



Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Union Aviation Safety Agency (EASA)

**On the Airbus A319, A320 and A321 Aircraft Final Assembly Line and Delivery Centre, A330 and A350
Aircraft Completion and Delivery Centre located in Tianjin, China**

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

Considering the establishment of the Airbus Final Assembly Company Ltd. and the Airbus Delivery Centre Ltd. in Tianjin, China, under the applicable European Union aviation regulations;

Having noted that EASA has granted a single Production Organisation Approval to Airbus S.A.S.¹;

Considering that the single Airbus Production Organisation Approval was extended to cover the Airbus A319 and A320 aircraft final assembly line and delivery centre in Tianjin, China, and to cover the Airbus A330 and A350 aircraft completion and delivery centre in Tianjin, China;

Considering that the single Airbus Production Organisation Approval is in the process to be extended to cover Airbus A321 aircraft final assembly line and delivery centre in Tianjin (China);

Taking note that the production oversight of the final assembly line, completion and delivery centre will be performed by EASA, some technical assistance in the performance of oversight tasks need the CAAC support;

Recognising that the cooperation formalised by the Working Arrangement between CAAC and EASA on the Airbus A319 and A320 Aircraft Final Assembly Line and Delivery Centre, A330 and A350 Aircraft Completion and Delivery Centre located in Tianjin, China signed on 31 March 2021 does not take into account the extension of the POA's scope to Airbus A321 final assembly line and delivery centre in Tianjin, China;

Recognising that the cooperation on aviation safety between the European Union and the Government of the People's Republic of China is governed by an Agreement on Civil Aviation Safety signed in Brussels on 20 May 2019 and entered into force on 1 Sep. 2020;

Considering that the provisions of this Working Arrangement are consistent with the Agreement on Civil Aviation Safety and that this Working Arrangement will be listed in the Technical Implementation Procedures (TIP) of the Agreement in an appendix listing special arrangements, including Working Arrangements;

Being entitled by their respective constituting acts to conclude Working Arrangements² in their field of competence;

¹ EASA POA (EASA.21G.0001) granted on 21 July 2008 to Airbus under juridical form "Société par Actions Simplifiée", having its registered office at: 2, rond-point Emile Dewoitine 31700 Blagnac, France.

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 final assembly line, completion and delivery centre located in Tianjin, China, taking into account their respective responsibilities under such regulations.

2. SCOPE

The Working Arrangement covers:

- The oversight of the production of the relevant Airbus aircraft and of its parts and appliances, produced at the final assembly line, completion and delivery centre located in Tianjin, China;
- The issuing of Export Certificates attesting the conformity of the relevant Airbus aircraft, parts and appliances produced at the final assembly line, completion and delivery centre located in Tianjin, China with the design approval issued by EASA;
- Flying of production aircraft between production facilities and permit to fly for the A319, A320, A321, A330 and A350;
- The issuing of the temporary registration certificate, special flight permit and the temporary radio license to the relevant Airbus aircraft produced at the final assembly line, completion and delivery centre located in Tianjin, China, as appropriate for flight test and delivery to their owners or operators; and
- Maintenance of these aircraft until they are delivered by Airbus to Airbus customers.

In this Working Arrangement “relevant Airbus aircraft produced at the final assembly line, completion and delivery centre” means:

- The A319 A320 and A321 produced, completed and delivered in Airbus A319, A320 and A321 Aircraft Final Assembly Line and Delivery Centre located in Tianjin, China; and
- The A330 and A350 completed and delivered in A330 and A350 Aircraft Completion and Delivery Centre located in Tianjin, China.

3. STATE OF DESIGN

According to Article 77(1) to Regulation (EU) No 2018/1139², 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 EASA³.

The Parties agree that the location of the Airbus aircraft final assembly line, completion and delivery centre in Tianjin, China, will not affect the role and duties of the State of Design concerning the relevant Airbus aircraft produced at the final assembly line, completion and delivery centre located in Tianjin. EASA will continue assuming the functions and tasks of State of Design, in particular concerning the responsibilities on the Type Certificate, changes thereof, and continuing airworthiness.

² 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.

³ Iceland, Liechtenstein, Norway and Switzerland.

4. STATE OF MANUFACTURE

4.1 Single Airbus POA in Europe

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

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

CAAC recognises that EASA has extended the Airbus single Production Organisation Approval to cover the Airbus aircraft final assembly line and delivery centre for the Airbus A319 and A320, the completion and delivery centre for the Airbus A330 and A350 that are all located in Tianjin, China and that EASA has undertaken the process to also extend it to the final assembly line and delivery centre for the Airbus A321 that is located in Tianjin, China. CAAC agrees that EASA issues an Export Certificate of Airworthiness for the Airbus aircraft assembled at the abovementioned final assembly line, completion and delivery centres located in Tianjin, China, assuming the responsibilities of the State of Manufacture.

5. IMPLEMENTATION

5.1 Export Certificates

a) Aircraft (Export Certificate of Airworthiness)

For each Airbus aircraft to be registered in China after delivery from the Airbus final assembly line, completion and delivery centres located in Tianjin, 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 EASA POA, stating the product complies with the CAAC approved type design and is in a condition for safe operation.

b) Parts and appliances (EASA Form 1)

Each part and appliance related to the relevant Airbus aircraft delivered from the Airbus final assembly line, completion and delivery centres located in Tianjin, China to a Chinese customer will be issued with an individual EASA Form 1 under the privileges of the Airbus EASA POA.

5.2 Production oversight

a) General

The oversight of the final assembly line, completion and delivery centre located in Tianjin, China, will be performed in accordance with the provisions of Regulation (EU) No 2018/1139, Commission Regulation (EU) No 748/2012⁴ and the applicable interpretative material.

b) Audit

⁴ 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).

The oversight of the final assembly line, completion and delivery centre located in Tianjin, China, for the purpose of this working arrangement 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, completion and delivery centre located in Tianjin, China, on behalf of EASA, under conditions to be agreed by the Parties.

5.3 Flying production aircraft between production facilities and permit to fly

It is noted that a Permit to Fly will be issued by Airbus under its POA privilege for A319, A320, A321, A330 and A350 aircraft flying from/to Airbus in Toulouse, France, and Hamburg, Germany, to/from Airbus facilities in Tianjin, China.

5.4 Flight release of production aircraft

It is noted that all necessary information on the ability of safe flight of the considered aircraft is provided by Airbus which will issue a statement to CAAC, under the privilege of the Airbus POA under EASA oversight, which also includes the statement of performance of system ground tests.

CAAC will issue the temporary registration, the special flight permit and the temporary radio license to the relevant Airbus aircraft produced at the final assembly line, completion and delivery centre located in Tianjin, China, in accordance with CCAR45, CCAR21 and other applicable Chinese regulations.

5.5 Maintenance

The relevant Airbus aircraft produced at the final assembly line, completion and delivery centre located in Tianjin, China will be maintained under the Airbus 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 that may arise related to civil aviation safety and other changes that may affect the implementation of this Working Arrangement.

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

8.1 Entry into force

This Working Arrangement will enter into force at the date of signature by the Parties duly authorised representatives. When the signature process is performed by exchange of letters the Working Arrangement will enter into force at the date of the last signature of the Parties duly authorised representatives.

8.2 Repeal

The Working Arrangement between CAAC and EASA on the Airbus A319 and A320 Aircraft Final Assembly Line and Delivery Centre, A330 and A350 Aircraft Completion and Delivery Centre located in Tianjin, China, signed on 31 March 2021, will be repealed as from the date of signature of the present Working Arrangement.

8.3 Interpretation and amendments

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

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

8.4 Duration and termination

This Working Arrangement will remain in force until terminated by either Party.

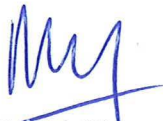
Either Party may at any time give written notice to the other Party of its decision to terminate this Working Arrangement. This Working Arrangement will terminate three months following the date of receipt of the notice by the other Party unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period. In the absence of acknowledgement of receipt of a

termination, the notification of termination is considered as received ten (10) working days after the notification of termination was sent.

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

Signed in duplicate in English language in November 2022.

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



Mr. Patrick KY
Executive Director

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



Ms. Yang Zhenmei
Director General
Aircraft Airworthiness Certification Department

2022.12.12.

APPENDIX

Project Manager

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