



Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Union Aviation Safety Agency (EASA)

**On the Airbus Helicopters Final Assembly Line and Delivery
Centre in China**

The Civil Aviation Administration of China (CAAC) and the European Union Aviation Safety Agency (EASA), hereinafter referred to as the “Authorities”,

Considering the common interest of the Authorities to achieve a high uniform level of civil aviation safety and environmental compatibility,

Recognising the emerging trend towards multinational design, production, maintenance and interchange of civil aeronautical products,

Having noted that EASA has granted a single Production Organisation Approval to Airbus Helicopters¹,

Considering that the single Airbus Helicopters Production Organisation Approval is in the process to be extended to cover the Airbus Helicopters EC135 rotorcraft Final Assembly Line and Delivery Centre in Qingdao (China),

Taking note that the production oversight of the Final Assembly Line and Delivery Centre of the Airbus Helicopters EC135 rotorcraft located in Qingdao (China) will be performed by EASA under the applicable European aviation regulations. Some technical assistance in the performance of the oversight tasks need the CAAC support,

Considering that the future cooperation between the European Union and the Government of the People’s Republic of China will be governed by an Agreement on Civil Aviation Safety and that the provisions of this Working Arrangement are consistent with the Agreement²,

Being entitled by their respective constituting acts to conclude Working Arrangements³ in their field of competence,

Have agreed the present Working Arrangement:

1. PURPOSE

Without prejudice to the obligation of each Party under its own regulations, the purpose of this Working Arrangement is to organise the necessary co-operation to support the Airbus Helicopters EC135 rotorcraft Final Assembly Line and Delivery Centre located in Qingdao (China), taking into account their respective responsibilities under such regulations.

¹ EASA POA (EASA.21G.0070) granted on 01.02.2018 to Airbus Helicopters.

² The Working Arrangement will be appropriately referenced in the future Technical Implementation Procedures (TIP) implementing the Agreement on Civil Aviation Safety.

³For EASA Article 90(2) to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. For CAAC the requirements for this Working Arrangement result from the Civil Aviation Law of the People’s Republic of China.

2. SCOPE

This Working Arrangement covers:

- The oversight of the production of the relevant Airbus Helicopters EC135 rotorcraft and of its parts and appliances, produced at the final assembly line and delivery centre located in Qingdao (China);
- The issuing of Export Certificates attesting the conformity of these Airbus Helicopters EC135 rotorcraft, parts and appliances with the design approval issued by EASA;
- The issuing of the temporary registration certificate, special flight permit and the temporary radio license to these Airbus Helicopters EC135 rotorcraft, as appropriate for flight test and delivery to their owners or operators; and
- Maintenance of these rotorcraft until they are delivered by Airbus Helicopters to its customers.

3. STATE OF DESIGN

According to Article 77.1⁴ to Regulation (EU) No 2018/1139, EASA carries out the functions and tasks of the State of Design, on behalf of the Member States of the European Union and of the European third countries that participate in the activities of EASA in accordance with Article 129 thereof⁵.

The Parties agree that the location of the Airbus Helicopters EC135 rotorcraft Final Assembly Line and Delivery Centre in Qingdao (China) shall not affect the role and duties of the State of Design concerning the relevant Airbus rotorcraft produced in this Final Assembly Line and Delivery Centre. EASA will continue assuming the functions and tasks of State of Design, in particular concerning the responsibilities on the Type Certificate, product evolution and continuing airworthiness.

4. STATE OF MANUFACTURE

4.1 Single Airbus Helicopters POA in Europe

CAAC acknowledges that EASA has issued a single Production Organisation Approval for Airbus Helicopters and that EASA has automatically taken over on behalf of the relevant Member States of the European Union⁶ the functions and tasks of the State of Manufacture for the production of Airbus Helicopters products in Europe.

4.2 Extension of the Single Airbus Helicopters POA to China and Export Certificate of Airworthiness

CAAC recognises that EASA undertakes the process to extend the Airbus Helicopters Single Production Organisation Approval to cover the Final Assembly Line and Delivery Centre of the Airbus Helicopters EC135 rotorcraft in Qingdao (China). CAAC agrees that EASA issues an Export Certificate of Airworthiness for the Airbus Helicopters EC135 rotorcraft assembled at the final assembly line and delivery centre

⁴ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. OJEU L212, 4.97.2018, p. 1.

⁵As of 1st January 2007 Iceland, Liechtenstein, Norway and Switzerland .

⁶ France and Germany

located in Qingdao (China), assuming the responsibilities of the State of Manufacture.

5. IMPLEMENTATION

5.1 Export Certificates

a) Aircraft (Export Certificate of Airworthiness)

For each Airbus Helicopters rotorcraft to be registered in China after delivery from the Airbus Helicopters final assembly line and delivery centre located in Qingdao (China), the Parties agree that EASA will issue an Export Certificate of Airworthiness based on the individual EASA Form 52 issued under the privileges of the Airbus Helicopters EASA POA, stating that the product complies with the CAAC approved type design and the CAAC AD, as notified by the CAAC and is in condition for safe operation.

b) Parts and appliances (EASA Form 1)

Each part and appliance related to the Airbus Helicopters rotorcraft delivered from Final Assembly Line and Delivery Centre located in Qingdao (China) to an operator or Maintenance Repair Station in China will be attached with an individual EASA Form 1, issued under the privileges of the Airbus Helicopters EASA POA.

5.2 Production oversight

a) General

The oversight of the final assembly line and delivery centre shall be performed in accordance with the provisions of Regulation (EU) No 2018/1139, Commission Regulation (EU) No 748/2012⁷ and the applicable interpretative material.

b) Audit

The oversight of the final assembly line and delivery centre will be performed by EASA. EASA will inform CAAC about its planned audits/visits to the production facility. CAAC may decide to send representatives as observers of the audit performed by EASA. In the event of participation of representatives of CAAC in the audits, a summary of the audit report will be presented to CAAC, on request.

c) Allocation of technical tasks

CAAC may take oversight functions and oversight tasks of the final assembly line, located in Qingdao, on behalf of EASA, under conditions to be agreed by the Parties.

5.3 Flight release of production rotorcraft

It is noted that all necessary information on the ability of safe flight of the considered aircraft is provided by Airbus Helicopters which will issue a statement to CAAC, in accordance with the procedure⁸ EI 10-17 being part of the Airbus POA under EASA oversight, which also includes the statement of performance of system ground tests.

⁷ Commission Regulation (EU) No 748/2012 of 3 August 2012 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 (Part 21), as last amended.

⁸ This procedure describes, in particular, the necessary steps in order to issue the so-called statement of ability of safe flight. The issuance of the statement of ability of safe flight is required as part of the process of issuing a Special Flight Permit by the CAAC prior to perform the Flight Testing of production aircraft.

Similarly, the description of the process to meet CAAC requirements in the final assembly line (temporary registration, special flight permit and temporary radio license) is described in the procedure⁹ EP 10-17 under CAAC oversight. This procedure will be reviewed and agreed by both Authorities so that it complies with their respective regulations. After that, the procedure will be incorporated as a part of the Airbus Helicopters' POA procedures.

CAAC will issue the temporary registration, the special flight permit and the temporary radio license to the relevant Airbus Helicopters rotorcraft produced in Final Assembly and Delivery Centre located in Qingdao (China) in accordance with CCAR45, CCAR21 and other applicable Chinese regulations.

5.4 Maintenance

Rotorcraft produced in China will be maintained under the Airbus Helicopters EASA POA until transfer to their owners or operators.

6. COMMUNICATION

- 6.1 The Parties will consult regularly about the implementation of this Working Arrangement.
- 6.2 A project manager will be assigned by each Party to facilitate the implementation of this Working Arrangement. All routine communication related to the activities of this Working Arrangement will formally take place between these two project managers (see Appendix).
- 6.3 All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in the English language.

7. EXECUTIVE MANAGEMENT

- 7.1 Representatives of EASA and CAAC will meet at least once a year for ensuring the effective functioning of this Working Arrangement and to evaluate the effectiveness of its implementation. In case of disagreement the parties will take the opportunity of this meeting to decide the conditions under which this Working Arrangement and its applicable procedures may be continued and amend it as appropriate.
- 7.2 These meetings will also provide a forum for discussion of other issues related to civil aviation safety that may arise and other changes that may affect the implementation of this Working Arrangement.

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

8.1 Entry into force

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

⁹ This procedure describes the process to meet CAAC requirements in the final assembly line and Delivery Centre located in Qingdao (China) with regard to temporary registration certificate, special flight permit and temporary radio license.

Working Arrangement shall enter into force at the date of the last signature of the Authorities' duly authorised representatives'.

8.2 Interpretation and amendment

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

This Working Arrangement may be amended by mutual consent between the Authorities (see paragraph 7). Such amendments will be written and made effective by the signatures of the duly authorised representatives or their designees.

8.3 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 date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

The Authorities agree to the provision of this Working Arrangement as indicated by their duly Authorised representatives'. Signed in duplicate in English language.

For EASA

Mr. Patrick Ky

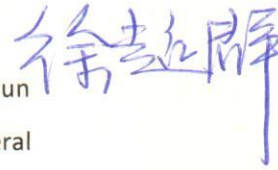
Executive Director



For CAAC

Mr. XU Chaoqun

Director General



Date:

11/06/19

Date:

11-06-2019

APPENDIX
Project Manager

| FOR EASA | FOR CAAC |
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