

Working Arrangement
between
The Civil Aviation Administration of China (CAAC)
and
The European Aviation Safety Agency (EASA)
On EC175 / Z15 program certification

The European Aviation Safety Agency (EASA) and the Civil Aviation Administration of China (CAAC),

Whereas:

- (1) The emerging trend towards multinational design, production and interchange of civil aeronautical products.
- (2) Eurocopter and HAIG agreed to develop two new rotorcraft types using as much as possible, common design. The design of these rotorcraft is equally shared amongst the two partners.
- (3) The project under Eurocopter responsibility is identified as EC175B.
- (4) The project under HAIG responsibility is identified as Z15.
- (5) According to Commission Regulation (EC) No 1702/2003¹, Eurocopter is applicant towards the EASA for Type Certification of the EC175B, will hold the relevant Type Certificate and is intended to bear the related obligations. From the certification stand point, HAIG is a supplier of portions of the EC 175B design, according to a defined work-sharing (see Appendix II).
- (6) EASA is the primary Certification Authority for the EC 175B.
- (7) According to CCAR21, HAIG is the applicant towards the Civil Aviation Administration of China (CAAC) for Type Certification of the Z15, will hold the relevant Type Certificate and is intended to bear the related obligations. From the certification stand point, Eurocopter is a supplier of portions of the Z15 design, according to a defined work-sharing (see Appendix II).
- (8) CAAC is the primary Certification Authority for the Z15.
- (9) Entitled by their respective constituting acts to conclude Working Arrangements in their field of competence².

Have agreed the present Working Arrangement:

¹ Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (EASA Part 21), as last amended.

² For EASA Article 27(2) to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency. OJ L 79, 19.3.2008, p. 1.
For CAAC the requirements for this Working Arrangement result from the CCAR-21-R3 "Certification Procedures for Civil Aviation Products and Parts" dated 15 April 2007.

1. PURPOSE AND SCOPE

1.1. This Working Arrangement defines the working relationship between EASA and CAAC to facilitate and accomplish the type certification program activities of respectively the EC175B and Z15 rotorcraft types and parts and appliances related to this rotorcraft³.

1.2 The scope of this Working Arrangement applies to the EC175B and Z15 rotorcraft types and related parts and appliances under the provisions set forth in the following paragraphs.

2. GENERAL PRINCIPLES

2.1 It is understood that there will be only one set of drawings for both Type Designs, and that Eurocopter and HAIG are committed to put in place a joint procedure to avoid the mixing of parts between the two EC 175B and Z15 fleets.

2.2 This joint procedure will be approved by EASA as part of the program for the extension of the Eurocopter DOA to the EC175B and by the CAAC as part of the design approval of the Z15.

2.3 EASA and CAAC will exchange information on their approvals of this joint procedure in order to set up a system allowing consistent and sound management of continued airworthiness to both EC175B and Z15 fleets.

3. COMMUNICATIONS

3.1 The Aircraft Airworthiness Certification Department (CAAC-AAD) of CAAC and the EASA Certification Directorate as rotorcraft certification Authority will be responsible for the implementation of this Working Arrangement (see Appendix I)

3.2 A Project Certification Manager (PCM) /Program Officer (PO) will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication related to the activities of this Working Arrangement will formally take place between the PCM and PO.

3.4 All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in English language.

3.5 Unless otherwise specified, formal communications shall take place between Primary Certificating Authority and its respective applicant and then EASA and CAAC will exchange communications related to the activities of this Working Arrangement.

³ The relationship between the industrial partners is defined in the Eurocopter / HAIG Cooperation contract n°04 DMAC/YZS 272 R, and implemented through the Quality Assurance Plan HP070-0005.

4. ACCEPTANCE OF PARTS

4.1 Prototype parts

- (a) Prototype parts produced by Eurocopter for Z15.

The prototype parts produced by Eurocopter for the Z15 type investigation process will be manufactured under the supplier control of the HAIG quality control system approved by CAAC in accordance with CCAR 21 and delivered to HAIG with an individual Certificate of Conformity (in accordance with the procedure HP070 0004) stating that the part and appliance conforms to a defined non approved Z15 Type Design Definition. CAAC will also utilize the existing delegation system in HAIG for the conformity inspection of the prototype parts.

It is noted that, in case of “non conformity” to the Z15/ PT2 definition, the “non conformity” will be recorded in a Concession Form and managed according the procedure HP070 0001, which shall be part of the design approval of HAIG Z15 by CAAC, for evaluation and disposition of its effect on safety and the validity of the test under consideration.

- (b) Prototype parts produced by the Chinese partners (HAIG or ZTMW) for EC 175B

The prototype parts produced by the Chinese partners (HAIG or ZTMW) for EC 175B type investigation process will be manufactured under the extended Eurocopter POA issued in accordance with EASA Part 21 Subpart G principles and delivered to Eurocopter with an individual Certificate of Conformity (in accordance with the procedure HP070 0004), stating that the part and appliance conforms to non approved EC175B Type Design Definition.

It is noted that, in case of “non conformity” to the EC175B/ PT1 or PT3 definition, the “non conformity” will be recorded in a Concession Form and managed by Eurocopter according the procedure EP13-03 which shall be part of the Eurocopter DOA granted by EASA for evaluation and disposition of its effect on safety and the validity of the test under consideration.

4.2 Serial parts

- (a) Serial parts produced by Eurocopter delivered to HAIG for Z15.

Each part and appliance related to the Z15, will be delivered to China with an individual Certificate of Conformity (in accordance with the procedure HP070 0004), issued in accordance with the Eurocopter quality control system, provided that Eurocopter, as a supplier to HAIG, has been audited and accepted of such system by CAAC and HAIG, stating that the part and appliance conforms with the type design approved for the Z15. CAAC will use HAIG quality control system and the CAAC delegation system to issue CAAC Form AAC-038(12/94) for each part and appliance. CAAC will determine its involvement in conformity inspection based upon the criticality of the parts and its confidence in the quality control system of HAIG and Eurocopter.

It is noted that, in case of “non conformity” to the Z15 type design, the “non conformity” will be recorded in a Concession Form and managed according the procedure HP070 0001 for evaluation and disposition of its effect on the type design and/or safety.

(b) Serial parts produced by the Chinese partners (HAIG or ZTMW) for EC 175B

Each part and appliance related to the EC175B, will be delivered to Eurocopter with an individual EASA Form 1, issued in accordance with the POA granted under Commission Regulation (EC) No 1702/2003, stating that the part and appliance conforms with the type design defined for EC175B, with a note in Block “Remarks” of EASA Form 1 that the part and appliance is eligible for export.

It is also noted that, in case of “non conformity” to the EC175B type design approved by EASA, the “non conformity” will be recorded in a Concession Form and managed by Eurocopter according the procedure EP13-03 for evaluation and disposition of its effect on the type design and/or on safety.

5. WORKING PROCEDURES DURING EC175B / Z15 TYPE INVESTIGATION PROGRAMMES

It is recognised that according to the rules and procedures applicable to Type Certification and to Eurocopter DOA, Eurocopter will propose to EASA a programme of activities intended at showing compliance with the EC175B basis of certification (certification plan).

Based on this proposal, EASA will define their level of involvement (review of compliance documents, conformity inspection prior testing, witnessing of test), and will determine conditions under which some test witnessing will be requested to CAAC acting on behalf of EASA.

It is recognised that according to the rules and procedures applicable to Type Certification, HAIG will propose to CAAC a programme of activities intended at showing compliance with the Z15 basis of certification (certification plan).

Based on this proposal, CAAC will define their level of involvement (review of compliance documents, conformity inspection prior testing, witnessing of test), and will determine conditions under which some test witnessing will be requested to EASA acting on behalf of CAAC.

5.1 EC 175B Certification Tests

When EASA intends to rely on CAAC for an EC175B certification test to be conducted under HAIG responsibility, EASA PCM will fill in a “Request for technical assistance” form identifying:

- EASA point of contact

- Type of technical assistance task: test witnessing, conformity inspection, review of compliance documents
- Purpose / description of the task
- Associated requirements (CS29, Part-21) and interpretative material
- Test reference / designation
- Applicant (Eurocopter) point of contact
- HAIG point of contact
- Test Center / Supplier (name / location)
- List of supporting documents provided by the applicant (Eurocopter)
- List of compliance documents to be reviewed and to be provided by the applicant (Eurocopter)
- Expected reporting to EASA (Test witnessing report, Conformity inspection record, Compliance Documents audit report including recording of deviations) and time frame.

CAAC being involved only in the Z15 Type Certification, may provide a positive answer to the "Request for technical assistance" when the associated conditions have been complied with by Eurocopter.

Preliminary discussion between EASA PCM and CAAC Program Officer may be necessary to have common understanding of the requirements to be reviewed.

CAAC will then define with Eurocopter and HAIG, or its suppliers, the practical organisation of their participation to the test.

CAAC will note all deviations from the requirements notified by EASA:

- As regard the conformity of test articles, any non-conformity described as a deviation shall be managed through the concession process as described in EP13-03 for evaluation and disposition of its effect on safety and the validity of the test under consideration by the applicant.
- In case of test witnessing, any deviations from the requirements will be recorded by CAAC and provided to EASA PCM who will then consider managing it.

When EASA intends to witness directly EC175B certification test to be conducted under HAIG responsibility, or its suppliers, EASA PCM will inform CAAC of their plans.

5.2 EC175B Flight Tests

In case specific EC175B Flight Tests will have to be carried out on PT2 rotorcraft, specific procedure will have to be agreed between the competent authorities for the activity of the flight crew.

5.3 Z15 Certification Tests

When CAAC intends to rely on EASA for a Z15 certification test conducted under Eurocopter responsibility, CAAC Project Manager will fill in a “Request for technical assistance” form identifying:

- CAAC point of contact
- Type of technical assistance task: test witnessing, conformity inspection, review of compliance documents
- Purpose / description of the task
- Associated requirements (CCAR29, CCAR21) and interpretative material
- Test reference / designation
- Applicant (HAIG) point of contact
- Eurocopter point of contact
- Test Center / Supplier (name / location)
- List of supporting documents provided by the applicant (HAIG)
- List of compliance documents to be reviewed and to be provided by the applicant (HAIG)
- Expected reporting to CAAC (Test witnessing report, Conformity inspection record, Compliance Documents audit report including recording of deviations) and time frame.

EASA being involved only in the EC175B Type Certification, may provide a positive answer to the “Request for technical assistance” if the activity is covered by an EASA Form 41 (Contract for Certification Support for Validation of EASA Certificates and other Third Country Approval Activities) filed by HAIG through Eurocopter.

Preliminary discussion between CAAC Project Manager and EASA PCM may be necessary to have common understanding of the requirements to be reviewed.

EASA will note all deviations from the requirements notified by CAAC:

- As regard the conformity of test articles, any non-conformity described as a deviation shall be managed through the concession process as described in HP070 0001 for evaluation and disposition of its effect on safety and the validity of the test under consideration by the applicant.
- In case of test witnessing, any deviations from the requirements will be recorded by EASA and provided to CAAC Project Manager who will then consider managing it.

After completing all tasks on behalf of CAAC, EASA PCM will complete and return all documentation to CAAC as notified in the “Request for technical assistance” form, in accordance with provisions of the corresponding EASA Form 41.

When CAAC intends to witness directly Z15 certification test to be conducted under Eurocopter responsibility, CAAC Project Manager will inform EASA of their plans.

5.4 Z15 Flight Tests

In case specific Z15 Flight Tests will have to be carried out on PT1 and/or PT3 rotorcraft, specific procedure will have to be agreed between the competent authorities for the activity of the flight crew.

5.5 Compliance documents

When compliance is given by Eurocopter or HAIG only through analysis instead of tests for both EC175B and Z15, EASA and CAAC will define on the basis of the type investigation program, those documents to be assessed and by which authority, taking into account acceptability of methodologies and tools to be used by the companies.

6. CONTINUING AIRWORTHINESS

The EC175B / Z15 rotorcraft are very similar products with different Type Certification. While the responsibilities of being the primary Certifying Authority will remain with EASA for the EC 175B and with the CAAC for the Z15, both Authorities intend to set up the necessary exchange of information on the rotorcraft fleets to prevent issues on one of the two when problems have already happened on the other.

EASA and CAAC agree to promptly inform each other of actions they intend to take related to the continuing airworthiness of respectively the EC175B / Z15, including, the need of airworthiness directives, changes, inspections and operating limitations.

7. ENTRY INTO FORCE, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION

7.1 Entry into force

This Working Arrangement shall enter into force at the date of signature by the Authorities' duly authorised representatives. If the signature process is performed by exchange of letters, this Working Arrangement shall enter into force at the date of the last signature of the Authorities' duly authorised representatives.

7.2 Interpretation and amendment

Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between the Authorities.

This Working Arrangement may be amended by mutual consent. Such amendments shall be in writing and shall enter into force at the date of the last signature of the Authorities' duly authorised representatives or its designees.

7.3 Duration and termination

This Working Arrangement will remain in force until terminated by either Authority upon prior notice.

Either Authority may at any time give written notice to the other Authority of its decision to terminate this Working Arrangement. This Working Arrangement shall terminate three months following the receipt of the notice by the other Authority, unless the said notice has been withdrawn by mutual agreement before the expiry of the three months period.

The Authorities agree to the provisions of this Working Arrangement as indicated by their duly authorised representatives.

**For the European Aviation Safety Agency
(EASA)**

**For the General Administration of Civil
Aviation of China (CAAC)**

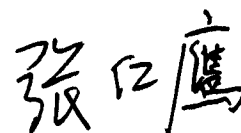
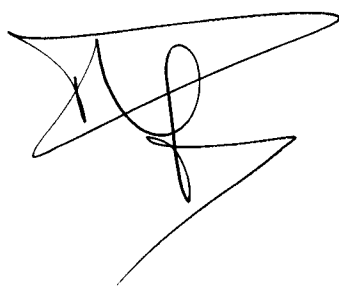
Mr. Patrick. Goudou
Executive Director

Mr. Zhang Hongying
Director General

Done at *Cdopre*on.. *6/7/10*.....:

Done at *2010.07.26*on..... *Beijing*.....

Signed in duplicate in English language



APPENDIX I
(issue one)

(See paragraph 3.1)

FOR EASA	FOR CAAC
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APPENDIX II

EC175B/Z15 Program design workshare

EC sub-assemblies	CH sub-assemblies
Hydraulic system & Actuators	Airframe
Auto-Pilot	Flight Control
Electrical Generation	Landing Gear
Tail Rotor and Blades	Main Rotor and Blades
Main Rotor Mast	Tail drive (IGB, TGB, Tail shaft)
Main Gear Box and Suspension	Fuel system
Environmental Control System	Powerplant (incl. Engine installation)
Avionics and ancillaries	Auxiliary controls
Doors and Transparencies	
Seats and Furnishing	