

Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Aviation Safety Agency (EASA)

On

ETSO and CTSO articles

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The Civil Aviation Administration of China (CAAC) (hereinafter referred to as CAAC) and the European Aviation Safety Agency (hereinafter referred to as EASA),

Bearing in mind the common interest of CAAC and EASA to preserve aviation safety,

Recognising the emerging trend toward multinational design and production interchange of civil aeronautical products, parts and appliances,

Considering the possible reduction of 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 concluded the present Working Arrangement:

1. DEFINITIONS

For the purposes of this Working Arrangement, the term:

- “Article” means any part and appliance to be used on civil aero products.
- “European Technical Standard Order” (referred to in this Working Arrangement as “ETSO”) is a detailed airworthiness specification issued by EASA to ensure compliance with the essential requirements of Regulation (EC) No 216/2008², and is a minimum performance standard for specific articles.
- “Chinese Technical Standard Order (referred to in this Working Arrangement as “CTSO”) is defined by CCAR21 and CCAR37.

2. PURPOSE AND SCOPE

2.1. Without prejudice to the obligation of CAAC and EASA under its own regulations, this Working Arrangement defines the working relationship between EASA and the CAAC to facilitate and accomplish the certification by:

- a) CAAC of ETSO articles that have been issued an ETSO authorisation by EASA for which CAAC will issue a CTSOA
- b) EASA of CTSO articles that have been issued a CTSO authorisation by CAAC for which EASA will issue an ETSOA.

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 the CCAR-21 “Civil Aero Products and parts certification regulation” dated 15 April 2007.

² Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20.02.2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, OJ 19.3.2008, L 79/1.

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3. CERTIFICATION BY CAAC OF ETSO ARTICLES

3.1 Certification.

For each CTSOA certification requested from ETSOA holder, EASA will forward the application for the certification and related information to CAAC. This application shall comprise:

- A CAAC Form AAC-101(08/2002) (Application for CCAR21 CTSOA),

CAAC Certification procedure for Design of CTSOA is AP-21-06R3³. The CAAC procedure regarding Production is AP-21-04R3⁴.

Once CAAC received the applications from EASA, CAAC will start the process that would lead to a CTSO authorisation.

3.2 Delivery of Articles.

Parts and appliances approved by CTSOA will be delivered to China with an individual CAAC Form AAC-038 (12/94) issued in accordance with the CCAR21, stating that the part and appliance complies with the CTSO and is in a condition for safe operation, with a note in Block "Remarks" of Form AAC-038 that the part and appliance is eligible for Export.

4. CERTIFICATION BY EASA OF CTSO ARTICLES

4.1 Certification

For each ETSOA certification requested from CTSOA holder, CAAC will forward the application for the certification and related information to EASA. This application shall comprise:

- An EASA Form 34 (Application for ETSOA - European Technical Standard Order Approval) and EASA Form 35 (Statement of Compliance for ETSOA),
- An EASA Form 50 (Application for Part-21 production organisation approval), if not already done and if new application for ETSOA is covered by the scope of the existing POA, and
- An EASA Form 81 (Application for Alternative Procedures to Design Organisation Approval (ADOA), if not already provided or if the new application for ETSOA is not covered by the scope of the existing ADOA.

EASA European Technical Standard Order Authorisation Procedure (ETSOAP)⁵
EASA Internal Working Procedure Production Organisation Approval (POAP)⁶
EASA Alternative Procedures to DOA⁷

³ Certification Procedure for Civil Aviation Material, Parts and Appliances issued 16/08/2002

⁴ Production Certification and Surveillance Procedures issued 01/12/2004

⁵ EASA European Technical Standard Order Authorisation Procedure (ETSOAP) issue 2, 07/07/2008

⁶ EASA Internal Working Procedure Production Organisation Approval (POAP) issue 1, 20/12/2004

⁷ PR.ADOA.00013

Once EASA received the applications from CAAC, EASA will start the process that would lead to an ETSO authorisation.

4.2 Delivery of Articles.

Parts and appliances approved by ETSOA will be delivered to Europe with an individual EASA Form 1 issued in accordance with Commission Regulation (EC) 1702/2003⁸, Part 21, stating that the part and appliance complies with the ETSO and is in a condition for safe operation.

5. CO-OPERATION AND ASSISTANCE

- 5.1 The Parties agree to further co-operate to give maximum credit to each other technical evaluations, test results, inspections, conformity statements, marks of conformity and certificates issued by a Party, in particular when technical specifications are identical or of similar technical nature.
- 5.2 To this end, the Parties agree to get familiarised with each other process leading to the issuance of a CTSO/ETSO Authorisation, including as necessary the participation in a representative certification exercise ("shadow project").

6. COMMUNICATION

- 6.1 The Aircraft Airworthiness Certification Department (CAAC-AAD) and the EASA Certification Directorate, being the aircraft certification authority, will be responsible for the implementation of this Working Arrangement. (See Appendix)
- 6.2 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 these two project managers.
- 6.3 All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in the English language.
- 6.4 Unless otherwise specified, EASA and CAAC shall be copied with all correspondence between the applicant and EASA or CAAC related to the activities of this Working Arrangement in order for EASA or CAAC to support the applicant and EASA or CAAC in the future.

⁸ 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 (EASA Part 21), as last amended (Commission Regulation (EC) No 1194/2009).

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7. AIRWORTHINESS SUPPORT ACTIVITIES

- 7.1 In accordance with ICAO Annex 8, EASA or CAAC will promptly inform each other of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the continuing airworthiness of the articles.
- 7.2 EASA or CAAC will promptly notify each other and the manufacturer of any unsafe condition including occurrences⁹ associated with the design, manufacturing or maintenance of the articles that are in service in the territory of the importing party.

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

8.1 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.

8.2 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, in particular as resulting from the process assessment related to paragraph 5.

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.

8.3 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.

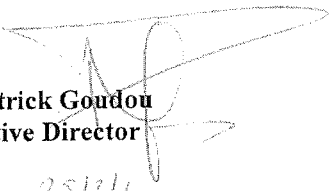
⁹ For the purpose of this Working Arrangement, occurrences, means: An operational interruption, defect, fault or other irregular circumstance that has or may influenced safety and has not resulted in an accident or serious incident.

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

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



**Mr Patrick Goudou
Executive Director**

Date:

25/3/12

Signed in duplicate in English language

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


**Mr Zhang Hongying
Director General**

Date:

2010, 04, 06

APPENDIX
General Contact (see paragraph 6.1)

FOR EASA	FOR CAAC
Certification Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsu Street West
D-50452 Köln	Beijing 100710
Germany	Peoples Republic of China
Certification Manager Parts & Appliances ETSO	Director
Mr. Markus Görnemann	Ms YANG Zhenmei
Product Department	Airworthiness Certification Div.
Phone: +49 221 89990 4026	Phone: +86 10 64092331
Fax: +49 221 89990 4526	Fax: +86 10 64092331
Email : markus.goernemann@easa.europa.eu	Email: zm_yang@caac.gov.cn

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