



## **Working Arrangement**

**between**

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

**and**

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

**On the Airbus (Tianjin) A320 Aircraft Family Final Assembly  
Line and A330 Aircraft Completion and Delivery Centre in  
China**

The Civil Aviation Administration of China (CAAC) and the European Aviation Safety Agency (EASA), 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;

Recognising the emerging trend toward multinational design, production, maintenance and interchange of civil aeronautical products;

Considering the establishment of the Airbus (Tianjin) Final Assembly Company Ltd. and the Airbus (Tianjin) Delivery Centre Ltd. in Tianjin (China), under the applicable European aviation regulations;

Having noted that EASA has granted a single Production Organisation Approval to Airbus<sup>1</sup>;

Considering that the single Airbus Production Organisation Approval was extended to cover the Airbus (Tianjin) A320 aircraft final assembly line and delivery centre in Tianjin (China);

Considering that the single Airbus Production Organisation Approval is in the process to be extended to cover the Airbus A330 aircraft completion and delivery Centre in Tianjin (China);

Taking note that the production oversight of the final assembly line, completion and delivery centre will be performed by EASA, some technical assistance in the performance of oversight tasks need the CAAC support;

Recognising that the cooperation formalised by the Working Arrangement between CAAC and EASA on the Airbus (Tianjin) A320 Aircraft Family Final Assembly Line and Delivery centre in China signed in 2009 needs to be amended to take into account the extension of its scope to the Airbus A330 Completion and Delivery Centre in Tianjin (China),

Being entitled by their respective constituting acts to conclude Working Arrangements<sup>2</sup> in their field of competence;

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<sup>1</sup> EASA POA (EASA.210.0001) granted on 21 July 2008 to Airbus under juridical form "Société par Actions Simplifiée", having its registered office at: 1, rond-point Maurice Bellonte, 31707 Blagnac cedex, France.

<sup>2</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 the Civil Aviation Law of the People's Republic of China

## **1. PURPOSE**

Without prejudice to the obligation of each Party under its own regulations, the purpose of this Working Arrangement is to organise the necessary co-operation to support the final assembly line, completion and delivery centre located in Tianjin (China), taking into account their respective responsibilities under such regulations.

## **2. SCOPE**

The Working Arrangement covers:

- The oversight of the production of the relevant Airbus aircraft and of its parts and appliances, produced at the final assembly line, completion and delivery centre located in Tianjin (China);
- The issuing of Export Certificates attesting the conformity of these Airbus aircraft, parts and appliances with the design approval issued by EASA;
- Flying of production aircraft between production facilities and permit to fly for the A330;
- The issuing of the temporary registration certificate, special flight permit and the temporary radio license to these Airbus aircraft, as appropriate for flight test and delivery to their owners or operators; and
- Maintenance of these aircraft until they are delivered by Airbus to Airbus customers.

## **3. STATE OF DESIGN**

According to Article 20 to Regulation (EC) No 216/2008<sup>3</sup>, EASA carries out the functions and tasks of the State of Design, on behalf of the Member States of the European Union and of the European third countries that participate in the activities of EASA<sup>4</sup>.

The Parties agree that the location of the Airbus (Tianjin) aircraft final assembly line/completion and delivery centre in China shall not affect the role and duties of the State of Design concerning the relevant Airbus aircraft produced in the final assembly line, completion and delivery centre located in Tianjin. EASA will continue assuming the functions and tasks of State of Design, in particular concerning the responsibilities on the Type Certificate, product evolution and continuing airworthiness.

## **4. STATE OF MANUFACTURE**

### **4.1 Single Airbus POA in Europe**

CAAC acknowledges that EASA has issued a single Production Organisation Approval for Airbus and that EASA has automatically taken over on behalf the relevant Member

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<sup>3</sup> 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.

<sup>4</sup> As of 1<sup>st</sup> January 2007 Iceland, Liechtenstein, Norway and Switzerland.

States of the European Union<sup>5</sup> the functions and tasks of the State of Manufacture for the production of Airbus products in Europe.

#### **4.2 Extension of the Single Airbus POA to China and Export Certificate of Airworthiness**

CAAC recognises that EASA extended the Airbus single Production Organisation Approval to cover the Airbus (Tianjin) aircraft final assembly line and delivery centre for the Airbus A320 family and the process undertaken by EASA to also extend it to the completion and delivery centre for the Airbus A330 in Tianjin (China). CAAC agrees that EASA issues an Export Certificate of Airworthiness for the Airbus aircraft assembled at the final assembly line, completion, and delivery centre located in Tianjin (China), assuming the responsibilities of the State of Manufacture.

### **5. IMPLEMENTATION**

#### **5.1 Export Certificates**

##### **a) Aircraft (Export Certificate of Airworthiness)**

For each Airbus aircraft to be registered in China after delivery from the Airbus (Tianjin) final assembly line, completion and delivery centre located in Tianjin (China) the Parties agree that EASA will issue an Export Certificate of Airworthiness based on the individual EASA Form 52, issued under the privileges of the Airbus EASA POA, stating the product complies with the CAAC approved type design and is in a condition for safe operation.

##### **b) Parts and appliances (EASA Form 1)**

Each part and appliance related to the Airbus aircraft will be delivered from the Airbus (Tianjin) final assembly line, completion and delivery centre located in Tianjin (China) to an operator or Maintenance Repair Station in China with an individual EASA Form 1, issued under the privileges of the Airbus EASA POA.

#### **5.2 Production oversight**

##### **a) General**

The oversight of the final assembly line, completion and delivery centre shall be performed in accordance with the provisions of Regulation (EC) No 216/2008, Commission Regulation (EU) No 748/2012<sup>6</sup> and the applicable interpretative material.

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<sup>5</sup> UK, France, Germany and Spain.

<sup>6</sup> 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 organisations (Part 21), as last amended.

#### b) Audit

The oversight of the final assembly line/completion centre and delivery centre will be performed by EASA. EASA will inform CAAC about its planned audits/visits to the production facility. CAAC may decide to send representatives as observers of the audit performed by EASA. In the event of participation of representatives of CAAC in the audits, a summary of the audit report will be presented to CAAC on request.

#### c) Allocation of technical tasks

CAAC may take oversight functions and oversight tasks of the final assembly line, completion centre located in Tianjin, on behalf of EASA, under conditions to be agreed by the Parties.

### **5.3 Flying production aircraft between production facilities and permit to fly for the A330**

It is noted that a Permit to Fly will be issued by Airbus under its EASA POA privilege for A330 aircraft flying from Airbus Toulouse (France) to the A330 Completion and Delivery Centre in Tianjin (China).

### **5.4 Flight release of production aircraft**

It is noted that all necessary information on the ability of safe flight of the considered aircraft is provided by Airbus which will issue a statement to CAAC, in accordance with the procedure M1117.3.2<sup>7</sup> being part of the Airbus POA under EASA oversight, which also includes the statement of performance of system ground tests. Similarly, the description of the process to meet CAAC requirements in the final assembly line/completion centre (temporary registration, special flight permit and temporary radio license) is described in the procedure M1117.3.4<sup>8</sup> under CAAC oversight.

CAAC will issue the temporary registration, the special flight permit and the temporary radio license to the relevant Airbus aircraft produced in Final Assembly Line and Completion and Delivery Centre in Tianjin (China) in accordance with CCAR45, CCAR21 and other applicable Chinese regulations.

### **5.5 Maintenance**

Aircraft produced in China will be maintained under the Airbus EASA POA until transfer to their owners or operators.

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<sup>7</sup> This procedure describes, in particular, the necessary steps in order to issue the so-called statement of ability of safe flight. The issuance of the statement of ability of safe flight is required as part of the process of issuing a Special Flight Permit by the CAAC prior to perform the Flight Testing of production aircraft.

<sup>8</sup> This procedure describes the process to meet CAAC requirements in the final assembly line/completion centre with regard to temporary registration certificate, special flight permit and temporary radio license.



## **6. COMMUNICATION**

- 6.1 The Parties will consult regularly about the implementation of this Working Arrangement.
- 6.2 A project manager will be assigned by each Party 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 (see Appendix).
- 6.3 All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in the English language.

## **7. EXECUTIVE MANAGEMENT**

- 7.1 Representatives of EASA and CAAC will meet at least once a year for ensuring the effective functioning of this Working Arrangement and to evaluate the effectiveness of its implementation. In case of disagreement the parties will take the opportunity of this meeting to decide the conditions under which this Working Arrangement and its applicable procedures may be continued and amend it as appropriate.
- 7.2 These meetings will also provide a forum for discussion of other issues that may arise related to civil aviation safety and other changes that may affect the implementation of this Working Arrangement.

## **8. ENTRY INTO FORCE, REPEAL, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION**

### **8.1 Entry into force**

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

### **8.2 Repeal**

The Working Arrangement between CAAC and EASA on the Airbus (Tianjin) A320 Aircraft Family Final Assembly Line and Delivery centre in China signed in 2009, will be repealed as from the date of signature of the present Working Arrangement.

### **8.3 Interpretation and amendment**

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

This Working Arrangement may be amended by mutual consent between the Parties (see paragraph 7). Such amendments will be written and made effective by the signatures of the duly authorised representatives or their designees.

### **8.4 Duration and termination**

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

Either Party may at any time give written notice to the other Party 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 Party, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

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

Signed in Brussels in duplicate in English language on 15<sup>th</sup> June 2017.

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



Mr. Patrick Ky  
Executive Director

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



Mr. Xu Chaoqun  
Director General

## APPENDIX

### Project Manager

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