



Working Arrangement

between

The European Union Aviation Safety Agency

(EASA)

and

The Civil Aviation Agency of Georgia

(GCAA)

The European Union Aviation Safety Agency (EASA) and the Civil Aviation Agency of Georgia (GCAA), hereinafter referred to as 'the Parties',

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

Recalling that, following the decision of the Directors General of the Member States of the European Civil Aviation Conference at their DGCA/129 meeting (Paris, 19 March 2008) and with the endorsement of the Final Report¹ on the FUJA II, the Joint Aviation Authorities (JAA) were dissolved and the Arrangements concerning the development, the acceptance and the implementation of Joint Aviation Requirements (Cyprus Arrangements) ceased on 30 June 2009;

Noting that Regulation (EU) 2018/1139² declares that the involvement of European third countries should be pursued to ensure the improvement of civil aviation safety throughout Europe;

Noting that the Common Aviation Area Agreement between the European Union and its Member States and Georgia was signed in Brussels on 2 December 2010³ (hereinafter referred to as 'the CAA Agreement');

Considering that it is desirable to ensure further close cooperation between the Parties in all areas of aviation safety, taking into account the objective of the CAA Agreement to gradually create a Common Aviation Area based on, *inter alia*, the implementation of the same rules in the area of aviation safety;

Recognising that, pursuant to the CAA Agreement, Georgia undertook to implement and apply the legislation of the European Union (EU) relating to aviation safety, including Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof as defined in the CAA Agreement, and has therefore been given the opportunity to participate in the work of EASA and to become integrated into the EASA system as established by that Regulation;

Desiring to assist GCAA in fulfilling its obligations stemming from the CAA Agreement by providing a basis for a common interpretation and uniform implementation of the provisions relating to the matters covered by Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof;

Noting that, under the CAA Agreement, Georgia has accepted the competencies and tasks attributed to EASA in particular in the field of standardisation;

Noting that Regulation (EU) No 628/2013⁴ provides that, with regard to the States part of the EU neighbourhood and enlargement policy, standardisation inspections should be organised in accordance with the same working methods and in accordance with the same standards as for the EU Member States;

¹ <http://www.jaa.nl/fuja/Final%20FUJA%20II%20Report.pdf>

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 Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) no 3922/91, published in OJ L 212, 22.08.2018,, p. 1, recital 81.

³ OJ L 321, 20.11.2012.

⁴ Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008. OJ L 179. 29.6.2014, p. 46.

Noting that the Working Arrangement on Continuous Monitoring Activities between EASA and the International Civil Aviation Organisation (ICAO) was signed on 30 July 2014⁵ (hereinafter referred to as 'EASA-ICAO Working Arrangement') by means of which mutual cooperation in continuous monitoring activities has been ensured so as to avoid duplication of efforts and that, as the competent authority of a Participating State, GCAA may benefit from the application of this Working Arrangement;

Conscious of the need to avoid any gap in their cooperation in aviation safety related matters and building on the existing level of cooperation;

Desiring to replace the Working Arrangement⁶ concluded between the Parties on 7 July 2009 in Strasbourg in order to establish an up-to-date cooperation framework between the Parties;

Have agreed to conclude this Working Arrangement as follows:

1. Scope

1.1 This Working Arrangement covers all aspects of the regulation of civil aviation safety and environmental protection of products, parts, appliances, personnel, organisations, aerodromes and related equipment and ATM/ANS and related systems and constituents subject to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

1.2 Through this Working Arrangement, EASA assists GCAA in the implementation of the provisions of the CAA Agreement which are relevant to aviation safety.

2. Definitions

2.1 For the purpose of this Working Arrangement the following definitions shall apply:

"certificate" means any certificate, approval, licence, authorisation, attestation or other document issued as the result of a certification attesting compliance with the applicable requirements;

"correction" means an action to eliminate a finding of non-conformity with the applicable requirements;

"corrective action" means an action to eliminate the cause of a finding of non-conformity with the applicable requirements in order to prevent recurrence;

"EASA system" means the system established pursuant to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof;

"evidence" means records, statements of fact or other information which are relevant and verifiable;

"finding" means the result of the comparison between the available evidence and the applicable requirements.

⁵ <http://easa.europa.eu/system/files/dfu/WA%20on%20CMA%20signed.pdf>

⁶ <http://www.easa.europa.eu/system/files/dfu/WA%20GEORGIA.pdf>

2.2 The Parties further agree that, as applicable, the terminology used in this Working Arrangement is based on the definitions set out in Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

3. Regulatory cooperation and mutual assistance

3.1 In respect to all areas covered by this Working Arrangement, the Parties will provide each other with technical assistance as they consider appropriate, as well as consultations and exchange of information on new legislation in the area of aviation safety.

3.2 Upon request of either Party, the cooperation between EASA and GCAA may be developed in the relevant domains of research and in the context of the European Aviation Safety Programme (EASP).

3.3 EASA will notify GCAA of any change to the applicable rules set out in Annex 1 to this Working Arrangement and shall assist GCAA in the understanding of the applicable rules so as to facilitate their adoption and implementation under this Working Arrangement.

3.4 Such change will only become effective after the amendment of Annex 1 of this Working Arrangement or upon the inclusion of the applicable rules into the Annex III of the CAA Agreement, whichever comes first, and the implementation of the standard into the national legislation of Georgia.

3.5 The Parties acknowledge that GCAA has no obligation to automatically adopt or apply the applicable rules set out in Annex 1 to this Working Arrangement and that this process depends on the transitional provisions specified in Annex II to the CAA Agreement.

4. Certification of products, parts, appliances, personnel, organisations, aerodromes and related equipment and ATM/ANS and related systems and constituents

The relevant certification activities will be carried out in accordance with Annex 1 of this Working Arrangement, where the applicable rules of that Annex have been implemented by GCAA.

5. Continuous monitoring and standardisation activities

5.1 GCAA accepts that the following working methods including two main tools will be used by EASA:

- a) Continuous monitoring of the implementation of the applicable rules listed in Annex 1 to this Working Arrangement;
- b) Standardisation inspections of GCAA, including undertakings under the oversight of GCAA, on the basis of the applicable rules set out in Annex 1 to this Working Arrangement.

5.2 For the purpose of continuous monitoring, GCAA will provide EASA with all necessary information relevant to its safety oversight, as set out in Regulation (EU) No 628/2013 and according to the relevant User Guides⁷ issued for this purpose. Such information will include updates on the status and progress in the implementation of the applicable rules set out in Annex 1 to this Working Arrangement.

⁷ Available on the web platform SIS – Standardisation Information System.

5.3 EASA will provide GCAA with relevant information to support the uniform implementation of the applicable requirements, as set out in Regulation (EU) No 628/2013.

5.4 For the purpose of conducting standardisation inspections, EASA will use the standardisation methods and principles laid down in Regulation (EU) No 628/2013.

5.5 In preparation of and during standardisation inspections, GCAA will cooperate with EASA and assist EASA inspection teams in gaining an unimpeded access to its relevant premises, lands or means of transport and to those of any undertakings under its regulatory control.

5.6 Without prejudice to paragraph 5.1 and prior to the commencement of standardisation inspections in a specific area, at the request of either Party, EASA may carry out initial assessments, through desk analysis and/or, upon mutual agreement by both Parties, on-site visits, in order to establish whether and to what extent the applicable rules set out in Annex 1 to this Working Arrangement are effectively implemented. For the purpose of carrying out initial assessments, EASA will use the standardisation methods and principles referred to in paragraph 5.4 of this Working Arrangement to the extent possible.

5.7 EASA will provide to GCAA information regarding the planning and particular areas of standardisation inspections. Such planning information will be provided at the latest by 31 October of the year preceding the year of the planned inspection.

5.8 GCAA will ensure submission of corrections and corrective action plans in relation to findings raised by EASA within the timeframes set out in Regulation (EU) No 628/2013.

6. Application of EASA-ICAO Working Arrangement

For the purpose of EASA-ICAO Working Arrangement, GCAA, on behalf of Georgia, hereby gives its consent to EASA to provide to ICAO information acquired in the course of application of paragraph 5 of this Working Arrangement.

7. Acceptance of certificates

7.1 Where in a given safety area GCAA has effectively implemented the applicable rules as set out in Annex 1, and this has been validated by a decision of the Joint Committee in accordance with Annex II of CAA Agreement, the acceptance of certificates issued by GCAA or any organisation for which GCAA ensures safety oversight takes place according to the relevant provisions of the CAA Agreement.

7.2 Until conditions under paragraph 7.1 are met, the acceptance of certificates takes place according to applicable national or EU law or as provided for in international agreements.

7.3 GCAA accepts and recognises, without further technical requirements or evaluation, certificates issued under the scope of and in accordance with Regulation (EU) 2018/1139.⁸

⁸ The Parties note that, following the entry into force of Regulation (EU) 2018/1139 repealing Regulation (EC) No 216/2008, the certificates and documentation issued or approved in accordance with Regulation (EC) No 216/2008 and its implementing rules continue to be valid and are deemed to have been issued pursuant to the corresponding provisions of Regulation (EU) 2018/1139.

8. Compliance of certificates

8.1 If either Party has serious doubts about the compliance of a certificate issued by the other Party, it will notify that Party thereof as soon as practicable but not later than 15 working days after doubts about compliance have been raised.

8.2 Following this notification, the notified Party will resolve, without delay, any doubt about the compliance of the certificate concerned and notify the other Party thereof.

8.3 Application of paragraph 8.2 will neither prevent GCAA or EASA from taking any action it considers appropriate to preserve safety nor will it affect the rights of the Parties provided for in international agreements to which Georgia or the European Union is a Party.

9. Costs

9.1 Without prejudice to paragraph 9.2, the Parties agree to bear their respective costs incurred from the application of this Working Arrangement.

9.2 The standardisation activities referred to in paragraph 5 of this Working Arrangement will be funded through the relevant EU technical assistance programmes, in accordance with their terms and conditions.

10. Communication and liaison activities

10.1 GCAA will establish a liaison function with EASA and will assign a Focal Point to facilitate the implementation of this Working Arrangement.

10.2 GCAA will designate a National Standardisation Coordinator in order to support the implementation of paragraph 5 of this Working Arrangement and will ensure that the responsibilities of the National Standardisation Coordinator correspond to those established under Article 6 of Regulation (EU) 628/2013.

10.3 GCAA is entitled to appoint an observer in the Member States Advisory Board (MAB) and in each of the Member States Technical Bodies (TeBs) of EASA, so as to be aware of regulatory developments in the EASA system and to contribute to defining priorities and policies for rulemaking. GCAA is equally entitled to propose experts for participation in rulemaking and safety promotion activities, including working groups.

10.4 GCAA and EASA will consider the exchange of experts through secondment programmes.

10.5 All communication undertaken in execution of the Working Arrangement will be conducted in the English language.

11. Final Provisions

11.1 This Working Arrangement does not affect or limit in any way the rights and obligations stemming from the relevant provisions of the CAA Agreement.

11.2 This Working Arrangement shall not create legal obligations incumbent on the EU and its Member States or Georgia.

12. Entry into force, settlement of disputes, amendment and termination

12.1 This Working Arrangement shall apply as from the date of its signature.

12.2 This Working Arrangement may be amended in writing by mutual consent of the Parties.

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

12.4 This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effective sixty calendar days following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual agreement before the expiry of the aforesaid period.

12.5 This Working Arrangement repeals and replaces the Working Arrangement between the Parties signed on 7 July 2009 in Strasbourg, including all the amendments thereto.

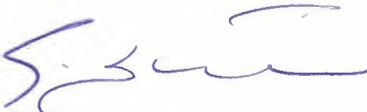
Signed in duplicate in the English language in Cologne on 4 June 2019.

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



Mr Patrick KY
Executive Director

**For the Civil Aviation Agency of Georgia
(GCAA)**



Mr Levan KARANADZE
Director

Annex 1

Applicable rules

(This Annex sets out the applicable rules for the purpose of this Working Arrangement. The applicable provisions of the rules listed in this Annex will be understood as corresponding to those defined under Annex III of the CAA Agreement, including its regular updates provided by the European Commission.)

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 Agency⁹, as last amended.

A. Applicable rules in the field of airworthiness and environmental certification:

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 organisations¹⁰, as last amended;

CS-22 (Sailplanes and Powered Sailplanes)
CS-23 (Normal, Utility, Aerobatic and Commuter Aeroplanes)
CS-25 (Large Aeroplanes)
CS-27 (Small Rotorcraft)
CS-29 (Large Rotorcraft)
CS-34 (Aircraft Engine Emissions and Fuel Venting)
CS-36 (Aircraft Noise)
CS-APU (Auxiliary Power Units)
CS-AWO (All Weather Operations)
CS-E (Engines)
CS-ETSO (European Technical Standard Orders)
CS-Definitions (Definitions and Abbreviations)
CS-P (Propellers)
CS-VLA (Very Light Aeroplanes)
CS-VLR (Very Light Rotorcraft)
CS-31GB (Gas Balloons)
CS-31HB (Hot Air Balloons)
CS-31TGB (Tethered Gas Balloons)
CS-LSA (Light Sport Aircraft)
CS-MMEL (Master Minimum Equipment List)
CS-GEN-MMEL (Generic Master Minimum Equipment List)
CS-CCD (Cabin Crew Data)
CS-FCD (Flight Crew Data)
CS-STAN (Standard Changes and Standard Repairs)
CS-SIMD (Simulator Data)

⁹ OJ L 212, 22.8.2018, p. 1.

¹⁰ OJ L 224, 21.8.2012, p. 1.

AMC&GM related to this field.

Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks¹¹, as last amended;

AMC&GM related to this field.

B. Applicable rules in the field of air operations:

Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council¹², as last amended;

Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council,¹³ as last amended.

Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council,¹⁴ as last amended.

CS-FTL.1 (Commercial Air Transport by Aeroplane)
CS-26 (Additional airworthiness specifications for operations)

AMC&GM related to this field.

C. Applicable rules in the field of aircrews:

Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council¹⁵, as last amended;

CS-FSTD(A) (Aeroplane Flight Simulation Training Devices)
CS-FSTD(H) (Helicopter Flight Simulation Training Devices)

AMC&GM related to this field.

D. Applicable rules in the field of air traffic management (ATM) / air navigation services (ANS) and air traffic controllers:

Commission Regulation (EU) No 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council¹⁶, as last amended;

¹¹ OJ L 362, 17.12.2014, p. 1.

¹² OJ L 296, 25.10.2012, p. 1.

¹³ OJ L 326, 20.12.2018, p. 64

¹⁴ OJ L 71, 14.3.2018, p. 10

¹⁵ OJ L 311, 25.11.2011, p. 1.

¹⁶ OJ L 63, 6.3.2015, p. 1.

AMC&GM related to this field.

Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight¹⁷, as last amended;

AMC&GM related to this field.

Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance¹⁸, as last amended;

AMC&GM related to this field.

Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation¹⁹, as last amended;

AMC&GM related to this field.

Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation)²⁰, as last amended.

Commission Implementing Regulation (EU) No 390/2013 of 3 May 2013 laying down a performance scheme for air navigation services and network functions²¹, as last amended;

AMC&GM related to this field.

Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation)²², as last amended.

Commission Regulation (EC) No 482/2008 of 30 May 2008 establishing a software safety assurance system to be implemented by air navigation service providers²³, as last amended;

AMC&GM related to this field.

Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation)²⁴, as last amended.

¹⁷ OJ L 62, 8.3.2017, p. 1.

¹⁸ OJ L 336, 20.12.2011, p. 20.

¹⁹ OJ L 281, 13.10.2012, p. 1.

²⁰ OJ L 96, 31.03.2004, p. 1.

²¹ OJ L 128, 9.5.2013, p. 1.

²² OJ L 96, 31.03.2004, p. 10.

²³ OJ L 141, 31.05.2008, p. 5.

²⁴ OJ L 96, 31.03.2004, p. 20.

Commission Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace²⁵, as last amended;

AMC&GM related to this field.

Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management²⁶, as last amended;

AMC&GM related to this field.

Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation)²⁷, as last amended;

CS-ACNS (Airborne Communications, Navigation and Surveillance).

Commission Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky²⁸, as last amended;

AMC&GM related to this field.

Commission Regulation (EU) No 677/2011 of 7 July 2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions²⁹, as last amended.

E. Applicable rules in the field of aerodromes:

Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council³⁰, as last amended;

CS-ADR-DSN (Aerodromes Design)

AMC&GM related to this field.

F. Applicable rules which may be considered in order to ensure a comprehensive system approach to aviation safety:

Regulation (EU) No 376/2014 of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation³¹, as last amended.

Regulation (EU) No 996/2010 of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation³², as last amended and to the extent applicable to GCAA.

²⁵ OJ L 342, 24.12.2005, p. 20.

²⁶ OJ L 80, 26.03.2010, p. 10.

²⁷ OJ L 96, 31.03.2004, p. 26.

²⁸ OJ L 23, 27.01.2010, p. 6.

²⁹ OJ L 185, 15.01.2011, p.1.

³⁰ OJ L 44, 14.02.2014, p.1.

³¹ OJ L 122, 24.04.2014, p. 18.

³² OJ L 295, 12.11.2010, p. 35.