



Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Aviation Safety Agency (EASA)

**On validation by CAAC of the EASA Supplemental Type
Certificate EASA Project No. 10011829**

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,

Being entitled by their respective constituting acts to conclude Working Arrangements¹ 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 a Supplemental Type Certificate to be issued by EASA for General Fin Camera installation on the A319 ANJI Aircraft (MSN 4428).

1.2. This Working Arrangement applies to the validation of the STC EASA Project No. 10011829² (STC holder, GCT Design Organisation GmbH) which will have to be combined with the validation of the STC EASA Project No 10011424³ (STC holder, Lufthansa Technik AG).

2. OBJECTIVES

This Working Arrangement intends to define the working procedures under the respective responsibilities of each authority:

- a) For the validation of the Supplemental Type Certificate (STC) and subsequent post type validation activities;
- b) To co-operate on ensuring the continued airworthiness of the GCT Design Organisation GmbH STC.

¹ 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 CAAC AP-21-01R2 dated 13 October 2006 (English version) “Validation Procedures for Import Civil Aviation Products and Parts”.

² Description: To install an external TV camera in the tip of vertical stabiliser. This STC will install the provisions for installation only, as the camera, electrical and picture signal activation will be part of the Lufthansa Technik AG STC (EASA Project No. 100011424) with the purpose of the TV signal to be used for passengers’ in-flight entertainment.

³ Description: To provide a VIP ANJI Cabin Interior Configuration: new Galleys; a VIP area; a Lounge area; a Dining area; a Central Private area with guest bedroom and guest lavatory, and a aft cabin VIP area with master bedroom and master lavatory with shower.

3. COMMUNICATION

- 3.1** The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) and the EASA Certification Directorate, being the STC 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). 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 the applicant and CAAC related to the activities of the considered project conducted under the provisions of this Working Arrangement in order for EASA to support the applicant and the CAAC where necessary pursuant to this Working Arrangement.

4. SUPPLEMENTAL TYPE-CERTIFICATE VALIDATION PROCESS

4.1 Application

EASA forwarded the application for the STC validation and related information to CAAC in July 2011.

4.2 Supplemental Type Certificate Validation

- 4.2.1** EASA will assist the CAAC in getting familiarised with the design of the STCs with the assistance of the EASA STC 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 validation basis for the STC as including the EASA supplemental type certification basis plus any additional technical conditions imposed by the CAAC⁴ 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 to EASA and to the applicant, of any additional technical conditions necessary for the CAAC supplemental type validation.

⁴ The additional technical condition may result from the evaluation of any equivalent safety finding included in the EASA type certification basis.

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 The CAAC will assist EASA in understanding and applying its additional technical conditions. Subject to availability of resources and the required technical expertise, EASA will assist CAAC, upon request, 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 STC holder demonstrates compliance with the CAAC additional technical conditions.

4.2.5 The CAAC will make the compliance determination with its requirements and will be responsible for the issuance of the Validation Supplemental Type Certificates on the basis of that determination.

5. ACCEPTANCE OF CHANGES AND REPAIRS

5.1 For design changes and repairs affecting CAAC validation supplemental type certification basis (such as, new application requirements, ELOS⁵ 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 validated STC, designed by the validated STC holder, and approved by EASA or by the EASA approved design organisation for which CAAC has issued a validated STC.

6. AIRWORTHINESS SUPPORT ACTIVITIES

6.1. Individual Product Deliveries

Each part and appliance related to the STC that will be issued as a result of STC EASA Project No. 10011829 (STC holder, GCT Design Organisation GmbH) will be delivered to China with an individual EASA Form 1, issued in accordance with a POA granted under Commission Regulation (EC) No. 1702/2003.

6.2. Continuing 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 the STCs EASA Project No. 10011829 (STC holder, GCT Design Organisation GmbH).

⁵ Equivalent level of safety.

- b) CAAC will promptly notify EASA and the applicant of any unsafe condition including occurrences⁶ associated with the design or manufacturing concerning the STC EASA Project No. 10011829 (STC holder, GCT Design Organisation GmbH) for products 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 the STC EASA Project No.10011829 (STC holder, GCT Design Organisation GmbH).

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 Duration and termination

This Working Arrangement will remain in force until terminated by either Authority upon prior notice.

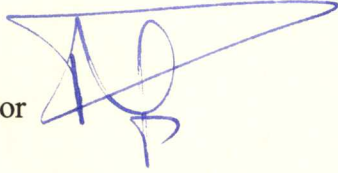
Either Authority may at any time give written notice to the other Authority of its decision to terminate this Working Arrangement. This Working Arrangement shall terminate three months following the receipt of the notice by the other Authority, unless the said notice has been withdrawn by mutual agreement before the expiry of the three months period.

⁶ 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.

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

For EASA

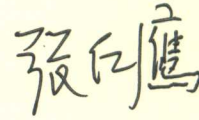
Patrick Goudou
Executive Director



Date 7/5/12

For CAAC

Zhang Hongying
Director General



Date 2012.05.16

Signed in duplicate in English language

**Appendix
(Issue 1)
Focal Points**

FOR EASA	FOR CAAC
Certification Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsi Street West
D-50452 Köln	Beijing 100710
Germany	Peoples Republic of China
Project Certification Manager	Deputy Director
Florentino Bascunana	Mr Zhang Sen
Product Department	Aircraft Certification Div CAAC-AAD
Phone: +49 221 89990 4129	Phone: +86 10 64091331
Fax: +49 221 89990 4529	Fax: +86 10 64092331
Email : florentino.bascunana@easa.europa.eu	Email: zhangsen@caac.gov.cn