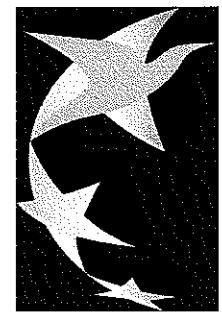

Working Arrangement

between

The General Administration of Civil Aviation of China (CAAC)

and

The European Aviation Safety Agency (EASA)

On the validation by CAAC of a Supplemental Type Certificate approved by EASA on the Airbus aircraft A300

1. PURPOSE

This Working Arrangement defines the working relationship between the European Aviation Safety Agency (EASA) and the General Administration of Civil Aviation of China (CAAC) hereafter called the "Authorities", to facilitate and accomplish the validation by CAAC of a Supplemental Type Certificate (STC) approved by EASA on the Airbus aircraft A300.

2. OBJECTIVES

This Working Arrangement is intended to accomplish the following objectives:

a) To define working procedures under respective responsibilities of each Authority for the CAAC validation of a Supplemental Type Certificate approved by EASA for which CAAC will issue the Validation of Supplemental Type Certificate (VSTC).
b) To minimise redundant inspections, tests, demonstration, evaluations and approvals by CAAC.
c) To co-operate and assist on continuing airworthiness for applicable STC's on Airbus aircraft model A300.

3. SCOPE

The scope of this Working Arrangement covers the approval of major changes to the type design under STC procedures approved by EASA and applicable to the Airbus aircraft model A300 registered in China under the provisions set forth in the following paragraphs.

4. REQUIREMENTS AND BASIS

The requirements for this Working Arrangement result from paragraph 2.2 of CAAC AP 21-01 R2 dated October 2006 (English version) "Validation Procedures for Import Civil Aviation Products and Parts".

5. COMMUNICATIONS

a) The Aircraft Airworthiness Certification Department (CAAC-AAD) of CAAC and the EASA Certification Directorate as aircraft certification Authority will be responsible for the implementation of this Working Arrangement.

b) A project manager will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication related to the activities of this Working Arrangement will formally take place between the project managers (see appendix).

c) It is recognised that the applicant will be the primary source for providing technical support to CAAC-AAD. When requested, EASA will provide the necessary assistance and support within its regulatory functions, which will be initiated through and coordinated by the designated project managers of the respective Authority.

d) All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in English language.

e) Unless otherwise specified, EASA shall be copied into all correspondence between the applicant and CAAC related to the activities of this Working Arrangement in order to support the applicant and CAAC in the future.

6. TYPE VALIDATION ACTIVITES

6.1 General

a) It is recognised that the applicant is responsible for showing and verifying compliance with the CAAC STC validation basis, CAAC AIC's as applicable and for demonstrating this compliance to both Authorities. Subject to paragraph 6.2(c) (ii), any compliance documents provided to CAAC shall be approved by EASA, either directly or through DOA privileges.

b) The CAAC STC validation of affected STC's as identified in the appendices must be accomplished in respect of all laws and regulations governing both Authorities.

c) EASA will forward the application for STC validation and related information to CAAC.

6.2 Certification basis

a) The certification basis is the following:

i) For EASA:

As defined in the EASA Supplemental Type Certificate.

ii) For CAAC:

According to CAAC procedure, CAAC accepts the EASA STC certification basis as validation basis plus "Additional Technical Conditions (ATC)" in VSTC.

b) CAAC will notify in writing both EASA and the applicant of any ATC necessary for the CAAC STC validation.

c) EASA will review the ATC to ensure its understanding thereof. As necessary, CAAC will provide EASA in writing with any interpretative material or any data regarding the means of compliance pertaining to those ATC.

i) EASA, upon request from CAAC, will initiate the process of finding compliance referred to in paragraph 6.4 once the necessary understanding of the particular CAAC ATC has been acquired.

ii) CAAC will perform its own findings of compliance on ATC for which EASA has not acquired sufficient understanding.

6.3 Process of finding compliance

For the CAAC STC validation activities, CAAC will, in close co-ordination with EASA, define its involvement taking into account paragraph 2.b of this Working Arrangement.

6.4 Process of finding compliance to the ATC

Provided that CAAC has not already made findings of compliance with its own ATC according to paragraph 6.2(c)(ii), EASA, upon request, will make the findings of compliance with the ATC on behalf of CAAC. EASA will make the findings of compliance

in accordance with the interpretative material and the means of compliance provided by CAAC. In the absence of such interpretative material, EASA will use its own interpretation for the specific ATC.

6.5 Formalisation of the findings of compliance

a) For the purpose of finding compliance with the CAAC STC validation basis, CAAC may raise Issue Papers (IP) and Action Items (AI).

b) An IP is normally opened to document the ATC:

   i) to document any controversial technical issue; and
   ii) to document differences in interpretative material or the means of compliance.

c) AI are normally opened to record any non-controversial action to be performed by the applicant.

d) CAAC will notify EASA and the applicant of the status of each IP and AI. CAAC will request the formal EASA position on the IP. All IP and AI must be closed before the issuance of the CAAC STC.

6.6 Final statement

At the end of the process EASA will provide, upon request, a formal statement attesting that EASA has found compliance with the CAAC STC validation basis. The CAAC validation basis and approved supplemental type design will be identified in the CAAC VSTC.

7. TYPE DESIGN CHANGE APPROVAL FOR STC

a) EASA, upon request, will verify that design changes affecting the EASA STC certificates, which have been introduced after CAAC STC validation and embodied on products to be delivered to China, comply with the CAAC STC certification basis using the information gained during the STC validation activities. If the change is approved via a new

Supplemental Type Certificate (STC), it will be validated by CAAC who will notify its approval.

b) Prior to the delivery of each product or at a frequency to be determined between EASA and CAAC, a formal statement of compliance with CAAC STC validation basis will be provided by EASA to CAAC for major design changes not previously approved by CAAC. CAAC will make a technical validation on those major design changes that affect the EASA STC or CAAC VSTC and will inform STC holder and EASA of their approval. For other major design changes that do not affect the EASA STC and CAAC VSTC, they will be approved as a rule by CAAC on the basis of the EASA statement of compliance without technical validation. However, CAAC reserves the right to make a technical validation on major design changes and will inform the STC holder and EASA accordingly.

c) The EASA declaration of compliance for export of an aircraft, or the EASA Form One for the installation of the STC on an aircraft is considered sufficient to cover STC minor changes.

8. AIRWORTHINESS SUPPORT ACTIVITIES

8.1 Individual product deliveries

a) For each new product to be delivered to China with an STC validated by CAAC as identified in the appendices already installed, EASA will issue, when required, an EASA declaration of compliance for Export, (the so-called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted under Commission Regulation (EC) No 1702/2003[1] stating that the product complies with the CAAC approved type design.

b) Each part and appliance related to STC's validated by CAAC as identified in the appendices will be delivered to China with an individual EASA Form One, issued in accordance with the POA granted under Commission Regulation (EC) No 1702/2003 stating that the part and appliance complies with the CAAC approved supplemental type design and is in a condition

[1] Commission Regulation (EC) No 1702/2003 of 24 September 2003 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.

for safe operation, with a note in Block 13 of EASA Form One that the part and appliance is eligible for export to China.

c) If associated with STC's validated by CAAC as identified in the appendices, a Supplemental Airplane Flight Manual (AFMS) in English language will be provided for each STC to be delivered to China. The AFMS will be in accordance with the CAAC approved supplemental type design, and will be approved by EASA on behalf of the CAAC-AAD.

8.2 Continued Airworthiness

a) In accordance with ICAO Annex 8 "Airworthiness of Aircraft", EASA will promptly inform CAAC of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the continuing airworthiness of the STC.

b) CAAC will promptly notify EASA of any unsafe condition associated with the design, manufacturing or maintenance of the products that are in service in China.

c) EASA will notify CAAC, where appropriate, of any action it deems necessary to correct any unsafe condition in the supplemental type design that may be discovered after the STC validation, including any actions in respect of components designed or manufactured by a supplier under contract with the STC holder.

9. ENTRY INTO FORCE, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION

9.1 Entry into force

This Working Arrangement shall enter into force at the date of signature by the Authorities' duly authorised representatives.

9.2 Interpretation and amendment

Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved by common accord via consultation between the Authorities.

This Working Arrangement may be amended by mutual consent between the Authorities. Such amendments shall be in writing and made effective by the signatures of the duly authorised representatives or their designees.

9.3 Duration and termination

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

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 date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

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

Signed in Prague on 7/6/2007 in duplicate in English language:

For the European Aviation Safety Agency (EASA)

Mr Patrick Goudou
Executive Director

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

Mr Zhang Hongying
Director General

APPENDIX

This Appendix will be used to cover the civil aviation product during the validation and signed by the focal points designated by the Authorities.

APPENDIX A (No) Date:

	EASA STC No	
EASA Certification Basis		
CAAC Validation Basis ATCs		
CAAC Special Requirements		
EASA (signature)	CAAC (signature)	

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