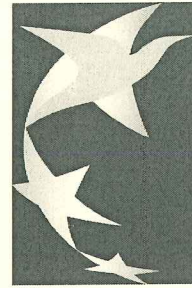




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## **Working Arrangement**

**between**

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

**and**

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

**On validation by CAAC of an EASA Supplemental Type  
Certificate No. 10035677**

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 Arrangements<sup>1</sup> in their field of competence,

Have agreed the present Working Arrangement:

## **1. PURPOSE AND SCOPE**

- 1.1.** This Working Arrangement defines the working relationships between EASA and CAAC to facilitate and accomplish the CAAC validation on the supplemental type certificate (STC) on the Installation of an auxiliary fuel centre tank system on the A318 Elite aircraft.
- 1.2.** This Working Arrangement applies to the validation of the STC No. 10035677<sup>2</sup> (STC holder, Marshall Cambridge Aerospace Ltd.)

## **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 Marshall Cambridge Aerospace Ltd. referenced STC.

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<sup>1</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 CAAC AP 21-01 R2 dated 12 October 2006 (English version) “Validation Procedures for Import Civil Aviation Products and Parts”.

<sup>2</sup> Description: Installation of an auxiliary fuel centre tank system on the Airbus A318 Elite aircraft.

### **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 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 will forward the application for STC validation and related information to CAAC.

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

- 4.2.1** EASA will assist the CAAC in getting familiarised with the design of the STC with the assistance of the EASA STC holders (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 CAAC<sup>3</sup> 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 supplemental 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.

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<sup>3</sup>The additional technical condition may result from the evaluation of any equivalent safety finding included in the EASA type certification basis.

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 a Validation Supplemental Type Certificate 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, ELOS<sup>4</sup> 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 No.10035677 (STC holder, Marshall Cambridge Aerospace Ltd.) 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 STC No. 10035677 (STC holder, Marshall Cambridge Aerospace Ltd.).
- b) CAAC will promptly notify EASA and the applicant of any unsafe condition including occurrences<sup>5</sup> associated with the design or manufacturing concerning the STC No. 10035677 (STC holder, Marshall Cambridge Aerospace Ltd.) 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

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<sup>4</sup>Equivalent level of safety.

<sup>5</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.

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 No. 10035677 (STC holder, Marshall Cambridge Aerospace Ltd.).

## 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.

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

For EASA

Patrick Goudou  
Executive Director

Date 2012.11.2012

For CAAC

Mr. Zhang Hongying  
Director General

Date

2012.2.19

Signed in duplicate in English language

Stéphane Lagnel  
Chef de Cabinet du Directeur exécutif

**Appendix  
(Issue 1)  
Focal Points**

<b>FOR EASA</b>	<b>FOR CAAC</b>
Certification Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsu Street West
D-50452 Köln	Beijing 100710
Germany	PeoplesRepublic of China
Project Certification Manager	Deputy Director
Mr Charles Leboeuf	Mr Zhang Sen
Product Department	Aircraft Certification Div CAAC-AAD
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