



**Working Arrangement**

**between**

**The Civil Aviation Administration of China (CAAC)**

**and**

**The European Aviation Safety Agency (EASA)**

**On Diamond Aircraft Industries**

The European 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 that the cooperation formalised by the Technical Arrangement between CAAC and EASA on Diamond Aircraft Industries product certification signed on in 2004<sup>1</sup> needs to be amended to take into account the production of Diamond aircraft in China,

Being entitled by their respective constituting acts to conclude Working Arrangements<sup>2</sup> in their field of competence,

Have agreed the present Working Arrangement:

## **1. PURPOSE AND SCOPE**

**1.1** This Working Arrangement defines the working relationship between EASA and CAAC to facilitate and accomplish the CAAC validation of certificates issued by EASA on Diamond Aircraft Industries aircraft models and parts and appliances related to these aircraft, for which EASA carries out on behalf of its Member States<sup>3</sup> the functions and tasks of the State of Design.

**1.2** This Working Arrangement addresses the responsibilities of CAAC and EASA in relation to the production of Diamond Aircraft Industries aircraft models in China under EASA Type Certificate (EASA TC) and CAAC Production Certificate (CAAC PC). For applicable Manufacture Facilities location and Products, see Appendix 2.

**1.3** 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 validation decision and CAAC production certification decision will be entirely the sovereign responsibility of CAAC.

---

<sup>1</sup> Technical Arrangement signed by EASA in Brussels on 8 October 2004 and by CAAC in Beijing on 23 November 2004.

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

<sup>3</sup> For the purposes of this Working Arrangement, Member States means the Member States of the European Union and the third countries that participate in the activities of EASA under Article 66 of Regulation (EC) No 216/2008. As of 1 January 2007 Iceland, Liechtenstein, Norway and Switzerland.

## **2. OBJECTIVES**

This Working Arrangement intends to accomplish the following objectives:

- 2.1** To define the working procedures under the respective responsibilities of each authority:
  - a) for the type certificate validation process;
  - b) for subsequent post type certificate validation activities;
  - c) for the validation of Supplemental Type Certificates (STC)<sup>4</sup>;
  - d) for the acceptance in China of parts and appliances produced under EASA POA, related to the aircraft designed by Diamond Aircraft Industries or covered by a validated STC.
- 2.2** To define export airworthiness documentation for individual new products, parts and appliances to be delivered to China.
- 2.3** To address the relevant responsibilities between EASA (State of Design<sup>5</sup>) and CAAC (State of Manufacture) regarding the production in China under CAAC PC and EASA TC, of the Diamond aircraft.
- 2.4** To cooperate on ensuring the continued airworthiness of aircraft covered by this Working Arrangement.

## **3. COMMUNICATION**

- 3.1** The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) and the EASA Certification Directorate, being the aircraft 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 shall be copied with all correspondence between CAAC and Diamond Aircraft Industries related to the activities of the considered project conducted under the provisions of this Working Arrangement in order for

---

<sup>4</sup> The process for validation of STC is operated in reference to the process of Type Certificate Validation.

<sup>5</sup> In accordance with Article 20.1 of Regulation (EC) No 216/2008, with regard of products, and parts and appliances referred to Article 4(1)(a) and (b), 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.

EASA to support the applicant and the CAAC where necessary pursuant to this Working Arrangement.

#### **4. TYPE-CERTIFICATE VALIDATION PROCESS**

##### **4.1 Application**

EASA will forward the application for validation and related information to CAAC.

##### **4.2 Type Certificate Validation**

- 4.2.1 EASA will assist the CAAC in getting familiarised with the design of the aircraft whose type is being validated, including environmental protection, with the assistance of the EASA TC holder (applicant) and explain in particular the reasons for possible EASA special conditions and equivalent safety findings, as well as the process followed for their adoption.
- 4.2.2 CAAC will establish a certification basis for the product as including the EASA type certification basis plus any additional technical conditions imposed by the CAAC in order to comply with CAAC requirements. The CAAC will define these additional technical conditions on a case-by-case basis. CAAC will notify in writing both EASA and the applicant of any additional technical conditions necessary for the CAAC type validation.
- 4.2.3 The CAAC will accept the findings and approvals of EASA, unless notified formally as subjects to be retained against additional technical conditions defined under 4.2.2.
- 4.2.4 Subject to availability of resources and the required technical expertise, EASA will assist CAAC in evaluating compliance with its additional technical conditions. It may in this context, at the request of CAAC, evaluate whether the data submitted by the EASA TC holder demonstrates compliance with the CAAC additional technical conditions. In such case, CAAC will advise EASA of the additional technical conditions to be imposed on the aircraft. The CAAC will also assist EASA in understanding and applying those additional technical conditions.
- 4.2.5 The CAAC will make the compliance determination with its requirements and will be responsible for the issuance of a Validation of Type Certificate on the basis of that determination.

## **5. ACCEPTANCE OF CHANGES AND REPAIRS**

**5.1** For design changes and repairs affecting CAAC validation certification basis (such as new application requirements, ELOS and deviations) or requiring validated TCDS amendment, application needs to be made to the CAAC. CAAC will determine acceptance of that data under the CAAC authorised system.

**5.2** The CAAC will accept without further action any other design changes and repairs under the validation of TC or STC, designed by the validated TC or STC holder, and approved by EASA or by the EASA approved design organisation, on an aircraft for which CAAC has issued a validated TC or STC.

## **6. AIRWORTHINESS SUPPORT ACTIVITIES**

### **6.1 Individual product deliveries from Diamond Aircraft Industries**

- a) When required, each aircraft produced by Diamond Aircraft Industries will be delivered to China with an export certificate of airworthiness, based on the individual EASA Form 52 issued in accordance with a Production Organisation Approval (POA) granted under Commission Regulation (EU) No 748/2012<sup>6</sup>, stating that the aircraft is in conformity with the CAAC approved type design, and is in condition for safe operation.
- b) A Flight Manual (FM) as well as documents supporting operation such as Airworthiness Limitations (ALS) in the English language will be provided with each aircraft to be delivered to China. The FM will be approved under the EASA system on behalf of CAAC, upon confirmation by CAAC of their agreement of the relevant draft.
- c) Engines, propellers and each part and appliances related to the aircraft will be delivered to China with an individual EASA Form 1, issued in accordance with a POA granted under Commission Regulation (EU) No 748/2012.

### **6.2 Continued Airworthiness**

- a) In accordance with ICAO Annex 8, EASA will inform CAAC of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the airworthiness of Diamond Aircraft Industries aircraft.

---

<sup>6</sup> 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 (EASA Part 21), as last amended.

- b) CAAC will promptly notify EASA and Diamond Aircraft Industries of any unsafe condition including occurrences<sup>7</sup> associated with the design or manufacturing of Diamond Aircraft Industries aircraft that are in service in China. On the basis of the information provided by CAAC, EASA in its capacity of State of Design airworthiness authority will analyse in coordination with the applicant the in service event and will notify CAAC, where appropriate, of any corrective action it deems necessary for maintaining the airworthiness of Diamond Aircraft Industries aircraft models.

## **7. PRODUCTION IN CHINA OF DIAMOND AIRCRAFT UNDER CAAC PC**

### **7.1 EASA responsibilities**

EASA will continue to fulfill the responsibilities of State of Design and will inform CAAC of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the airworthiness of the Diamond aircraft.

### **7.2 CAAC responsibilities**

7.2.1 The CAAC will take the regulatory responsibility for the production certification and fulfill the responsibilities of State of Manufacture for the continued production surveillance of the Diamond aircraft, including the parts and appliances, produced in China under CAAC PC.

7.2.2 CAAC will inform EASA in writing of manufacturing and quality issues related to the airworthiness of Diamond aircraft produced in accordance with the CAAC PC. EASA and CAAC will cooperate in analysing possible manufacturing/quality airworthiness related issues as they relate 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 continued confidence under this Working Arrangement.

### **7.3 Aircraft Delivery**

#### **7.3.1 Identification of Aircraft**

The serial number of the Diamond aircraft produced in China under EASA TC and CAAC PC will be listed in EASA TCDS and CAAC VTCDS. EASA and CAAC will amend the respective TCDS/VTCDS for the Diamond aircraft to provide the identification and traceability of the Diamond aircraft manufactured in China.

---

<sup>7</sup> For the purpose of this Working Arrangement, occurrences, means: An operational interruption, defect, fault or other irregular circumstance that has or may influenced flight safety and has not resulted in an accident or serious incident.

7.3.2 The identification data plate for the Diamond aircraft manufactured in China in accordance with the CAAC PC issued to a Chinese production facility will identify this production facility as the manufacturer.

7.3.3 Marking of parts and appliances related to Diamond aircraft manufactured in China in accordance with the CAAC PC issued to a Chinese production facility will identify this production facility as the manufacturer.

7.3.4 When required, the Export Certificate for the new Diamond aircraft manufactured in China shall be issued in accordance with ICAO Annex 8 standards and CAAC regulatory system.

## **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 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 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.

### **8.3 Repeal, duration and termination**

The Technical Arrangement between CAAC and EASA on Diamond Aircraft Industries product certification signed in 2004<sup>8</sup>, will be repealed as from the date of signature of the present Working Arrangement.

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

---

<sup>8</sup> Technical Arrangement signed by EASA in Brussels on 8 October 2004 and by CAAC in Beijing on 23 November 2004.

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.

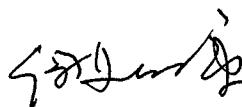
For EASA

For CAAC



Mr. Patrick Ky  
Executive Director

Date: 20/02/16



Mr. Yin Shijun  
Director General

Date: 2016-2-24



**Appendix I**  
(issue 1)

**Focal Points**

FOR EASA	FOR CAAC	
Certification Directorate	Aircraft Airworthiness Certification Department	
Postfach 10 12 53	155# Dongsi West Street	
D-50452 Köln	DongCheng, Beijing, 100710	
Germany	P.R.China	
Yves Morier	Zhu Xuefeng (For CAAC-VTC)	Wang xuemin (For CAAC-PC)
Head of General Aviation and RPAS	Director of Airworthiness Certification Division	Director of Aircraft Inspection Division
Phone: +49 221 89990 5010	Phone: +86 10 64091331	Phone: +86 10 64092321
Fax: +49 221 89990 5510	Fax: +86 10 64092331	Fax: +86 10 64091380
Email : yves.morier@easa.europa.eu	xf_zhu@caac.gov.cn	Email: xm_wang@caac.gov.cn

**Appendix 2**  
(issue 1)

**Manufacture Facilities location and Products**

No	Facilities Location	Products
1	Wuhu,China	DA 42
2		
3		

**Appendix 2**

(issue 2)

**Manufacture Facilities Location and Products**

No	Facilities Location	Products
1	Wuhu, China	DA42/M Series (TCDS EASA.A.005 and EASA.A.513)
2		
3		

PK.

Handwritten signature

Patrick KY  
Executive Director

2016(D) 53224  
SCA/iga/SM.3  
Cologne,

17. JUNI 2016

Mr Yin Shijun  
Chief Engineer  
Civil Aviation Authority of China  
155 Dongsu St. West  
100710, Beijing  
China

**Subject:** Modification of Appendix 2 of the Working Arrangement on Diamond Aircraft Industries  
**Attachment:** Appendix 2

Dear Mr Yin Shijun,

Your services contacted the Agency requesting the amendment of Appendix 2 of the Working Arrangement between by CAAC and EASA on Diamond Aircraft Industries signed in Beijing on 24 February 2016.

On this basis, EASA wishes therefore to convey to your consideration a propose update of the Working Arrangement (Appendix 2).

Should you consider the attached revision of Appendix 2 satisfactory, please initial and send one version back to my attention. The new version of Appendix 2 shall enter into force at the date of the last signature of the Authorities' duly authorised representatives (Article 8.2 of the aforementioned Working Arrangement).

Yours sincerely,



Patrick KY

Cc: Mr Trevor WOODS, EASA - Certification Director