



Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Union Aviation Safety Agency (EASA)

On the production in China of “Austro Engine” engines

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

Considering the common interest of EASA and CAAC to preserve aviation safety and environmental compatibility,

Willing to reduce the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing,

Recognising the cooperation formalised by the Working Arrangement between CAAC and EASA on “Austro Engine” engines signed on in 2011¹

Considering the production of “Austro Engine” engines in Wuhu (China),

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 AND SCOPE

1.1 This Working Arrangement addresses the responsibilities of CAAC and EASA in relation to the production of “Austro Engine” engines in China under EASA Type Certificate⁴ (EASA TC) as State of Design and CAAC Production Certificate (CAAC PC) as State of Manufacture. For applicable Manufacture Facilities location and Products, see Appendix 2.

1.2 This Working Arrangement does not in any way affect the legal responsibilities that EASA and CAAC respectively have under international, EU and/or national law. The final type certificate validation decision and production certification decision will be entirely the sovereign responsibility of CAAC.

¹Working Arrangement signed by EASA on 8.03.2011 and by CAAC on 09.02.2011

² This 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 paragraph 2.2 of CCAR-21(English version) “CERTIFICATION RULES FOR CIVIL AVIATION PRODUCTS AND ARTICLES”.

⁴TC holder, Austro Engine GMBH, Rudolf-Diesel-STR.11 2700 Wiener Neustadt,Austria.

2. OBJECTIVES

This Working Arrangement intends to accomplish the following objectives:

- 2.1** To address the relevant responsibilities between EASA (State of Design⁵) and CAAC (State of Manufacture) regarding the production in China under CAAC PC and EASA TC, of the “Austro Engine” engines.
- 2.2** To cooperate on ensuring the continued airworthiness of engines covered by this Working Arrangement.

3. COMMUNICATION

- 3.1**The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) being the production certification authority and the EASA Certification Directorate being the engine certification authority, will be responsible for the implementation of this Working Arrangement.
- 3.2**A focal point will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points (see Appendix 1). The list of focal points will be amended as agreed by the authorities, by exchange of letters.
- 3.3**All communications between the Authorities related to the activities of this Working Arrangement will be made in the English language.
- 3.4**Unless otherwise specified, EASA will be copied with all correspondence between CAAC and “Austro Engine” the type certificate holder related to the activities of the project conducted under the provisions of this Working Arrangement in order for EASA to support “Austro Engine” and the CAAC where necessary pursuant to this Working Arrangement.
- 3.5**EASA and CAAC will keep in communication through the focal points and exchange in time with any important or necessary information related to this project.

⁵In accordance with Article 77.1 of Regulation (EU) 2018/1139, with regard to the products, parts, non-installed equipment and the equipment to control unmanned aircraft remotely, referred to in point (a) and b(i) of Article 2(1)(a), the Agency shall, where applicable and as specified in the Chicago Convention or its Annexes, carry out on behalf of the Member States the function and tasks of the State of Design.

4. PRODUCTION IN CHINA OF “AUSTRO ENGINE” ENGINES UNDER CAAC PC

4.1 EASA responsibilities

EASA will continue to fulfil the responsibilities of State of Design and will inform CAAC of all mandatory airworthiness limitations and Airworthiness Directives related to the referenced engines.

4.2 CAAC responsibilities

4.2.1 The CAAC will take the regulatory responsibility for the production certification and fulfil the responsibilities of State of Manufacture for the continued production surveillance of the “Austro Engine” engines produced in China, including the parts and appliances produced in China under CAAC PC and their suppliers.

4.2.2 CAAC will inform EASA in writing of manufacturing and quality issues related to the airworthiness of “Austro Engine” engines produced in accordance with the CAAC PC.

4.3 Joint responsibilities

EASA and CAAC will cooperate in analysing possible design, manufacturing or quality airworthiness related issues as they concern to accidents, incidents or reported in-service difficulties. EASA and CAAC will establish a review program to periodically assess the effectiveness of the technical assistance performed under this Working Arrangement. The review program will consist of data sharing, analysis, and technical meetings for the purpose of maintaining communication in accordance with this Working Arrangement.

4.4 Coordination between Design and Production

4.4.1 It is intended that “Austro Engine” as the holder of the engine type-certificate, and the applicable Chinese production organisation approved under CAAC PC will enter into a Design / Production arrangement to ensure the satisfactory coordination of design and production required by respective EASA and CAAC regulations, and to ensure the appropriate support of the continued airworthiness of the product, part or appliance.

4.4.2 It is intended that this collaboration and coordination will include the communication and transmission by the Chinese production organization approved under CAAC PC to “Austro Engine” of the unintentional divergences (concessions or non-conformances) during the manufacturing process; EASA will ensure that “Austro Engine” as the holder of the engine type-certificate will revise and provide appropriate disposition of the incurred production non-conformances.

4.5 Engines Delivery

4.5.1 Identification of engines

The serial number of the “Austro Engine” engines produced in China under EASA TC and CAAC PC will be listed in EASA TCDS and CAAC VTCDS. EASA and CAAC will accordingly revise and update the respective TCDS/VTCDS for the “Austro Engine” engines to provide the identification and traceability of the “Austro Engine” engines manufactured in China including reference to the Chinese production organisation and the CAAC-PC number.

4.5.2 The identification data plate for the “Austro Engine” engines manufactured in China in accordance with the CAAC PC issued to a Chinese production facility will identify this production facility as the manufacturer.

4.5.3 Marking of parts and appliances related to “Austro Engine” engines manufactured in China in accordance with the CAAC PC issued to a Chinese production facility will identify this production facility as the manufacturer.

4.5.4 When required, the CAAC ensure Export airworthiness approvals are issued for the new “Austro Engine” engines manufactured in China in accordance with ICAO Annex 8 standards and CAAC regulatory system.

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

5.1 Entry into force

This Working Arrangement shall enter into force at the date of signature by the Authorities’ duly authorized representatives. When the signature process is performed by exchange of letters, the Working Arrangement shall enter into force at the date of the last signature of the Authorities’ duly authorized representatives.

5.2 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 authorized representatives or its designees.

5.3 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’. Signed in duplicate in English language.

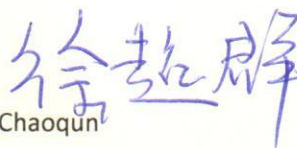
For EASA



Mr. Patrick Ky

Executive Director

For CAAC



Mr. XU Chaoqun

Director General

Date: 11/06/19

Date: 11-06-2019

**Appendix 1
(issue 1)**

Focal Points

FOR EASA	FOR CAAC
Certification Directorate	Aircraft Airworthiness Certification Department
Postfach 10 12 53	155# Dongsì West Street
D-50452 Köln	DongCheng, Beijing, 100710
Germany	P.R.China
Javier Castillo	Wang Xuemin
Propulsion Section Manager	Assistant Director Airworthiness Regulation and Standard Division
Phone: +49 221 89990 6078	Phone: +86 10 64092321
Fax: +49 221 89990 5078	Fax: +86 10 64091380
Email: javier.castillo@easa.europa.eu	Email: xm_wang@caac.gov.cn

**Appendix 2
(issue 1)**

Manufacture Facilities location and Products

No	Facilities Location	Engines
1	Wuhu,China	Austro Engine - E4 Series Engines, as applicable (TCDS EASA.E.200)
2		
3		