



# **Working Arrangement**

**between**

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

**and**

**the Egyptian Civil Aviation Authority  
(ECAA)**

The European Union Aviation Safety Agency (EASA) and the Egyptian Civil Aviation Authority (ECAA), hereinafter referred to as the "Parties",

Considering the common interest of the Parties to achieve a high uniform level of civil aviation safety;

Recalling the responsibilities of Egypt under the Convention on International Civil Aviation<sup>1</sup> (the Chicago Convention);

Recalling the EU-Egypt Association Agreement<sup>2</sup> which entered into force on 1 June 2004 and which aims at supporting Egypt's economic and political reform efforts through approximating the laws, regulations and standards applied in Egypt to those of the European Union (EU);

Noting the interest of Egypt to implement aviation safety and environmental protection requirements, and implementation procedures, harmonised or approximated with those of the EU;

Recognising the continuous trend towards multinational design, production and interchange of civil aeronautical products;

Considering the need to reduce the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing;

Confirming the benefits of a joint approach to obtain a high consistent level of aviation safety and to establish a basis for the promotion of a Euro-Mediterranean Common Aviation Area;

Being entitled by their respective constituting acts to implement working arrangements in the field of civil aviation safety<sup>3</sup>;

Have agreed to conclude this Working Arrangement as follows:

## **1. PURPOSE AND SCOPE**

1.1 The purpose of this Working Arrangement is to:

- a) assist ECAA with regards to the regulatory harmonisation and approximation of the Egyptian legislation with the applicable EU standards and technical requirements in the field of aviation safety and environmental protection (hereinafter referred to as "EU legislation");
- b) assist ECAA, as appropriate, in carrying out the tasks related to the obligations of Egypt under the Chicago Convention; and
- c) define the working relationship between ECAA and EASA in order to facilitate and accomplish the ECAA acceptance or validation of certificates issued by EASA in respect of products, parts and appliances, for which EASA carries out, on behalf of the Member States of the EU and other States

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<sup>1</sup> Convention on International Civil Aviation, Dec 7, 1944, 61 Stat. 1180, 15 U.N.T.S. 295

<sup>2</sup> Euro-Mediterranean Association Agreement between the European Communities and its Member States and the Arab Republic of Egypt signed on 25 June 2001 in Luxembourg. OJ L 304, 30.4. 2004, p. 38.

<sup>3</sup> For EASA, Article 90(2) of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. OJ L 212, 22.8.2018, p. 1.

For ECAA, the requirements for this Working Arrangement result from Article 2bis of the Law No 28/1981 amended by Law No 136/2010.

participating in its activities, the functions and tasks of the State of Design.<sup>4</sup> This Working Arrangement also covers continuing airworthiness aspects for the accepted or validated design of products, parts and appliances and the related export airworthiness documentation to be delivered to Egypt.

1.2 This Working Arrangement covers all regulatory aspects in the domains of civil aviation safety and environmental protection related to products, parts, appliances, personnel, organisations, aerodromes and related equipment and ATM/ANS and related systems and constituents subject to Regulation (EU) 2018/1139<sup>5</sup> and its implementing rules.

## **2. DEFINITIONS**

As applicable, the terminology used in this Working Arrangement is based on the definitions set out in Regulation (EU) 2018/1139 and its implementing rules.

## **3. REGULATORY COOPERATION AND TECHNICAL ASSISTANCE**

3.1 ECAA intends to work to approximate its regulatory system to that of the EU and, as appropriate, to harmonise, to the maximum extent possible, the legislation of Egypt with the EU legislation. In this context, ECAA will develop and maintain a list of the differences between its national legislation and the EU legislation.

3.2 Upon request of ECAA, and subject to the availability of resources, EASA will provide ECAA with information on its rulemaking activities.

3.3 Where feasible, EASA will consider the participation of ECAA experts in EASA events, workshops and seminars related to the promotion, implementation and interpretation of the relevant EU legislation. This excludes the participation of ECAA in technical groups and bodies of EASA.

3.4 Upon request of ECAA, and subject to the availability of resources, EASA will assist ECAA in the implementation of the EU legislation through on-site fact-finding audits/assessments in Egypt. The purpose of such fact-finding audits will be to support the ECAA's assessment of the level of the harmonisation of the Egyptian legislation with the EU legislation.

3.5 For the purpose of carrying out these fact-finding audits/assessments, EASA may use its standardisation methods and principles<sup>6</sup> if deemed practicable.

3.6 Upon request of ECAA, and subject to the availability of resources, EASA may assist ECAA in the development and implementation of the necessary measures to correct the findings identified in the course of the Universal Safety Oversight Audit Programme (USOAP) of the International Civil Aviation Organization (ICAO) in Egypt, as well as with the establishment of Egypt's State Safety Programme (SSP) in accordance with ICAO standards and recommended practices.

3.7 To the maximum extent feasible, the Parties will consider the sharing of safety information and safety enhancement initiatives, as well as exchanging information on the safety issues and mitigating measures identified in the Egypt's SSP and the European Plan for Aviation Safety.

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<sup>4</sup> The European third countries that participate in the activities of EASA under Article 129 of Regulation (EU) 2018/1139 are Iceland, Liechtenstein, Norway and Switzerland.

<sup>5</sup> Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency. OJ L 212, 22.8.2018.

<sup>6</sup> Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008. OJ L 179, 29.6.2014.

3.8 In view of ECAA's interest to ultimately join the EU Ramp Inspection Programme and subject to the availability of resources, EASA will support ECAA, upon ECAA's request, in providing training for ECAA ramp inspectors which is compliant and compatible with the relevant EU standards and procedures.

#### **4. TECHNICAL TRAINING**

Upon request and where resources permit, the Parties will cooperate in the provision of technical training related to their respective regulatory oversight activities in the fields covered by the present Working Arrangement. Provision of such training may be on a cost recovery basis.

#### **5. ACCEPTANCE OF CERTIFICATES**

5.1 The following certificates and documentation issued or approved in accordance with Regulation (EU) 2018/1139<sup>7</sup> and the delegated and implementing acts adopted on the basis thereof will be validated or directly accepted by ECAA as follows:

- a) ECAA will validate an EASA Type Certificate (TC), a Restricted Type Certificate (RTC) or a Supplemental Type Certificate (STC) by issuing an ECAA certificate on the basis of the relevant EASA certificate. Upon ECAA's request, and in order to facilitate such validation, EASA and ECAA may share information as appropriate, in particular where ECAA identifies that differences may exist between its airworthiness requirements and those of the EU.
- b) ECAA will directly accept, upon notification, an approval of a major change without any further technical investigation or validation and as equivalent to its own certificates issued in accordance with its legislation and procedures. When requested by ECAA, EASA and ECAA may share information to facilitate such acceptance as appropriate, in particular where ECAA identifies that differences may exist between its airworthiness requirements and those of the EU.
- c) ECAA will directly accept a European Technical Standard Order Authorisation (ETSOA), an approval of a minor change and an approval of a major or minor repair design without any further technical investigation or validation and as equivalent to its own certificates issued in accordance with its legislation and procedures.

5.2 This Working Arrangement does not foresee sharing by EASA of third parties' documents protected by Intellectual Property Rights (IPR).

5.3 This Working Arrangement is without prejudice to the responsibilities that ECAA and EASA respectively have under international, EU and/or national law.

#### **6. CONTINUING AIRWORTHINESS**

6.1 EASA will make available to ECAA the known unsafe conditions and the necessary mandatory corrective actions through the Airworthiness Directive publishing tool, which can be accessed at <http://ad.easa.europa.eu/>.

6.2 ECAA will timely notify EASA of any unsafe condition or a potentially unsafe condition associated with the design or manufacturing of the products, parts and appliances for which EASA carries out, on behalf of

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<sup>7</sup> The Parties note that, following the entry into force of Regulation (EU) 2018/1139 repealing Regulation (EC) No 216/2008, the certificates and documentation issued or approved in accordance with Regulation (EC) No 216/2008 and its implementing rules continue to be valid and are deemed to have been issued pursuant to the corresponding provisions of Regulation (EU) 2018/1139.

the Member States of the EU and other States participating in its activities, the functions and tasks of the State of Design, and which are in service in Egypt.

## **7. AIRWORTHINESS SUPPORT ACTIVITIES**

7.1 Parties agree that each new aircraft will be delivered to Egypt with an export certificate of airworthiness based on an individual 'EASA Form 52' issued in accordance with a Production Organisation Approval (POA) granted under Commission Regulation (EU) No 748/2012<sup>8</sup>. The certificate will state that the aircraft is in compliance with ECAA validated Type Certificate and it will be automatically accepted by ECAA.

7.2 ECAA will accept a Flight Manual (FM) in the English language, which will be provided with each aircraft to be delivered to Egypt. In the case of engines and/or propellers, an Installation Drawing and Manual, an Operating Instruction Manual as well as a Maintenance and Overhaul Manual in the English language will be accepted by ECAA for each engine and/or propeller to be delivered to Egypt.

7.3 Each new engine and/or propeller, as well as each new part and appliance, will be delivered to Egypt with an individual 'EASA Form 1', issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. ECAA will automatically accept EASA Form 1.

## **8. COSTS**

8.1 As appropriate, the regulatory cooperation and technical assistance activities referred to in Article 3 of this Working Arrangement will be funded through the relevant EU technical assistance programmes, in accordance with their terms and conditions.

8.2 Without prejudice to paragraph 8.1, the Parties agree to bear their respective costs incurred from the application of this Working Arrangement.

## **9. COMMUNICATION**

9.1 The Parties will assign focal points to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points. The list of focal points is provided in Annex 1 to this Working Arrangement and it may be amended by exchange of letters.

9.2 All communication undertaken in execution of the Working Arrangement will be conducted in the English language.

## **10. CONFIDENTIALITY**

10.1 ECAA and EASA will, in accordance with the applicable legislation of Egypt (for ECAA) or of the EU (for EASA), take all necessary measures to ensure appropriate confidentiality of the information received under this Working Arrangement. ECAA and EASA will use this information solely for the exercise of their responsibilities related to the improvement of civil aviation safety.

10.2 The relevant legislation of Egypt in force referred to in paragraph 10.1, as well as the internal rules and other procedures of ECAA implementing such legislation, will be notified to EASA ultimately upon the signature of this Working Arrangement. ECAA will promptly inform EASA of any changes to such legislation, rules or procedures.

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<sup>8</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 organisation (EASA Part 21), as last amended.

10.3 The relevant legislation of European Union in force referred to in paragraph 10.1, as well as the internal rules and other procedures of EASA implementing such legislation, will be notified to ECAA ultimately upon the signature of this Working Arrangement. EASA will promptly inform ECAA of any changes to such legislation, rules or procedures.

10.4 Where either Party receives a request from a third party for information in its possession that originates from the other Party, it will consult with that other Party in order to ensure the fulfilment of the objectives of this Working Arrangement, notably those laid down under paragraph 10.1 and it will not disclose such information to a third party without the written consent of the other Party, except when otherwise provided by the applicable legislation.

## **11. ENTRY INTO FORCE, AMENDMENTS, CONSULTATIONS AND TERMINATION**

11.1 This Working Arrangement shall enter into force on the date of its signature.

11.2 This Working Arrangement may be amended in writing by mutual consent of the Parties.


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

11.4 This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effective sixty calendar days following the date of receipt of the written notification, unless the notice of termination has been withdrawn by mutual agreement before the expiry of the aforesaid period.

Signed in duplicate in the English language in Cologne on 10 May 2019.

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

**For the Egyptian Civil Aviation Authority  
(ECAA)**

  
Mr Patrick KY  
Executive Director

  
Mr Pilot/ Sameh EL-HEFNY  
President

**Annex 1  
FOCAL POINTS**

The designated focal point offices for implementation of this Working Arrangement are:

For EASA:	For ECAA:
<p>Strategy and Safety Management Directorate European Aviation Safety Agency Postfach 10 12 53 D-50452 Cologne, Germany Mr Frank STEFFENS Head of International Cooperation Department Phone: +49 221 89990 4021 E-mail: <a href="mailto:frank.steffens@easa.europa.eu">frank.steffens@easa.europa.eu</a></p>	<p>Egyptian Civil Aviation Authority Civil Aviation Complex Airport Road Cairo, Egypt Mr Pilot/ Mohamed SALAH Safety Management Systems General Manager Phone: +2 01223121674 Email: <a href="mailto:mohamed.abdelaziz@civilaviation.gov.eg">mohamed.abdelaziz@civilaviation.gov.eg</a></p>