



**Working Arrangement**

**between**

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

**and**

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

**On Production in China of Diamond Aircraft**

**Under CAAC PC**

**(Issue #2)**

## **1. AUTHORISATION**

This Working Arrangement is established in accordance with 4.5.7. of Annex I to the Agreement on civil aviation safety between the European Union and the Government of the People's Republic of China<sup>1</sup> (hereinafter, "the BASA"), which states the following:

"In cases where the Production Certificate holder is regulated by a Competent Authority of one Party, and the Design Certificate holder is regulated by a Competent Authority of the other Party, the Technical Agents shall establish procedures to define the responsibilities of each Party to control the interface between the Design Certificate holder and the Production Certificate holder. "

## **2. PURPOSE**

This Working Arrangement has the following purposes:

2.1 To organize the cooperation between EASA and CAAC for certain EASA type certificated Diamond aircraft manufactured by CAAC Production Certificate (PC) holders in China, leading to EASA acting as authority of the State of Design (SoD) and CAAC as authority of the State of Manufacture (SoM). It defines the sharing of responsibilities between Authorities, in particular design changes, conformity to the approved design data and continued airworthiness.

2.2 To document the specific products covered by this arrangement, as listed in Appendix 2

The provisions of this Working Arrangement do not replace, substitute or supersede the rights and obligations of either CAAC or EASA established by their respective constituting acts and regulations.

## **3. EASA RESPONSIBILITIES**

3.1 According to Article 77(1) of 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, 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 type design.

## **4. CAAC RESPONSIBILITIES**

4.1 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.

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<sup>1</sup> OJ L 240/4 24.7.2020.

4.2 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.

## **5. AIRCRAFT IDENTIFICATION**

### **5.1 Identification of Aircraft**

5.1.1 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.

5.1.2 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.

5.1.3 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.

## **6. PERFORMANCE REVIEW**

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. 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. 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.

### **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 Repeal, duration and termination

The Working Arrangement between CAAC and EASA on Diamond Aircraft Industries signed on February 24, 2016 (Issue #1) will be repealed as of the date of signature of the present Working Arrangement.

The airworthiness of products, parts and appliances already assessed under the scope of Working Arrangement of 2016 (Issue #1) remains unchanged for the purpose of implementation of the current Working Arrangement (Issue #2). Appendix 2 of this Working Arrangement will be regularly updated by mutual written agreement between the Authorities, as needed, indicating at each time the date where a product has been removed or added from the list.

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.

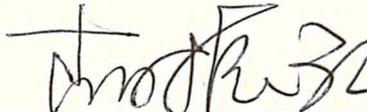
The Authorities agree to the provisions of this Working Arrangement as indicated by their duly authorised representatives. Signed in duplicate in English language.

For EASA

For CAAC

  
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Mr. Patrick Ky  
Executive Director of EASA

  
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Mr. Hu Zhenjiang  
Deputy Administrator of CAAC

Date: 13<sup>th</sup> July 2023

Date: 13<sup>th</sup> July 2023

**Appendix 1**  
(issue 2)

**Focal Points**

**FOR CAAC**

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**FOR EASA**

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**Appendix 2**  
(issue 2)

**Manufacture Facilities location and Products**

No	Facilities Location	Products	EASA TCDS	Since
1	Wuhu, China	DA 42	EASA 005	24 Feb 2016
2	Qindao, China	DA 50	EASA.A.639	<i>Date of this WA</i>