

**Working Arrangement**

**between**

**The Civil Aviation Bureau, Ministry of Land, Infrastructure  
and Transport, Japan (CAB)**

**and**

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

Bearing in mind the common interest of CAB and EASA to preserve aviation safety,

Having noted the growing number of European civil aviation products imported into Japan,

Considering that the co-operation between CAB and EASA to accomplish the CAB type validation of European civil aviation products will be facilitated within the framework of a detailed working arrangement,

Noting that the co-operation between the European Community and Japan is far broader and the development of stable international civil aviation co-operation should rely on firm foundations,

Noting that this working arrangement is a provisional measure until a Bilateral Aviation Safety Agreement (BASA) between the European Community and Japan is concluded,

Considering that Regulation (EC) No 1592/2002 of the European Parliament and the Council and its implementing rules establish the sharing of roles between EASA and national aviation authorities; taking into account that, in the EASA certification system, type design of products is approved by EASA, whereas airworthiness of each product is approved by national aviation authorities; considering that according to the Management Board decision MB 04/2005, tasks performed by EASA can be allocated to the national aviation authorities; noting that in order to ensure the quality of allocation of tasks, EASA performs accreditation audits to national aviation authorities,

Have concluded the following Working Arrangement on type validation of European civil aviation products, post type validation and continued airworthiness:

## **1. PURPOSE**

This Working Arrangement sets forth EASA and the CAB procedures for acceptance by the CAB of EASA type design, airworthiness and environmental approval for products (aircraft, engines and propellers) for which EASA carries out on behalf of the Member States of the European Community and of the European third countries that participate in the activities of EASA under Article 55 of Regulation (EC) No 1592/2002<sup>1</sup>, the functions and tasks of the State of Design and for acceptance of parts and appliances related to these products. It also provides for the cooperation between EASA and the CAB for the above purpose.

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<sup>1</sup> As of 27 June 2006, Iceland, Liechtenstein and Norway.

## **2. SCOPE OF THE WORKING ARRANGEMENT**

This Working Arrangement applies to products, and parts and appliances related to these products, that are specified by the Parties and listed in Appendix C.

This Working Arrangement covers in particular:

- a) Acceptance by the CAB of the type design approval and supplemental type design approval including changes in type design and supplemental type design, and environmental approval for products to be certified in Japan for which EASA is the authority in charge of the type design;
- b) Acceptance by the CAB of the airworthiness and environmental certification, approval or acceptance of products to be certified in Japan and appliances and parts related to these products made by or on behalf of EASA, including those designed or manufactured partially or wholly in third countries;
- c) Co-operation and assistance on continued airworthiness for the products certified in Japan;
- d) Co-operation, assistance, and exchange of information regarding safety and environmental standards and certification systems concerning the products certified in Japan.

## **3. IMPLEMENTATION**

### **3.1 REVISION TO APPENDIX C**

If Appendix C needs to be revised to add a new product, documents describing how certification tasks are executed, in particular whether they are outsourced to a national aviation authority, including in such case reports of the latest accreditation audits of this national authority, shall be provided to CAB beforehand. If necessary, the CAB may request additional documents on this issue. CAB is entitled to determine whether the new product is added to Appendix C or not, taking into account the above documents. If CAB determines to add the new product to Appendix C, Appendix C will be amended to add the new product after the application of the Japanese Type Certification for the new product is submitted to CAB. After the amendments to Appendix C are made, CAB will issue a Japanese Type Certification of the new product.

### **3.2 ADDITIONAL TECHNICAL PROCEDURES**

This Working Arrangement can be further implemented in accordance with additional technical procedures developed when necessary and mutually agreed for each



particular product. Such procedures shall be consistent with the principles specified in this Working Arrangement. These technical procedures shall then be included in Appendix D.

### **3.3 COMMUNICATION**

Project managers will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication related to the activities of the Working Arrangement will formally take place between the project managers (See Appendix E).

## **4. ACCEPTANCE OF TYPE DESIGN APPROVAL OF PRODUCTS**

The CAB will accept, subject to the terms of this Working Arrangement, EASA type design approval, or supplemental type design approval, or a change in type design, or a change in supplemental type design, of products to be certified in Japan. Acceptance of the type design approval, or supplemental type design approval, or a change in type design, or a change in supplemental type design, by the CAB under this Working Arrangement will normally be accomplished as follows:

- a) The CAB will prescribe its own certification basis of the considered product or a change in type design/supplemental type design thereto concerning airworthiness and environmental, in terms of EASA certification basis and the additional technical conditions identified by the CAB, if any. To this end, the CAB will become familiar with the product and with the relevant legal framework applied by EASA. The additional technical conditions consist of CAB special conditions, and additional special requirements, which are defined after comparison between EASA and the CAB airworthiness and environmental standards. When it is deemed necessary, the CAB will establish the additional technical conditions in consultation with EASA, after familiarisation with the design of the product and EASA certification programme.
- b) The CAB will validate that the type design/supplemental type design of the product complies with the CAB certification basis established in accordance with the subparagraph 4 (a) on the basis of the approval conducted by EASA. The required materials for application for Japanese type certification/type approval are prescribed in the Appendix A, and if necessary, the CAB may request additional substantiating data for acceptance of type design/supplemental type design. In addition, the CAB will conduct ground and flight tests of the aircraft for Type certification process.
- c) EASA will ensure that the applicant will provide the CAB with the list of major modifications not yet approved by the CAB, prior to the delivery to Japan of each



new product of a type already certified/approved or supplemental type already certified/approved in Japan.

The CAB will basically accept approval granted either by EASA or by an EASA Approved Design Organisation. However CAB will approve the changes after verification of compliance with the CAB certification basis and may request EASA to provide additional materials for evaluations and tests, where the design changes:

- result in changes to IC/STC Data Sheet, or
- result in changes to Limitation Section of the Flight Manual, or
- relate to CAB special conditions and additional special requirements, or
- bring other changes deemed equivalent to the above mentioned cases.

Following the review of the changes, the CAB shall notify EASA of its modification or non acceptance of these changes, if any.

d) EASA will provide the CAB with original issue and any revisions of approved sections of Flight Manual approved by EASA in English language, including basic part and supplements.

A Flight Manual in Japanese language is requested by the CAB according to the Japanese standard.

Approval by the CAB of the Flight Manual in Japanese will be the responsibility of the CAB without involvement of EASA.

## **5. ACCEPTANCE OF AIRWORTHINESS AND ENVIRONMENTAL APPROVAL**

The CAB will accept, subject to the terms of this Working Arrangement, EASA airworthiness and environmental approval of the product, and appliances and parts to be installed on the product. Acceptance of these approvals by the CAB under this Working Arrangement will normally be accomplished as follows:

### **5.1 AIRWORTHINESS AND ENVIRONMENTAL APPROVAL FOR AIRCRAFT**

- a) For each newly manufactured aircraft to be delivered to Japan, EASA will issue, when required, an EASA declaration of compliance for Export (so called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority or by EASA, under Commission Regulation (EC) No 1702/2003, stating that the aircraft complies with the CAB approved type design/supplemental type design and is in a condition for safe operation. In case there are “non conformity” items to the type design/supplemental type design approved by CAB, the “non conformity” items will be clearly identified in the declaration of compliance for Export. CAB acceptance of these “non conformity” items will be requested by the EASA before the release of the declaration of compliance for Export. In case a subsequent aircraft has the same “non conformity” items, CAB first acceptance will be considered as applicable and no new request will be needed.

The CAB will give the same validity to that certification as if it had made the technical evaluations, tests and inspection itself, and will issue Japanese Airworthiness Certificate without further inspections.

- b) The documentation required for application for the CAB airworthiness certification of individual aircraft is prescribed in the Appendix B.
- c) EASA does not have competence to issue a declaration of compliance for Export for used aircraft. However, EASA will assist CAB on request for design related aspects (e.g. STC, design changes, repairs).

Information Note: EASA can issue an "Export Certificate of Airworthiness" for each newly manufactured aircraft, based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority or by EASA. Also, in the same way as before, the National Aviation Authority can issue an "Export Certificate of Airworthiness" for each newly manufactured aircraft as well as EASA. CAB accepts either "Export Certificate of Airworthiness" issued by EASA or by National Aviation Authority. However, CAB may request either EASA or National Aviation Authority to issue "Export Certificate of Airworthiness" when it is necessary under certain situations. The National Aviation Authority can issue an "Export Certificate of Airworthiness" for each used aircraft, while EASA can not issue such a certificate. Accordingly, CAB may accept an "Export Certificate of Airworthiness" for each used aircraft issued by National Aviation Authority.

## **5.2 AIRWORTHINESS APPROVAL FOR ENGINES, PROPELLERS, APPLIANCES AND PARTS (NEWLY MANUFACTURED ONLY)**

Provided that each newly manufactured engine, propeller, part and appliance installed on products, whose type is certified in Japan, is delivered to Japan with an individual EASA Form One, issued in accordance with the POA granted by the National Aviation authority or by EASA, under Commission Regulation (EC) No 1702/2003, stating that the engine, propeller, part and appliance complies with the CAB approved type design and is in a condition for safe operation, with a note in Block 13 of EASA Form One that the engine, propeller, part and appliance is eligible for Export to Japan, the CAB will give the same validity to that certification as if it had made the technical evaluations, tests and inspection itself.

## **6. CONTINUED AIRWORTHINESS**

- a) Both EASA and the CAB will cooperate in analysing airworthiness aspects of accidents and incidents, which occur on the products registered in Japan and whose type is certified/approved in Japan, and which would raise questions concerning the airworthiness of the product.
- b) At the request of the CAB, EASA will, in respect of the products certified/approved in Japan, assist the CAB in determining action considered necessary by the CAB for its continued airworthiness.
- c) EASA will keep the CAB fully informed of all mandatory airworthiness modifications, special inspections, special operating limitations, or other actions which are determined necessary for the continued airworthiness of the products.

## **7. ASSISTANCE AND EXCHANGE OF INFORMATION**

- a) At the request of the CAB, EASA will, in respect of the products certified/approved in Japan, assist the CAB in determining whether the design of alterations, modifications or repairs made under the control of the CAB complies with the certification basis prescribed in the subparagraph of 4 (a).
- b) EASA and the CAB will ensure that the other party be informed of all relevant airworthiness and environmental laws, regulations, standards and requirements, and of the system for airworthiness and environmental certification or approval of their countries.

## **8. PREVAILING INTERPRETATIONS OF THE AIRWORTHINESS OR ENVIRONMENTAL CRITERIA OR DESIGN-RELATED OPERATIONAL REQUIREMENTS**

In the case of conflicting interpretations of the airworthiness or environmental criteria or design-related operational requirements prescribed by the Importing Authority pertaining to the certification, approval, or acceptance of civil aeronautical product under this Working Arrangement, the interpretation of the Importing Authority shall prevail.

## **9. RESOLUTION OF DISAGREEMENTS**

Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between EASA and the CAB.



**10. EFFECTIVE DATE AND TERMINATION**

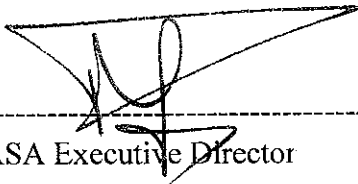
This Working Arrangement shall enter into force at the date of signature by the EASA and CAB. Either party may at any time give written notice to the other party of its decision to terminate this Working Arrangement. This Working Arrangement shall terminate upon 60 days following the date of receipt of the notice by the other party, unless the said notice of termination has been withdrawn by mutual agreement before this period expires. Termination of this Working Arrangement will not affect the validity of activity conducted under its provisions prior to termination.

**11. AMENDMENTS**

This Working Arrangement and its Appendices may be amended by mutual consent of EASA and the CAB. Such amendments will be written and made effective by the signatures of the duly authorized representatives or their designees.

**12. AUTHORITIES**

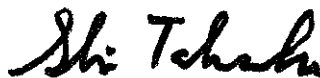
The authorities agree the provisions of this Working Arrangement as indicated by the signature of their duly authorised representatives.



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EASA Executive Director

Date:

11/7/06



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Director, Airworthiness  
Division, CAB

Date:

July 6th, 2006

## APPENDIX A

### REQUIREMENTS FOR JAPANESE TYPE CERTIFICATION/TYPE APPROVAL OF PRODUCTS

The following materials should be furnished with application for Japanese Type Certification/Type Approval of imported products. (This list of materials is also applicable for approval of Japanese Supplemental Type Certificate (STC)).

1	One copy of the Original Type Certificate of products	TC
2	One copy of the TCDS	TCDS
3	List of Drawings (Master Drawing List).	Definition doc
4	List of parts (Major parts and equipment list).	IPC
5	One copy of the certification basis, including special conditions and/or exemptions and/or equivalent safety findings. This can be achieved through the providing of a copy of Certification Review Items.	Letter EASA or CRI Type Certification Basis
6	Engineering description including general design philosophy and required illustrations	Description doc.
7	Certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with	Compliance record document
8	Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report	Referenced in Compliance record document (For aircraft)
	Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine	(For turbine engine)
	One copy of the summary of compliance report	(For engine or propeller)
9	Schematic drawings, descriptions, and failure analysis reports on product systems	Referenced in Compliance record document
10	One copy of the type flight test report.  NOTE: The required materials (8) through (10) will be identified and notified to the applicant by the CAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable	Referenced in Compliance record document (For aircraft)
11	One copy of minutes of the last Type Certification Meetings and the Certification Review Items	CRI and final report if existing
12	One copy of the Maintenance Review Board Report	When relevant

		(For aircraft)
	Minimum Equipment List for aircraft type certificated	MMEL if existing (For aircraft)
13	One copy of parts catalogue, operating manual, maintenance manual, overhaul manual, installation manual, instructions for continued airworthiness, service bulletins, and Airworthiness Directive applying to the product and major equipment installed on the product	IPC, Master Servicing Manual, Service bulletins and list of Airworthiness Directive included in standard subscription.
14	One copy of EASA approved Flight Manual in English language	EASA approved Flight Manual (For aircraft)
15	<p>One draft of Flight Manual for CAB approval</p> <p>NOTE(1): Aircraft flight manual for CAB approval shall be in Japanese except in case of aircraft expected to be operated by air carriers carrying CAB approved Aircraft Operation Manual, which is prepared by air carriers on board instead of Aircraft Flight Manual. The CAB will approve Aircraft Flight Manual during the process of Type Certification.</p> <p>NOTE (2): Aircraft Flight Manual for CAB approval should include statement of compliance with noise, fuel venting and exhaust emission requirements of ICAO Annex 16 as well as description of noise level.</p>	<p>According to 4(d) of this agreement, the translation and the approval of the flight manual in Japanese will not be managed by EASA.</p> <p>Consequently, the CAB will be provided with EASA approved Flight Manual in English, plus some dedicated pages (in English) addressing CAB specifications or requirements as compliance with fuel venting and exhaust emission, placards and markings being in English.</p> <p>(For aircraft)</p>
16	<p>One copy of the drawing or design document which requires placards in Japanese.</p> <p>NOTE: A sign on a placard must be written in Japanese. However, in case of an aircraft operated by air carrier, English is acceptable except on emergency evacuation and safety equipment and their equivalents. The CAB will examine the placards in Japanese in the process of Type Certification</p>	CAB Type Design doc. (For aircraft)
	One copy of the drawing or design document which	(For engine or propeller)

	defines identification plate	
	One copy of the final production test procedure	(For engine or propeller)
	One copy of the Production Certificate	(For engine or propeller)
17	<p>One copy of the report for compliance with noise standard, which should contain the following items:</p> <p>(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), or equivalent.</p> <p>NOTE: In the latter case, maximum noise levels measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, Volume I, Third Edition (1993), should be attached.</p> <p>(b) Description of noise measuring and analysing procedures including correction methods.</p> <p>(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards</p>	<p>Referenced in Compliance record document (For aircraft)</p>
18	<p>In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of ICAO Annex 16, volume II, Second Edition (1993), or equivalent.</p>	<p>Referenced in Compliance record document (For aircraft or engine)</p>
	<p>One copy of the report for compliance with exhaust emission requirements of ICAO Annex 16, volume II, Second Edition (1993), or equivalent.</p>	<p>Referenced in Compliance record document (For turbojet or turbofan engine)</p>

NOTE (1): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Land, Infrastructure and Transport.

NOTE (2): The CAB may request additional type design data other than the foregoing materials for the issuance of Japanese Type Certificate.

NOTE (3): EASA will submit the CAB with application with a copy of items 1, 2, 5, 11, 14. The other items may be sent directly by the applicant to the CAB.



## APPENDIX B

### REQUIREMENTS FOR JAPANESE AIRWORTHINESS CERTIFICATION OF INDIVIDUAL IMPORTED AIRCRAFT OF WHICH THE MODEL HAS BEEN TYPE CERTIFICATED BY JAPAN

The following documentation should be furnished with aircraft to be exported to Japan.

- (1) A declaration of compliance for Export. (Export Certificate of Airworthiness)

NOTE: A declaration of compliance for Export requires listing of exceptions if the aircraft does not conform to the CAB approved type design (such as modification according to Foreign Civil Aviation Authority (FCAA) STC).

- (2) One copy of CAB approved Aircraft Flight Manual and weight and balance report applicable to the particular aircraft.
- (3) Certified aircraft and engines logbooks, or other equivalent historical records showing total operating time and time since last overhaul.
- (4) Record of all overhauls, all modifications and major repairs accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE (1): Manufacturer's modifications described in subparagraph 4(c) of the working arrangement are subject to approval by the CAB prior to Airworthiness Certification.

NOTE (2): After the issuance of the declaration of compliance for Export, only the modification for ferry flights and disassembly and reassembly for shipping are acceptable.

NOTE (3): All overhauls and major repairs must be accomplished in accordance with approved data.

NOTE (4): The aircraft must be properly maintained throughout its service life.

NOTE (5): Record of annual inspection or equivalent and record of ground and flight test report should be provided to CAB, if they have been accomplished for the export.

NOTE (6): Placards must be provided in Japanese as specified in CAB Type Certificate.



- (5) The CAB may request additional type design data other than the foregoing documentation for the issuance of Japanese Airworthiness Certificate.

**APPENDIX C**

**LIST OF PRODUCTS (as of 6 July, 2006)**

Manufacturer	Model	JCAB TC Application	JCAB TC Issuance
Agusta Bell	AB139	13 June 2005	(Under Validation)
Airbus	A320-211	12 July 2002	28 March 2003
	A320-214	21 April 2005	9 December 2005
	A321-131	15 October 1997	13 February 1998
	A300-600F	26 June 2006	(Under Validation)
Diamond Aircraft	DA-40	2 August 2005	(Under Validation)
Eurocopter Helicopter	AS350B2	6 June 2003	28 October 2003
	AS350B3	6 June 2003	28 October 2003
	EC130B4	6 June 2003	28 October 2003
	AS365N3	27 August 2003	11 March 2004
	EC155B	27 August 2003	11 March 2004
	EC155B1	27 August 2003	11 March 2004
SAAB	340B	1 October 1997	24 November 1998
	2000	1 October 1997	24 November 1998



**APPENDIX D**

**TECHNICAL PROCEDURES  
(Reserved)**

**APPENDIX E**  
**LIST OF PROJECT MANAGERS/FOCAL POINTS**

• **Large Transport Aeroplane:**

<b>FOR EASA</b>	<b>FOR CAB</b>
Certification Directorate	Airworthiness Division
Postfach 10 12 53	2-1-3, Kasumigaseki,
D-50452 Köln	Chiyoda-ku, Tokyo, 100-8918,
Germany	Japan
Large Transport Aeroplane Manager	Chief Airworthiness Engineer
Mr Pascal MEDAL	
Product Department	
Phone: +49 221 89990 4008	Phone: +81-3-5253-8735
Fax: +49 221 89990 4508	Fax : +81-3-5253-1661
Email: pascal.medal@easa.europa.eu	Email : CAB_GIJ_KKA@mlit.go.jp

• **Rotorcraft:**

<b>FOR EASA</b>	<b>FOR CAB</b>
Certification Directorate	Airworthiness Division
Postfach 10 12 53	2-1-3, Kasumigaseki,
D-50452 Köln	Chiyoda-ku, Tokyo, 100-8918,
Germany	Japan
Rotorcraft Certification Manager	Chief Airworthiness Engineer
Mr Massimo Mazzoletti	
Product Department	
Phone: +49 221 89990 4015	Phone: +81-3-5253-8735
Fax: +49 221 89990 4515	Fax : +81-3-5253-1661
Email: massimo.mazzoletti@easa.europa.eu	Email : CAB_GIJ_KKA@mlit.go.jp

• **Engines & Propellers:**

<b>FOR EASA</b>	<b>FOR CAB</b>
Certification Directorate	Airworthiness Division
Postfach 10 12 53	2-1-3, Kasumigaseki,
D-50452 Köln	Chiyoda-ku, Tokyo, 100-8918,
Germany	Japan
Certification Manager Propulsion	Chief Airworthiness Engineer
Mr Klaus BÖWING	
Product Department	
Phone: +49 221 89990 4003	Phone: +81-3-5253-8735
Fax: +49 221 89990 4503	Fax : +81-3-5253-1661
Email: klaus.boewing@easa.europa.eu	Email : CAB_GIJ_KKA@mlit.go.jp

• **Small Aeroplanes:**

<b>FOR EASA</b>	<b>FOR CAB</b>
Certification Directorate	Airworthiness Division
Postfach 10 12 53	2-1-3, Kasumigaseki,
D-50452 Köln	Chiyoda-ku, Tokyo, 100-8918,
Germany	Japan
Manager General Aviation	Chief Airworthiness Engineer
Mr Roger HARDY	
Product Department	
Phone: +49 221 89990 4006	Phone: +81-3-5253-8735
Fax: +49 221 89990 4506	Fax : +81-3-5253-1661
Email: roger.hardy@easa.europa.eu	Email : CAB_GIJ_KKA@mlit.go.jp