



WORKING ARRANGEMENT
BETWEEN
THE CIVIL AVIATION ADMINISTRATION OF VIETNAM
(CAAV)
AND
THE EUROPEAN AVIATION SAFETY AGENCY (EASA)
ON VALIDATION BY CAAV OF CERTIFICATES
ISSUED BY EASA ON EUROCOPTER ROTORCRAFT

The European Aviation Safety Agency (EASA) and Civil Aviation Administration of Vietnam (CAAV) hereafter referred to as the "Authorities".

Considering the common interest of EASA and CAAV to preserve aviation safety and environmental compatibility,

Willing to reduce the economic burden imposed on the aviation industry by redundant technical inspection, evaluation 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 CAAV to facilitate and accomplish the CAAV validation of certificates issued by EASA on Eurocopter rotorcraft models and parts and appliances related to these rotorcraft, for which EASA carries out on behalf of its Member States² the functions and tasks of the State of Design

1.2 This Working Arrangement applies to the validation of EASA certificates on Eurocopter rotorcraft models.

2. OBJECTIVES

This Working Arrangement intends to accomplish the following objectives:

2.1 To define the working procedures under the respective responsibilities of each authority:

- a) for the type certificate validation process;
- b) for subsequent post type certificate validation activities;
- c) for the validation of Supplemental Type Certificate (STC)³;
- d) for the acceptance of parts and appliances related to this rotorcraft, designed by Eurocopter or covered by a validated 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 CAAV the requirements for this Working Arrangement result from VAR-21 N5

² For the purposes of this Working Arrangement, Member States means the Member States of the European Community and the third countries that participate in the activities of EASA under Article 66 of Regulation (EC) No 216/2008 As of 1 January 2007 Iceland, Liechtenstein, Norway and Switzerland.

³ The process for validation of STC is operated reference to the process of Type Certificate Validation

2.2 To co-operate on ensuring the continued airworthiness of Eurocopter rotorcraft models

3. COMMUNICATION

- 3.1 The Flight Safety and Standard Department of CAAV (CAAV-FSSD) and the EASA Certificate Directorate, being the rotorcraft 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 communication 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 CAAV 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 CAAV where necessary pursuant to this Working Arrangement.

4. TYPE-CERTIFICATE VALIDATION PROCESS

4.1 Application

EASA will forward the application for validation and related information to CAAV.

4.2 Type Certificate Validation

4.2.1 EASA will assist the CAAV in getting familiarized with the design of the rotorcraft, including environmental protection, with the assistance of the EASA TC 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 CAAV will establish a certification basis for the product as including the EASA type certification basis plus any additional technical conditions imposed by the CAAV⁴ in order to comply with CAAV requirements. The CAAV will define these additional technical conditions on a case-by-case basis, giving consideration to the date of the application made by the applicant to EASA for initial certification of the product. CAAV will notify in writing both EASA and the applicant of any additional technical conditions necessary for the CAAV type validation.

4.2.3 The CAAV will accept the finding and approval of EASA, unless notified normally as subjects to be retained against additional technical conditions defined under 4.2.2.

4.2.4. The CAAV will assist EASA in understanding and applying its additional technical conditions. Subject to availability of resources and the required technical

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

expertise, EASA will assist CAAV, upon request, in evaluating compliance with its additional technical conditions. It may in this context, at the request of CAAV, evaluate whether the data submitted by the EASA TC holder demonstrates compliance with the CAAV additional technical conditions.

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

5. POST TYPE CERTIFICATE VALIDATION ACTIVITIES

5.1 For design changes and repairs affecting the additional technical conditions of the CAAV validation certification basis (such as new application requirements, equivalent level of safety and deviations as defined in 4.2.2) or requiring validated TCDS amendment, application needs to be made to the CAAV. CAAV will determine acceptance of that data under the CAAV authorized system.

5.2 The CAAV will accept without further action any other design changes and repairs under the validated TC or STC, designed by the validated TC or STC holder, and approved by EASA or by EASA approved design organization, on a rotorcraft type for which CAAV has issued a validated TC or STC.

6. AIRWORTHINESS SUPPORT ACTIVITIES

6.1 Individual product deliveries

a) When required, each rotorcraft will be delivered to Vietnam, with an export certificate of airworthiness, based on the individual EASA Form 52 issued in accordance with a Production Organisation Approval (POA) granted under Commission Regulation (EC) No 1702/2003⁵, stating that the rotorcraft is in conformity with the CAAV approved type design, and is in condition for safe operation.

b) The Rotorcraft Flight Manual (RFM) as well as maintenance manuals including Airworthiness Limitations (ALS) in the English language will be provided for each rotorcraft type. The documents will be approved under the EASA system, on behalf of CAAV, upon confirmation by CAAV of their agreement of the relevant drafts.

c) Each part and appliance related to the rotorcraft will be delivered to Vietnam with an individual EASA Form 1, issued in accordance with a POA granted under Commission Regulation (EC) No 1702/2003.

6.2 Continued Airworthiness

a) In accordance with ICAO Annex 8, EASA will inform CAAV of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the airworthiness of the Eurocopter rotorcraft.

⁵ 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

b) CAAV will promptly notify EASA and the applicant of any unsafe condition associated with the design or manufacturing of the Eurocopter rotorcraft that are in service in Vietnam. On the basis of the information provided by CAAV, EASA in its capacity of State of Design airworthiness authority will analyse in coordination with the EASA TC holder the in service event and will notify CAAV, where appropriate, of any corrective action it deems necessary for maintaining the airworthiness of the Eurocopter rotorcraft.

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 Authorities' duly authorized 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 authorized 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 Authorities' duly authorized 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 at the provisions of this Working Arrangement as indicated by their duly authorized representative.

For EASA



Patrick Goudou

Executive Director

Date: 6/7/9



Lai Xuan Thanh

Deputy General Director

Date: 18 Jun, 2009



**Appendix
(Issue 1)
Focal Points**

FOR EASA	FOR CAAV
Certification Directorate	Flight Safety and Standard Department
Postfach 10 12 53	119 Nguyen Son, Long Bien
D-50452 Köln	Ha Noi
Germany	Viet Nam
Certification Manager Rotorcraft	Director
Mr Massimo MAZZOLETTI	Mr Ho Minh Tan
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