Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Aviation Safety Agency (EASA)

On validation by CAAC of the EASA Supplemental Type Certificate STC 10014059 Rev. 2 and subsequent revisions

WA CAAC-EASA – 2016 – 03

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,

Mindful of the shared desire to enhance cooperation in the field of civil aviation safety, notably through the eventual conclusion of an aviation safety agreement at the appropriate level,

Being entitled by their respective constituting acts to conclude Working Arrangements[1] 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 CAAC to facilitate and accomplish the CAAC validation of an EASA supplemental type certificate (STC holder Aerospace Engineering Solutions Ltd) concerning the introduction of Pegasus Flight Management Computers and Multimode Receivers.

1.2 This Working Arrangement applies to the validation of the EASA STC 10014059 REV 2 and subsequent revisions of this STC2 (STC holder, Aerospace Engineering Solutions Ltd. 6 Freeport Office Village, Century Drive, Braintree, Essex, CM77 8YG, United Kingdom).

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 and subsequent post type validation activities;
b) To co-operate on ensuring the continued airworthiness of the referenced Aerospace Engineering Solutions Ltd STC.

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[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 paragraph 2.2 of CAAC AP-21-01R2 dated 13 October 2006 (English version) "Validation Procedures for Import Civil Aviation Products and Parts".
[2] Description: introduction of Pegasus Flight Management Computers and Multimode Receivers on Boeing 757-200.

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 the 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 the STCs 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 STCs with the assistance of the EASA STC 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 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 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 to EASA and to 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.

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 the Validation Supplemental Type Certificate (VSTC) on the basis of that determination.

5. ACCEPTANCE OF CHANGES AND REPAIRS

5.1 For design changes and repairs requiring CAAC VSTC amendment (such as affecting validation supplemental type certification basis), 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 ACTIVITES

6.1. Individual Product Deliveries

Parts and appliances produced in conformity with the EASA STC 10014059 REV 2 and subsequent revisions of this STC (STC holder, Aerospace Engineering Solutions Ltd) will be delivered to China with an individual EASA Form 1, issued in accordance with a POA granted under Commission Regulation (EU) No. 748/2012.

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 EASA STC 10014059 REV 2 and subsequent revisions of this STC (STC holder, Aerospace Engineering Solutions Ltd).

b) CAAC will promptly notify EASA and the applicant of any unsafe condition including occurrences[3] associated with the design or manufacturing concerning the EASA STC 10014059 REV 2 and subsequent revisions of this STC (STC holder, Aerospace Engineering Solutions Ltd) for aircraft modified by this STC that are in service in China. On the basis of the information provided by CAAC, EASA in its capacity of State of Design airworthiness authority will

[3] 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.

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 EASA STC 10014059 REV 2 and subsequent revisions of this STC (STC holder, Aerospace Engineering Solutions 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

Mr. Patrick Ky
Executive Director

Date 24/02/16

For CAAC

Mr. Yin Shijun
Director General

Date 2016. 2. 24

Signed in duplicate in English language

Appendix
(Issue 1)
Focal Points

FOR EASA	FOR CAAC
Certification Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsi Street West
D-50452 Köln	Beijing 100710
Germany	Peoples Republic of China
Large Aeroplanes – Head of Department	Deputy Director
Mr Alain Leroy	Mr Zhang Sen
	Aircraft Certification Div CAAC-AAD
Phone: +49 221 89990-4007	Phone: + +86-10-64091331
Fax: +49 221 89990 4507	Fax: +86 10 64091311
Email : alain.leroy@easa.europa.eu	Email: zhangsen@caac.gov.cn