



## **Working Arrangement**

**between**

**The Ministry of Land, Infrastructure and Transport(MOLIT)  
of the Republic of Korea**

**and**

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

**On the production of the EC155B1 rotorcraft in the Republic  
of Korea**

The Ministry of Land, Infrastructure and Transport (MOLIT) of the Republic of Korea and the European Union Aviation Safety Agency (EASA), hereinafter referred to as the “Authorities”,

Having noted that EASA has granted a single Production Organisation Approval (POA) to Airbus Helicopters<sup>1</sup>,

Considering that the single Airbus Helicopters POA is in the process of being extended to cover the EC155B1 rotorcraft production in Sacheon, Republic of Korea,

Considering that upon the extension of the single Airbus Helicopters POA the final assembly of the EC155B1 rotorcraft will be performed by ‘Korea Aerospace Industries Ltd.’ (KAI)<sup>2</sup> acting as the supplier of Airbus Helicopters in accordance with the applicable European regulations,

Considering that the completion and final production release of EC155B1 rotorcraft assembled by KAI will be performed by the ‘Production Flight Tests and Delivery Centre’<sup>3</sup> located in Sacheon, Republic of Korea, which is an Airbus Helicopters facility to be covered by the extended single Airbus Helicopters POA,

Taking note that the oversight of the Production Flight Tests and Delivery Centre of the EC155B1 rotorcraft located in Sacheon, Republic of Korea will be performed by EASA under the applicable European aviation regulations, as an integral part of the single Airbus Helicopters POA oversight activities. EASA will also perform oversight of the Airbus Helicopters responsibilities to ensure that each EC155B1 rotorcraft supplied by KAI to the Production Flight Tests and Delivery Centre conforms to the applicable design data and is in condition for safe operation. EASA will require some support in the performance of those oversight tasks from MOLIT,

Considering the Memorandum of Understanding on Aviation Safety between MOLIT and EASA signed in Seoul on 23 January 2019 and in particular its Paragraph 1.4, where MOLIT and EASA recalled their intention to develop Working Arrangements encompassing the establishment of procedures to define the responsibilities of each Authority in the domain of Production Approvals,

Being entitled by their respective constituting acts to conclude Working Arrangements<sup>4</sup> in their field of competence,

Have reached the following arrangement:

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<sup>1</sup> EASA POA (EASA.21G.0070) granted on 01.02.2018 to Airbus Helicopters.

<sup>2</sup> 78, Gongdanro 1-ro, Sanam-myeon, Sacheon, Gyeongsangnam-do, Korea

<sup>3</sup> Registered as “LCH Conformity Centre”

<sup>4</sup>For EASA Article 90(2) to 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. For MOLIT the requirements for this Working Arrangement result from the Aviation Safety Law of the Republic of Korea.

## **1. PURPOSE**

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Without prejudice to the obligation of each Authority under its own regulations, the purpose of this Working Arrangement is to organise the necessary co-operation to support the production by Airbus Helicopters of EC155B1 rotorcraft in Sacheon, Republic of Korea.

## **2. SCOPE**

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This Working Arrangement covers:

- The oversight of the production by Airbus Helicopters of the relevant EC155B1 rotorcraft and of its parts and appliances in Sacheon, Republic of Korea;
- The issuing of Export Certificates attesting the conformity of these EC155B1 rotorcraft, parts and appliances with the design approval issued by EASA;
- The issuing of the temporary registration number and special flight permit to these EC155B1 rotorcraft, as appropriate for flight test and delivery to their owners or operators; and
- Maintenance of the EC155B1 rotorcraft until they are delivered by Airbus Helicopters to its customers.

## **3. STATE OF DESIGN**

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According to Article 77.1<sup>5</sup> to Regulation (EU) No 2018/1139, EASA carries out the functions and tasks of the State of Design, on behalf of the Member States of the European Union and of the European third countries that participate in the activities of EASA in accordance with Article 129 thereof<sup>6</sup>.

The Authorities jointly decide that the location of the Airbus Helicopters EC155B1 rotorcraft Production Flight Tests and Delivery Centre in Sacheon, Republic of Korea will not affect the role and duties of the State of Design concerning the relevant Airbus rotorcraft finalised and released in this Production Flight Tests and Delivery Centre. EASA will continue assuming the functions and tasks of the authority of the State of Design, in particular concerning the responsibilities on the Type Certificate, product evolution and continuing airworthiness.

## **4. STATE OF MANUFACTURE**

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### **4.1 Single Airbus Helicopters POA in Europe**

MOLIT acknowledges that EASA has issued a single Production Organisation Approval for Airbus Helicopters and that EASA has automatically taken over on behalf of the relevant Member States of the

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<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. OJEU L212, 4.97.2018, p. 1.

<sup>6</sup> Iceland, Liechtenstein, Norway and Switzerland.

European Union<sup>7</sup> the functions and tasks of the State of Manufacture for the production of Airbus Helicopters products in Europe.

#### **4.2 Extension of the Single Airbus Helicopters POA to the Republic of Korea**

MOLIT recognises that EASA undertakes, as an authority assuming the responsibilities of the State of Manufacture, the process to extend the Airbus Helicopters Single Production Organisation Approval to cover the Production Flight Tests and Delivery Centre of the EC155B1 rotorcraft in Sacheon, Republic of Korea. MOLIT also recognises that the fact that the final assembly of the EC155B1 rotorcraft will be performed by KAI as a supplier of Airbus Helicopters does not affect the responsibilities of EASA as an authority of the State of Manufacture. Both Authorities acknowledge that MOLIT does not regulate the production of EC155B1 rotorcraft.

### **5. IMPLEMENTATION**

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#### **5.1 Export Certificates**

##### **a) Aircraft (Export Certificate of Airworthiness)**

For each EC155B1 rotorcraft to be registered in the Republic of Korea after delivery from the Airbus Helicopters Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea, the Authorities jointly decide that EASA will issue, as an authority assuming the responsibilities of the State of Manufacture, an Export Certificate of Airworthiness based on the individual 'EASA Form 52' issued under the privileges of the Airbus Helicopters EASA POA, stating that the product complies with the MOLIT approved type design, as notified by MOLIT, and is in condition for safe operation.

##### **b) Parts and appliances (EASA Form 1)**

Each part and appliance related to the EC155B1 rotorcraft delivered from Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea to an operator or Maintenance Repair Station in the Republic of Korea will be attached with an individual 'EASA Form 1', issued under the privileges of the Airbus Helicopters EASA POA.

#### **5.2 Production oversight**

##### **a) General**

The oversight of the Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea will be performed by EASA in accordance with the provisions of Regulation (EU) No 2018/1139, Commission Regulation (EU) No 748/2012<sup>8</sup> and the applicable interpretative material.

##### **b) Audit**

EASA will inform MOLIT about its planned audits/visits to both the Airbus Helicopters Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea, as well as to the KAI production facility where the final assembly of the EC155B1 rotorcraft takes place under responsibility of the Airbus Helicopters. MOLIT may decide, upon prior notice, to send representatives as observers of the

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<sup>7</sup> France and Germany

<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 organisations (Part 21), as last amended.

audits/visits performed by EASA. In the event of the participation of representatives of MOLIT in the EASA audits/visits, a summary of the audit report will be presented by EASA to MOLIT, on request.

### **5.3 Flight release of production rotorcraft**

The Authorities note that all necessary information on the ability of safe flight of the EC155B1 rotorcraft is provided by Airbus Helicopters which will issue a statement to MOLIT, in accordance with the procedure<sup>9</sup> I-PRD-14-03-60 being part of the Airbus Helicopters POA under EASA oversight, which also includes the statement of performance of system ground tests.

Similarly, the Authorities note that the process to meet MOLIT requirements at the Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea related to temporary registration of the aircraft and special flight permit is described in the procedure<sup>10</sup> I-PRD-14-03-61 under MOLIT oversight. This procedure will be reviewed and jointly decided by both Authorities so that it complies with their respective regulations. After that, the procedure will be incorporated as a part of the Airbus Helicopters' POA procedures.

The Authorities jointly decide that MOLIT will issue the temporary registration number and the special flight permit to the relevant EC155B1 rotorcraft finalised and released in the Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea in accordance with the Aviation Safety Act and other applicable MOLIT regulations.

### **5.4 Maintenance**

The EC155B1 rotorcraft produced in the Republic of Korea will be maintained under the Airbus Helicopters EASA POA until transfer to their owners or operators.

## **6. COMMUNICATION**

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- 6.1 The Authorities will consult regularly about the implementation of this Working Arrangement.
- 6.2 A project manager will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication related to the activities of this Working Arrangement will formally take place between these two project managers (see contact details in the Appendix).
- 6.3 All communications between the Authorities related to the activities under the Working Arrangement will be made in the English language.

## **7. EXECUTIVE MANAGEMENT**

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<sup>9</sup> This procedure describes, in particular, the necessary steps in order to issue the so-called statement of ability of safe flight. The issuance of the statement of ability of safe flight is required as part of the process of issuing a Special Flight Permit by MOLIT prior to perform the Flight Testing of production aircraft.

<sup>10</sup> This procedure describes the process to meet MOLIT requirements in the Production Flight Tests and Delivery Centre located in Sacheon, Republic of Korea with regard to temporary registration number, and special flight permit

- 7.1 Representatives of the Authorities will meet at least once a year for ensuring the effective functioning of this Working Arrangement and to evaluate the effectiveness of its implementation. In case of disagreement the Authorities will take the opportunity of this meeting to decide how this Working Arrangement and its applicable procedures may be continued and amend it as appropriate.
- 7.2 These meetings will also provide a forum for discussion of other issues related to civil aviation safety that may arise and other changes that may affect the implementation of this Working Arrangement.

## **8. ENTRY INTO EFFECT, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION**

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### **8.1 Entry into effect**

This Working Arrangement will come into effect at the date of signature by the Authorities' duly authorised representatives. If the signature process is performed by an exchange of letters the Working Arrangement will come into effect at the date of the last signature by the Authorities' duly authorised representatives'.

### **8.2 Interpretation and amendment**

Any differences regarding the interpretation or application of this Working Arrangement will be resolved by common accord by consultation between the Authorities.

This Working Arrangement may be amended by mutual consent between the Authorities (see paragraph 7). Such amendments will be in writing and made effective by the signatures of the duly authorised representatives or their designees.

### **8.3 Duration and termination**

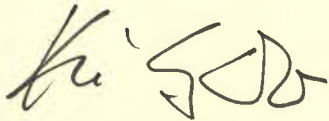
This Working Arrangement will remain in effect until terminated by either Authority upon prior notice.

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 date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual consent before the expiry of this period.

This Working Arrangement is not intended to create any legally binding obligations under international law, and will be carried out within the framework of the respective national laws and regulations of the Authorities and subject to the availability of appropriated funds and personnel of the Authorities.

. Signed in duplicate in English language.

For the Ministry of Land, Infrastructure and  
Transport of the Republic of Korea



Mr. Kim Sang Do

Deputy Minister for Civil Aviation

Date: 17/Sep./2020

For the European Union Aviation Safety Agency



Mr. Patrick Ky

Executive Director

Date: 17/09/2020

**APPENDIX**  
**Project Manager**

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