order to fulfill [REDACTED]
- 4.1.9. [REDACTED] at its discretion, perform periodic reviews of the Maintenance Organization Exposition and the Maintenance Facility. The result of each audit will be recorded in an audit report and will be listed along with the necessary corrective action. [REDACTED] will adhere to these corrective actions, which are to be fulfilled to maintain a Part-145 approval, within the given period.
- 4.1.10. [REDACTED] personnel for the purpose of quality surveillance efficiently in advance to allow [REDACTED] to secure necessary entrance permissions.
- 4.1.11. This Agreement is made in accordance with Part-M (Appendix XI to AMC to M.A.708©) and will be reviewed on a yearly basis to ensure Part-M compliance.





4.1.12. Where [redacted] performs technical Services as described in Appendix II.to M.A.201 (h) 1: Sub-contracting of continuing airworthiness management tasks, [redacted] is in compliance with the above Appendix.

4.2. ENGINEERING RESPONSIBILITY

4.2.1. [redacted] to perform Services pursuant to this Agreement and [redacted] bear the full responsibility for performance of such Services.

4.2.2. [redacted]

4.2.3. [redacted]

4.2.4. [redacted]

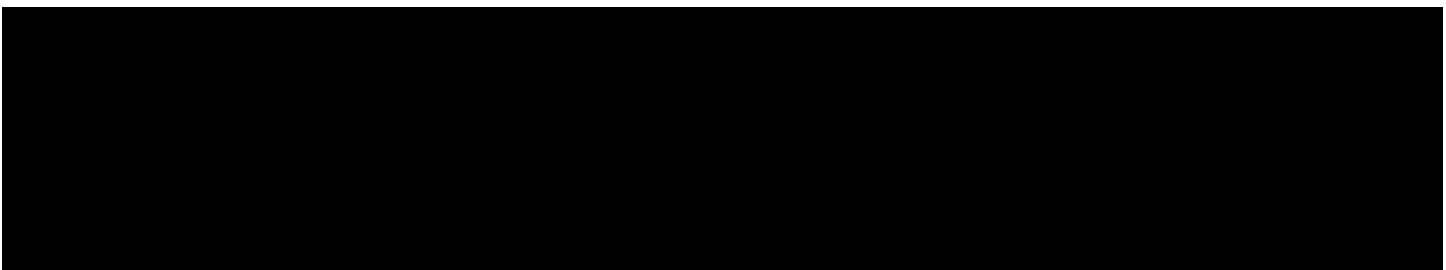
4.2.5. [redacted]

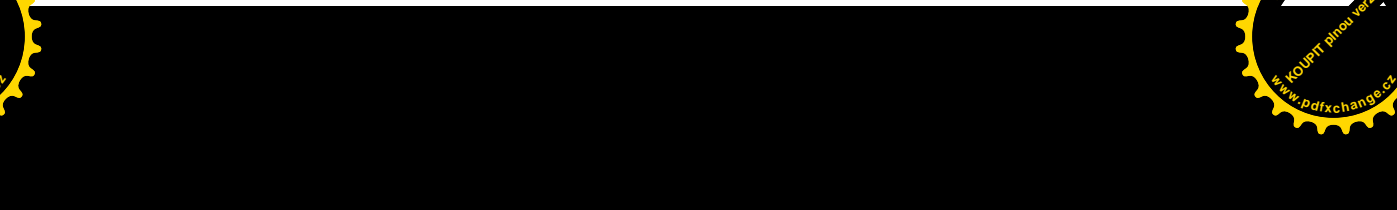
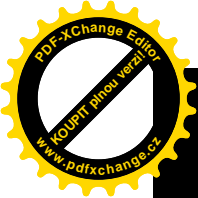
4.2.6. [redacted] shall perform all Modifications, Airworthiness Directives and Service Bulletins in accordance with Maintenance Data.

4.2.7. .

4.2.8. All Repairs shall be performed using Maintenance Data. Determination as to whether a Repair is major or minor is the responsibility of [redacted] under EASA approval [redacted]

4.2.9. For all structural Repairs outside the Airbus Structural Repair Manual [redacted] shall consult the [redacted] of Manufacturer (Boeing) repair design and approval will be paid, amount will be charge-out to [redacted] shall always aim to perform permanent Repairs, if possible.





4.3. WARRANTY

4.3.1.

4.3.2.

4.3.3.

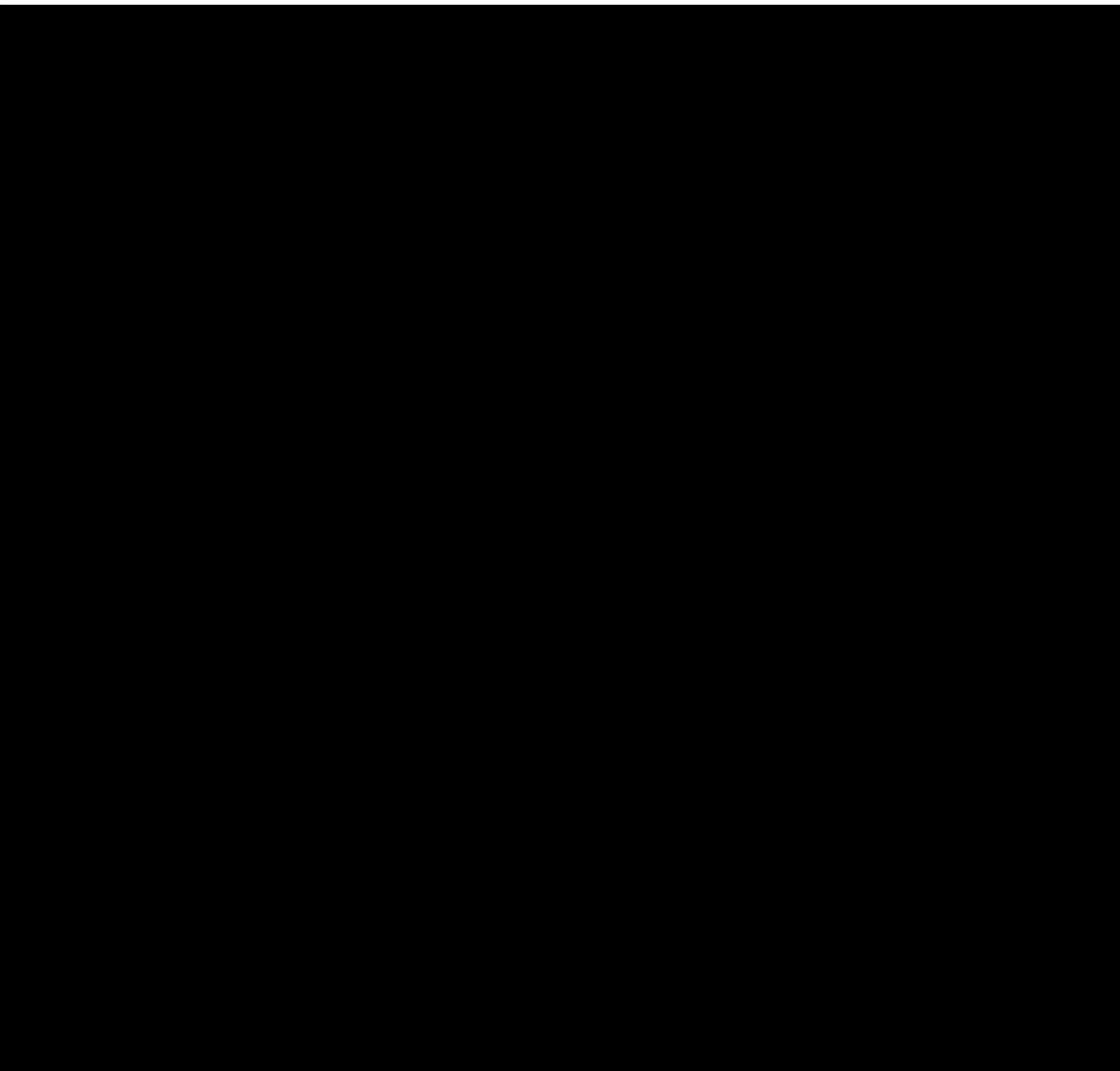
4.3.4.

4.3.5.

4.3.6.

4.3.7.

4.3.8.

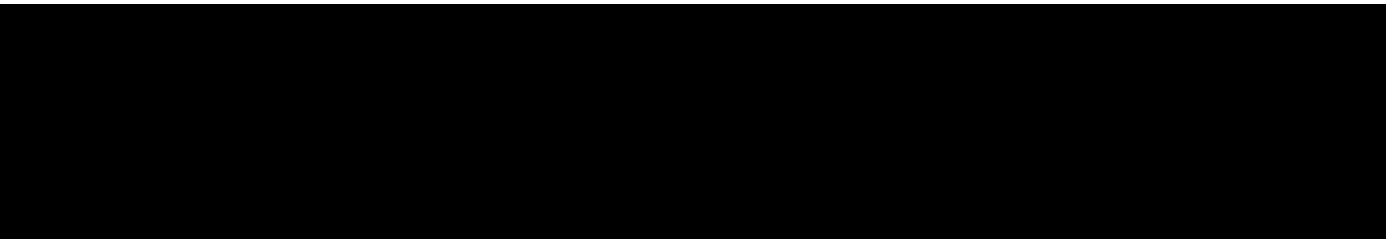
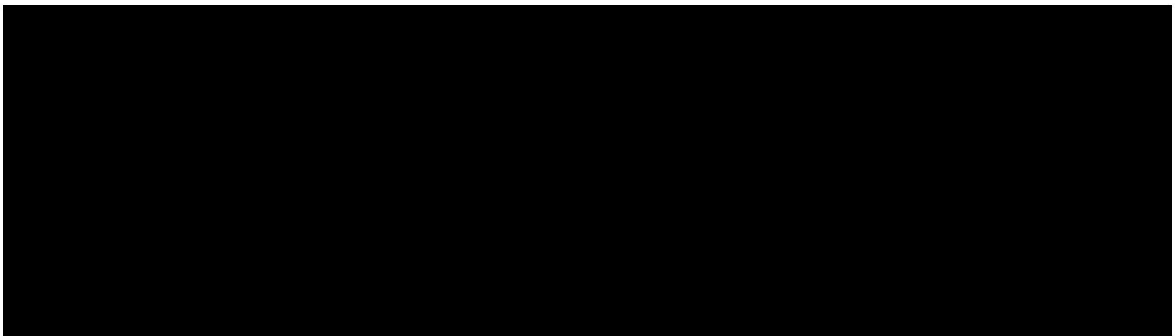


4.4. TITLE AND RISK

4.4.1.

4.4.2.

4.4.3.





4.5. FORCE MAJEURE, DELAY AND PENALTIES

4.5.1.

4.5.2.

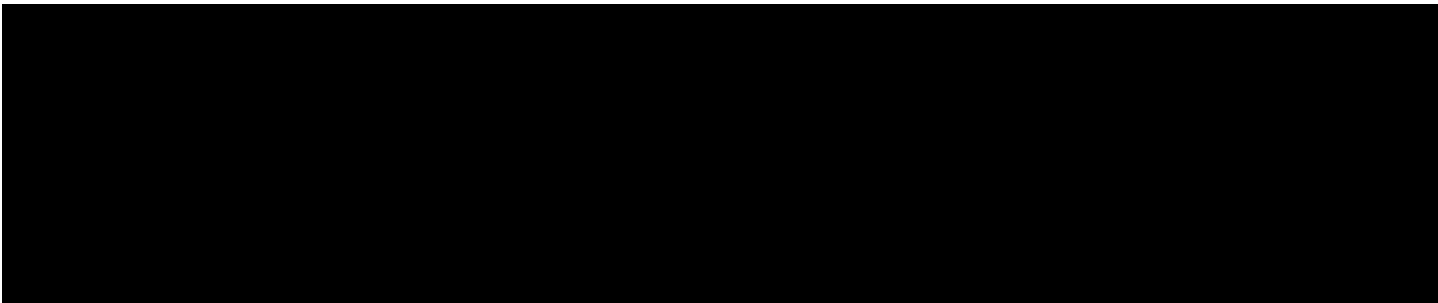
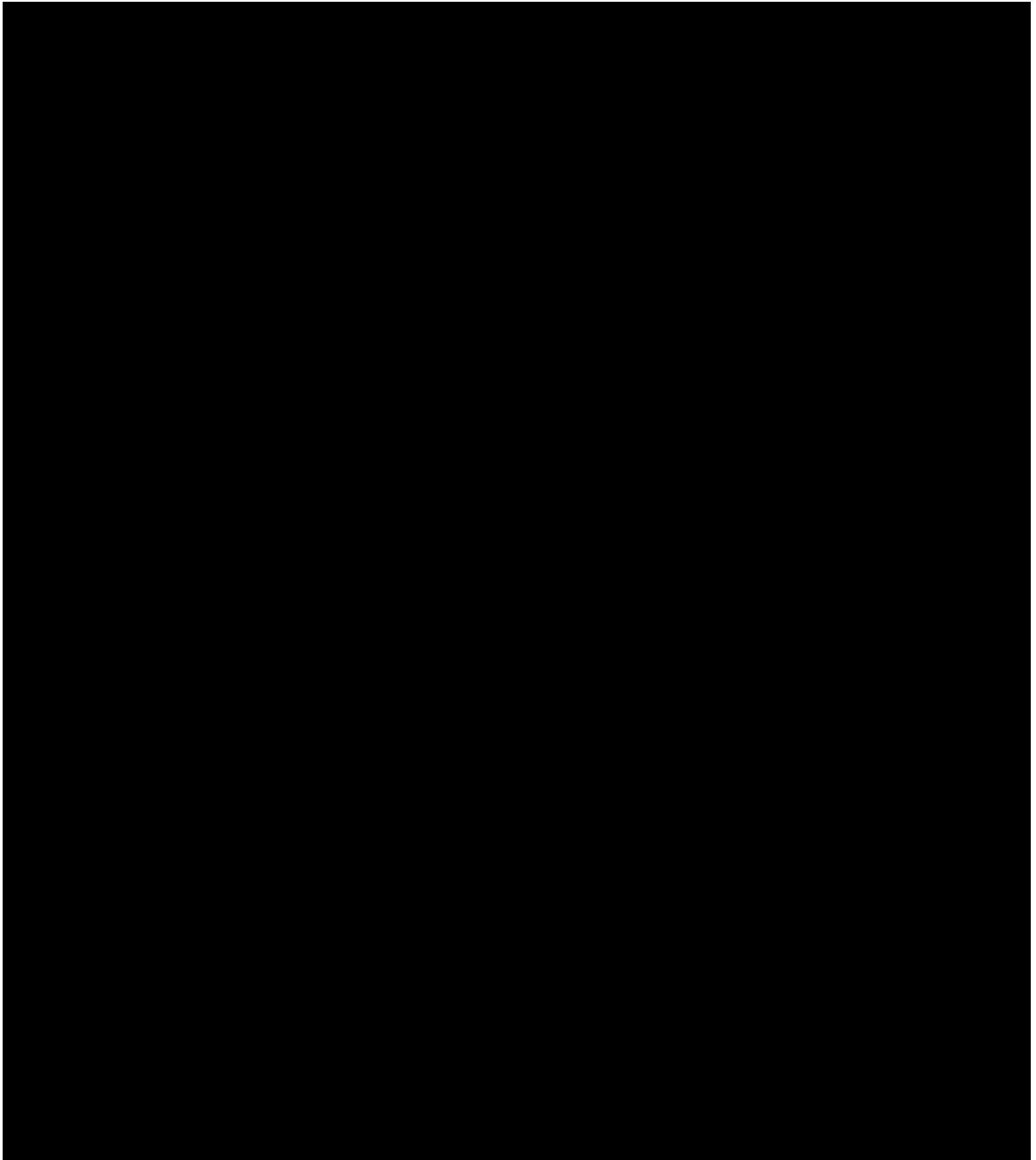
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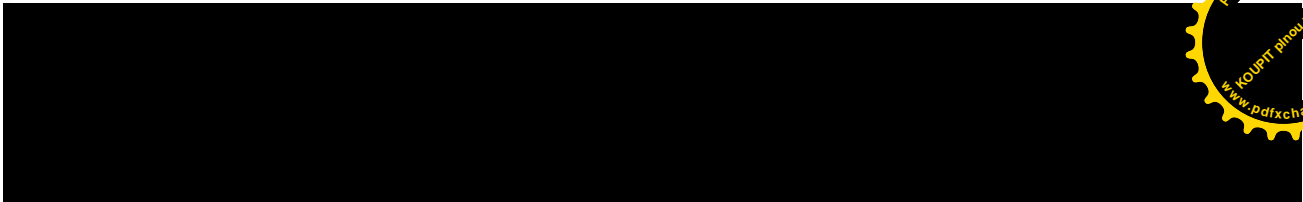
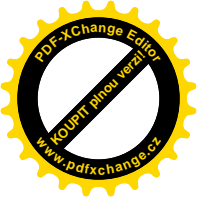
4.5.4.

4.5.5.

4.5.6.

4.5.7.





4.6. LIABILITY, INDEMNITY AND INSURANCE

4.6.1.

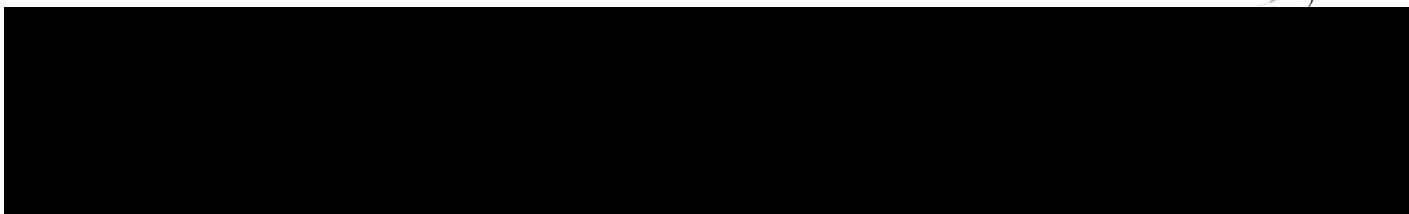
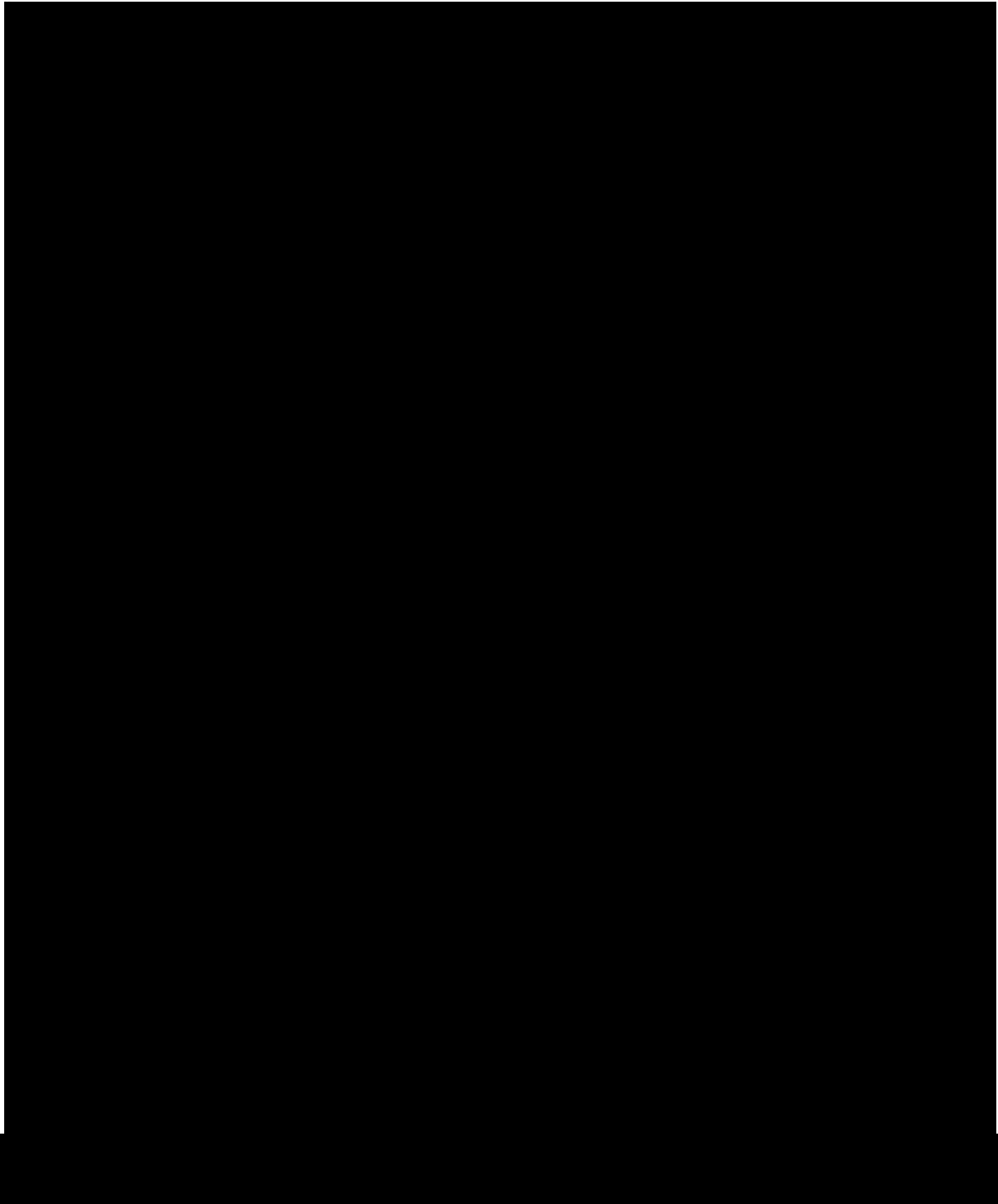
4.6.2.

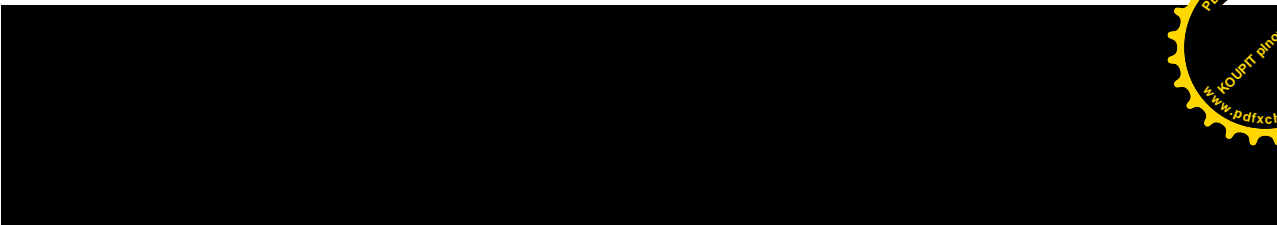
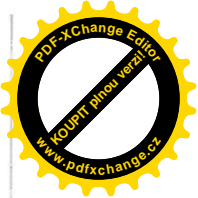
4.6.3.

4.6.4.

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4.6.6.





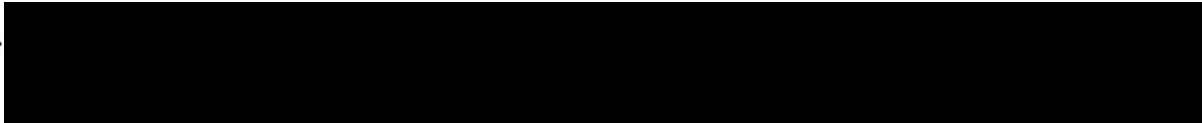
4.7. NON-DISCLOSURE AND PUBLICITY

4.7.1. Parties shall refrain, whether for the purpose of publicity or otherwise, from making any statements in whatever manner related to this Agreement or related to the execution of same as conducted by one of the Parties, to third parties, unless prior permission has been given in writing by the other Party, which permission shall not be unreasonably withheld.

4.7.2. Parties bind themselves to mutual confidentiality towards third parties in respect of all that may become known to them of the other Party's company and/or business operations, excepting information in the public domain and/or accessible to the general public. The obligation to confidentiality covers information contained in reports, drawings, designs and/or other documents, which Parties may make available to each other or are drafted specially for one of the Parties in the context of this Agreement. Parties are obligated to impose confidentiality on their staff in Agreement with the terms of this article.

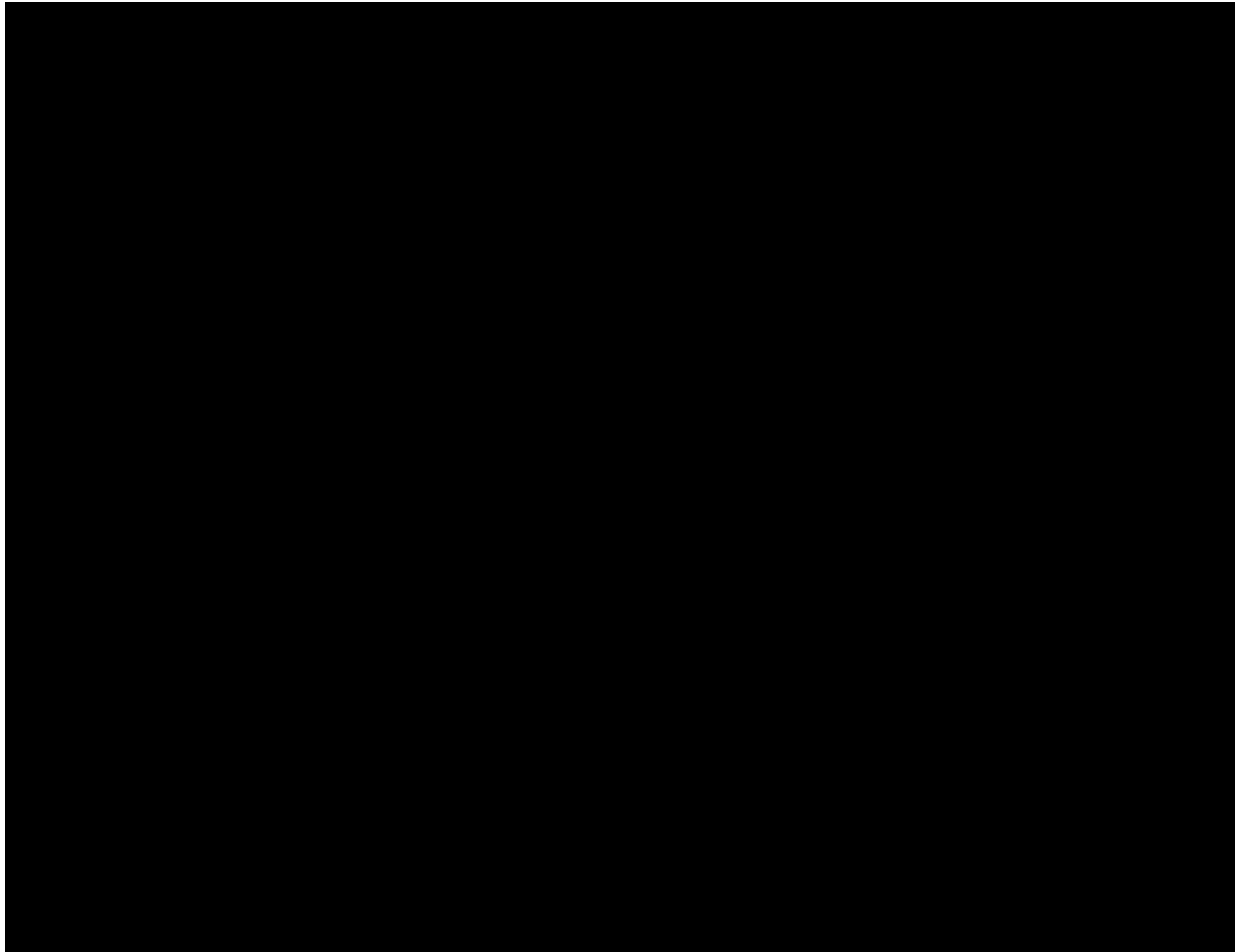
4.7.3. It is not allowed to make copies of the aforementioned documents for other purposes than the performance of the Services, without the prior written consent of the other Party.

4.7.4.



4.8. (EARLY) TERMINATION

4.8.1.



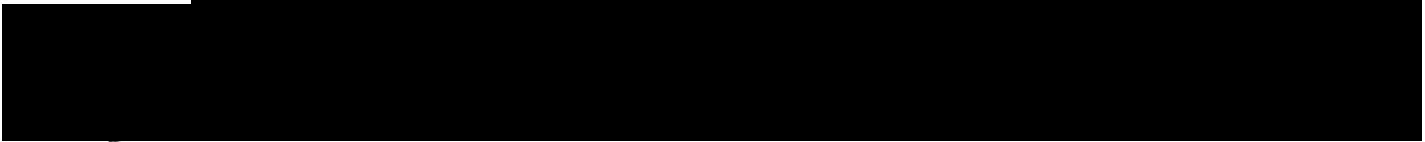
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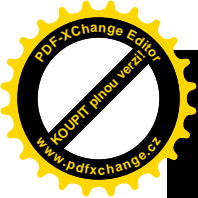
4.8.3.

4.8.4.

4.8.5.

4.8.6.



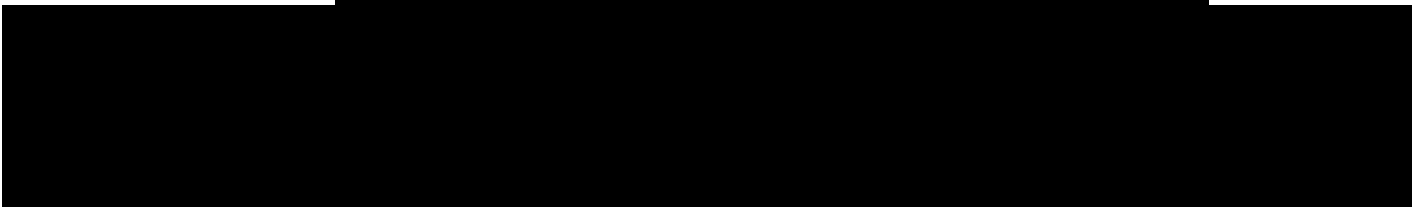
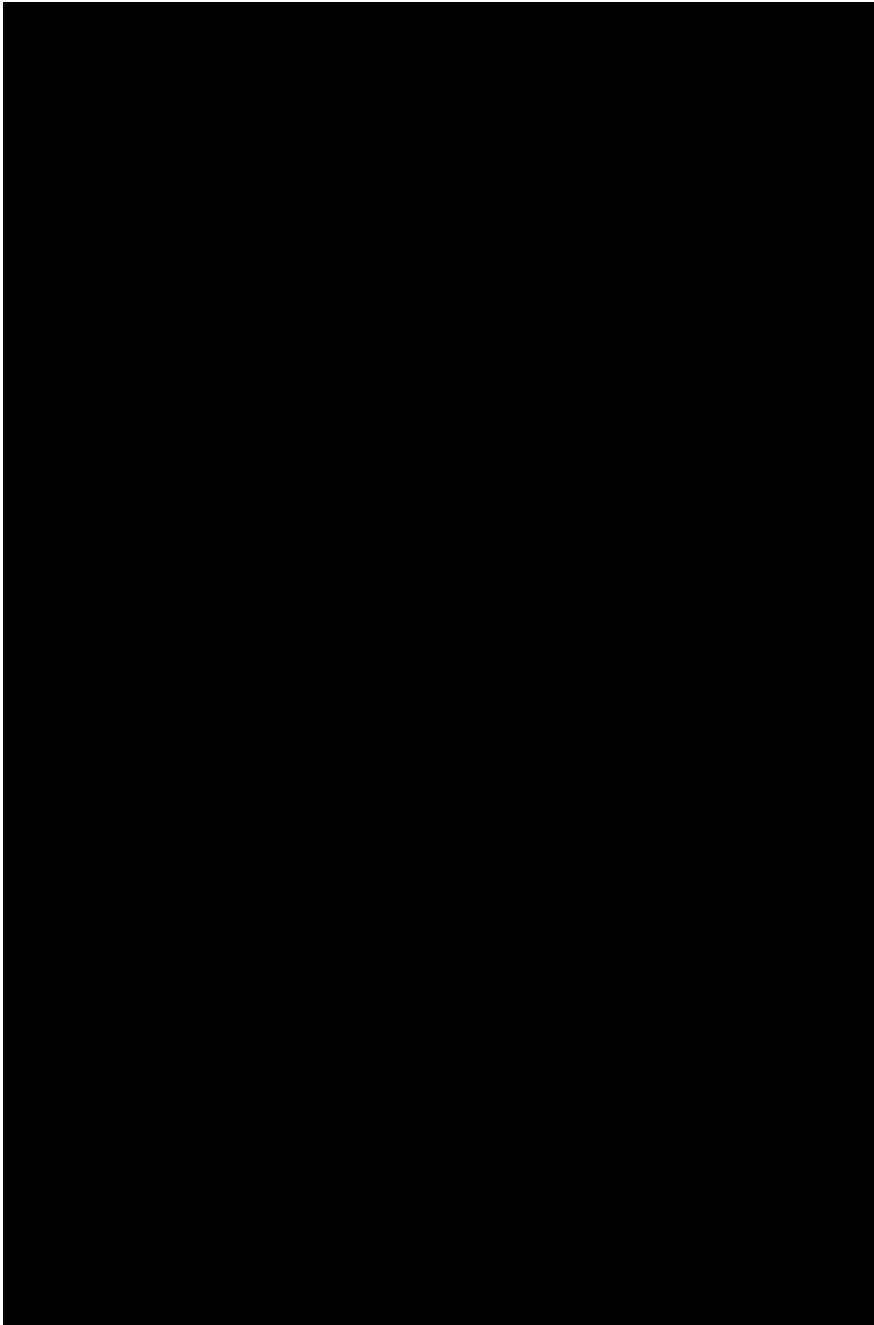


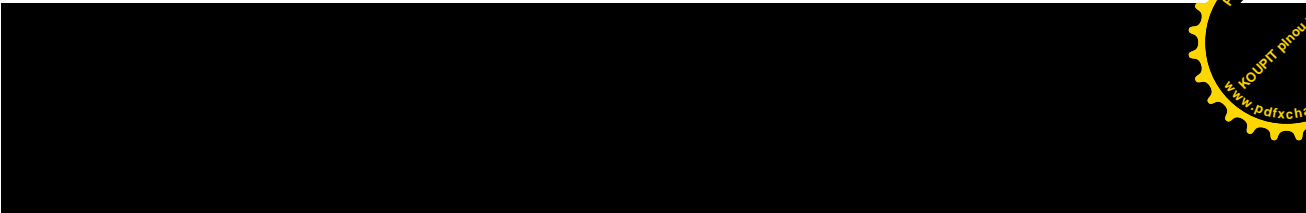
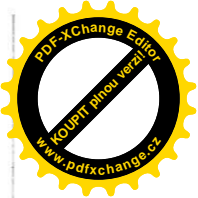
4.9. NOTICES

4.9.1. All notices under this Agreement will be in writing and after receipt must be confirmed in return. Writing includes both telefax and e-mail.

4.9.2. Written notices as mentioned under the Articles 4.5 and 4.8 are required to be given by registered mail.

4.9.3. No notice or communication pertaining to this Agreement shall be deemed to have been duly given unless addressed as follows:





4.10. AGREEMENT CHANGES

4.10.1. This Agreement and its Annexes may only be amended in writing by a formal Change Order, signed by both Parties.

4.10.2. [Redacted]

4.11. GOVERNING LAW AND JURISDICTION

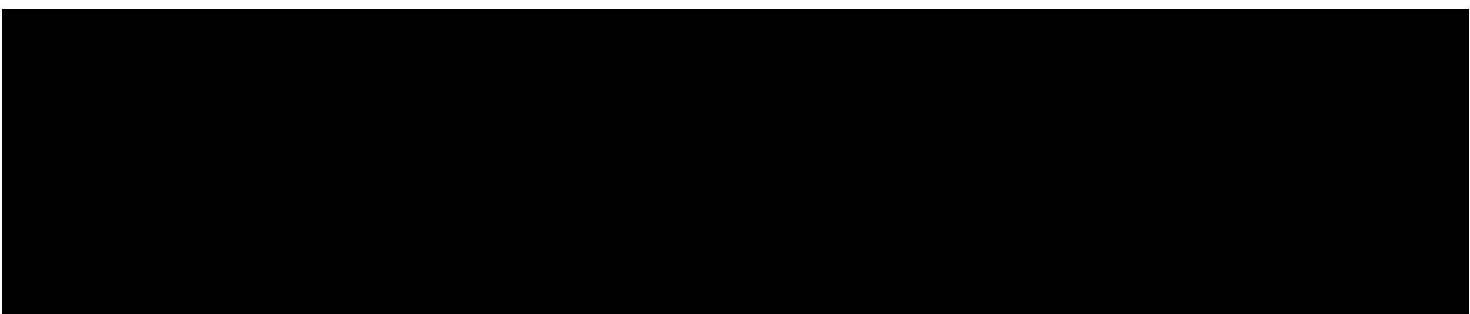
4.11.1. This Agreement will be governed by, and construed in accordance with the laws [Redacted]

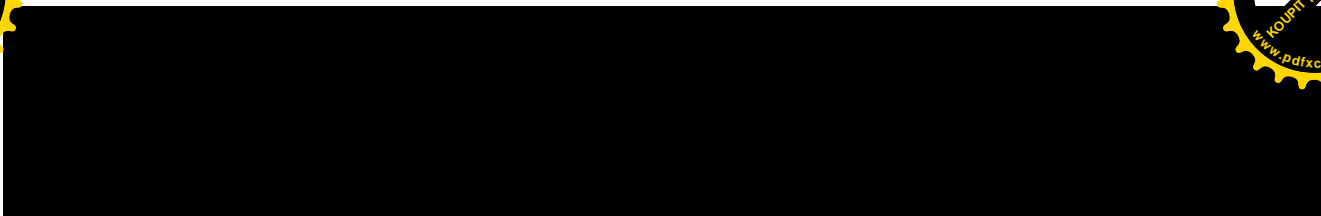
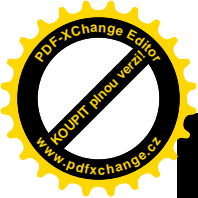
4.11.2. [Redacted]

4.12. MISCELLANEOUS

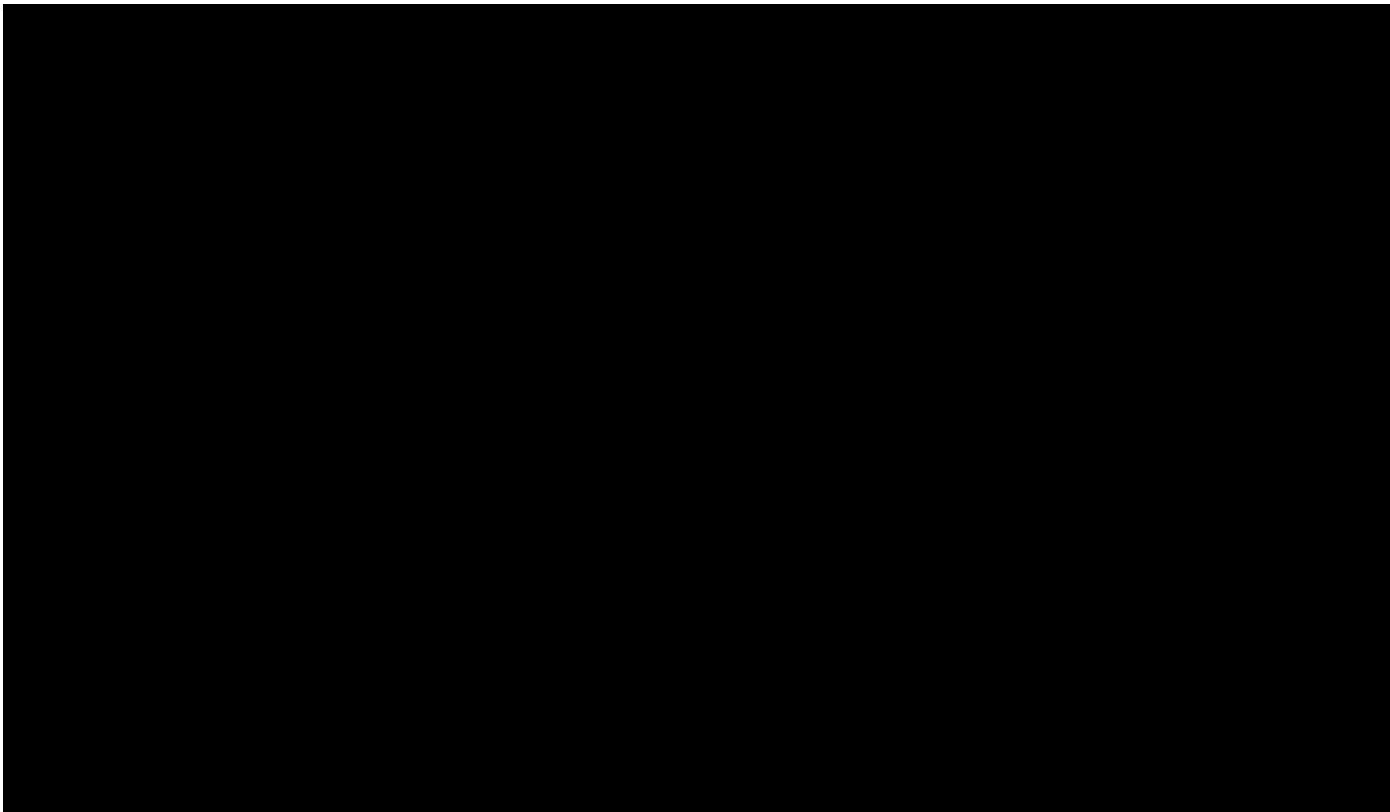
4.12.1. This Agreement contains all Agreements, arrangements and stipulations between the Parties in respect of the Services, and supersedes all previous Agreements, arrangements and stipulations in respect of the same subject.

4.12.2. The provisions of this Agreement are severable and any invalidity of any provision in this Agreement shall not affect all other provisions, which will remain valid and binding.

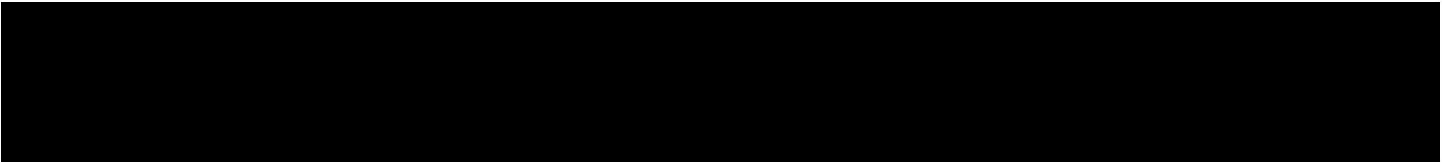


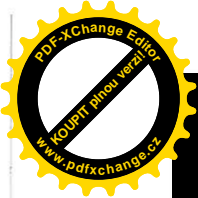


DULY SIGNED THIS AGREEMENT AS OF THE DATE WRITTEN BELOW,



✓





ANNEXES TO THE AGREEMENT

- ANNEX A - PRICES AND CHARGES
- ANNEX B - MEETINGS
- ANNEX C - DOCUMENTATION
- ANNEX D - CERTIFICATE OF ACCEPTANCE
- ANNEX E - SUPPLEMENTAL AGREEMENT
- ANNEX F - CROSS REFERENCE LEAFLET 15 AND MGTA

