



## **Working Arrangement**

### **on Airworthiness**

**between**

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

**and**

**The Federal Air Transport Agency of the Russian Federation  
(FATA)**

The European Aviation Safety Agency (EASA), and the Federal Air Transport Agency of the Russian Federation (FATA), hereinafter referred to as “the Authorities”;

Desiring to promote a high level of civil aviation safety;

Recognising the continuous trend toward multinational design, production and circulation of civil aeronautical products;

Considering the Decrees of the Government of the Russian Federation No. 1283 of 28.11.2015 and No. 1011 of 7.10.2016 that empowers FATA, on behalf of the Russian Federation, with the functions of certification of aircraft types, engines, propellers and relevant equipment and the certification of the Design Organizations and the Production Organisations, as well as for issuing licenses;

Recognising that the initial and continued mutual confidence, notably in the area of design organisation oversight system, should be demonstrated by the Authorities by means of mutual assessments;

Being entitled by their respective constituting acts to implement Working arrangements in the field of civil aviation safety within the scope of their respective competence;

Have agreed to conclude this Working Arrangement as follows:

## **1. PURPOSE AND SCOPE**

This Working Arrangement:

1.1 Defines the working relationship between EASA and FATA to facilitate and accomplish the FATA validation of Design Certificates<sup>1</sup> issued by EASA on civil aeronautical products<sup>2</sup> and parts and appliances, for which EASA carries out on behalf of its Member States<sup>3</sup> the functions and tasks of the State of Design.

1.2 Defines the working relationship between EASA and FATA to facilitate and accomplish the EASA validation of Design Certificates issued by FATA on civil aeronautical products and parts and appliances, for which FATA carries out on behalf of the Russian Federation the functions and tasks of the State of Design.

---

<sup>1</sup> For the purposes of this Working Arrangement, “Design Certificate” means a form of recognition by the Authorities that the design or change to a design of a civil aeronautical product meets airworthiness standards established by their applicable legislation in force.

<sup>2</sup> For the purposes of this Working Arrangement and its Implementing Procedures, “civil aeronautical product” means an aircraft, engine or propeller.

<sup>3</sup> For the purposes of this Working Arrangement, Member States means, the Member States of the European Union and the third countries that participate in the activities of EASA under Article 66 of Regulation (EC) No 216/2008. As of 1 January 2016: Iceland, Liechtenstein, Norway and Switzerland.

1.3. The export airworthiness documentation for civil aeronautical products and parts and appliances will be defined, when applicable, by Implementing Procedures referred to in Article 2.1.

## **2. IMPLEMENTATION AND COSTS**

2.1 This Working Arrangement will be implemented in accordance with Implementing Procedures that will be mutually agreed and attached to this Working Arrangement as Annexes. Such procedures will be consistent with the present Working Arrangement. The Implementation Procedures will be updated, when necessary, by a mutual written consent of the Authorities.

2.2 The Authorities will support the direct costs associated to the implementation of this Working Arrangement and its Implementing Procedures.

## **3. COMMUNICATION**

3.1 The FATA Department of Aeronautical Products Certification and the EASA Certification Directorate 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. The list of focal points will be modified as confirmed by the authorities, by exchange of letters.

3.3 All communications between the Authorities related to the activities of this Working Arrangement will be conducted in the English language.

## **4. COORDINATION MEETINGS**

The Authorities will meet as necessary to ensure consistent application of this Working Arrangement and its Implementing Procedures. The frequency of these meetings will be mutually determined by the Authorities, and will depend on the number and significance of the issues to be discussed.

The purposes of these meeting are to:

- Solve any disagreement regarding the interpretation or application of this Working Arrangement and its Implementing Procedures;
- Resolve technical issues that cannot be solved at lower level, and;
- Propose modifications to the Working Arrangement and its Implementing Procedures, when necessary.

## **5. NOTIFICATION OF APPLICABLE REQUIREMENTS**

With respect to matters covered by this Working Arrangement, each Authority will inform the other of all its relevant regulations and airworthiness standards. Moreover, each Authority will notify the other, as soon as practicable, of significant revisions to its relevant regulations and airworthiness standards.

## **6. INITIAL AND CONTINUED MUTUAL CONFIDENCE**

6.1 In order to establish sufficient confidence that the FATA design organisation oversight system includes the same independent level of checking of compliance as provided for in the applicable EU

regulations, EASA will conduct an initial assessment of FATA. Such assessment may include desktop analysis and/or on-site visits. The result of this assessment will be communicated to FATA.

6.2 In order to establish sufficient confidence in the EASA design organisation oversight system, FATA will conduct an initial assessment of EASA. Such assessment may include desktop analysis and/or on-site visits. The result of this assessment will be communicated to EASA.

6.3 In case of significant observations, EASA and FATA will meet according to the provisions of Article 4 of this Working Arrangement.

6.4 In order to ensure continued confidence in their respective design organisation oversight systems, recurrent assessments will be carried out by the Authorities every two years, unless otherwise agreed between the Authorities.

## **7. APPLICATION AND RECOGNITION OF CERTIFICATES**

7.1 An application for the validation of an EASA Design Certificate, where appropriate, shall be made through FATA, as detailed in the Implementing Procedures.

7.2 An application for the validation of a FATA Design Certificate, where appropriate, shall be made through EASA, as detailed in the Implementing Procedures.

7.3 The adoption of the Decree No. 1283 does not affect the validity of Design Certificates on European civil aeronautical products and parts and appliances that had been issued by IAC-AR<sup>4</sup> before the Decree No. 1283 entered into force on December 10, 2015 and are recognised as valid by FATA.

7.4 For on-going validation activities on European civil aeronautical products and parts and appliances initiated by IAC-AR before the adoption of the Decree No. 1283, which have not yet led to the issuance of a FATA Design Certificate, FATA will finalise the technical investigation initiated by IAC-AR and the technical work done by IAC-AR shall be credited by FATA upon its review. FATA will ensure that this investigation and crediting will not affect the planned timelines for the issuance of the relevant approvals by FATA.

## **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 both Authorities.

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 or its Annexes will be resolved by consultation between the Authorities.

This Working Arrangement and its Annexes may be amended by mutual consent. Such amendments shall be done in writing and shall enter into force at the date of the last signature of the Authorities duly authorised representatives or their designees.

---

<sup>4</sup> Interstate Aviation Committee – Aviation Register

### 8.3 Duration, termination and validity of certificates

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 will 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.

Such termination will not affect the validity of any certificate and other approval granted by the Authorities under the terms of this Working Arrangement, including its Annexes.

Signed in duplicate in the English language.

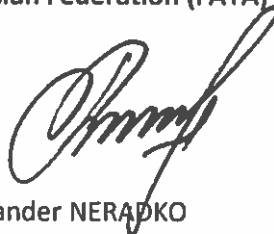
For the European Aviation Safety Agency  
(EASA)



Mr Patrick KY  
Executive Director

Date: 29. JAN. 2018

For the Federal Air Transport Agency of  
the Russian Federation (FATA)



Mr Alexander NERADKO  
Director General

Date: 20.12.2017.

