

Working Arrangement

between

The Civil Aviation Administration of China (CAAC)

and

The European Aviation Safety Agency (EASA)

**On the Airbus (Tianjin) A320 Aircraft Family Final Assembly
Line and Delivery centre in China**

The Civil Aviation Administration of China (CAAC) and the European Aviation Safety Agency (EASA), hereinafter referred to as the Parties;

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

Recognising the emerging trend toward multinational design, production, maintenance and interchange of civil aeronautical products;

Considering the establishment of the Airbus (Tianjin) Final Assembly Company Ltd. and the Airbus (Tianjin) Delivery Centre Ltd. in Tianjin (China), under the applicable European aviation regulations;

Having noted that EASA has granted a single Production Organisation Approval to Airbus¹;

Considering that the single Airbus Production Organisation Approval is in the process to be extended to cover the Airbus (Tianjin) A320 aircraft family final assembly line and delivery centre in Tianjin (China);

Taking note that the production oversight of the assembly line will be performed by EASA which will take the maximum benefit of the Airbus single POA as part of the conformity demonstration in front of the CAAC;

Being entitled by their respective constituting acts to conclude Working Arrangements² in their field of competence;

Have, consistent with the Memorandum of Understanding on the Airbus (Tianjin) A320 aircraft family final assembly line and delivery centre in China signed by, Mr Wang Changshun, Vice Minister of CAAC, and Mr. Patrick Goudou, Executive Director of EASA on 8 November 2006, agreed the present Working Arrangement.

¹ Airbus EASA SPOA, EASA 21G.0001, issued 21 July 2008.

² 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 the Civil Aviation Law of the People's Republic of China

1. PURPOSE

Without prejudice to the obligation of each Party under its own regulations, the purpose of this Working Arrangement is to organise the necessary co-operation to support the final assembly line and delivery centre located in Tianjin (China) of the Airbus A320 aircraft family, taking into account their respective responsibilities under such regulations.

2. SCOPE

The Working Arrangement covers:

- The oversight of the production of the Airbus A320 aircraft family and of its parts and appliances, at the final assembly line and delivery centre located in Tianjin (China);
- The issuing of Export Certificates attesting the conformity of these aircraft, parts and appliances with the design approval issued by EASA;
- The issuing of special flight permit, the temporary registration certificate and the temporary radio license to these aircraft, as appropriate for flight test and delivery to their owners or operators; and
- Maintenance of these aircraft until they are delivered by Airbus to Airbus customers.

3. STATE OF DESIGN

According to Article 20 to Regulation (EC) No 216/2008³, EASA carries out the functions and tasks of the State of Design, on behalf of the Member States of the European Community and of the European third countries that participate in the activities of EASA⁴

The Parties agree that the location of the Airbus (Tianjin) A320 aircraft family final assembly line and delivery centre in China shall not affect the role and duties of the State of Design. EASA will continue assuming the functions and tasks of State of Design, in particular concerning the responsibilities on the Type Certificate, product evolution and continuing airworthiness.

³ 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.

⁴ As of 1st January 2007 Iceland, Liechtenstein, Norway and Switzerland.

4. STATE OF MANUFACTURE

4.1 Single Airbus POA in Europe

CAAC acknowledges that EASA has issued a single Production Organisation Approval for Airbus and that EASA has automatically taken over on behalf the relevant Member States of the European Community⁵ the functions and tasks of the State of Manufacture for the production of Airbus products in Europe.

4.2 Extension of the Single Airbus POA to China

CAAC recognises the process undertaken by EASA to extend the Airbus single Production Organisation Approval to cover the Airbus (Tianjin) A320 aircraft family final assembly line and delivery centre in Tianjin (China) and agrees that EASA issues an Export Certificate of Airworthiness for the Airbus A320 aircraft family assembled at the final assembly line and delivery centre located in Tianjin (China), assuming the responsibilities of the State of Manufacture.

5. IMPLEMENTATION

5.1 Export Certificates

a) Aircraft (Export Certificate of Airworthiness)

For each Airbus A320 aircraft family to be registered in China after delivery from the Airbus (Tianjin) final assembly line and delivery centre located in Tianjin (China) the Parties agree that EASA will issue an Export Certificate of Airworthiness based on the individual EASA Form 52, issued under the privileges of the Airbus EASA POA, stating the product complies with the CAAC approved type design and is in a condition for safe operation.

b) Parts and appliances (EASA Form 1)

Each part and appliance related to the Airbus A320 aircraft family will be delivered from the Airbus (Tianjin) final assembly line and delivery centre located in Tianjin (China) to an operator or Maintenance Repair Station in China with an individual EASA Form 1, issued under the privileges of the Airbus EASA POA.

⁵ UK, France, Germany and Spain

5.2 Production oversight

a) General

The oversight of the final assembly line and delivery centre shall be performed in accordance with the provisions of Regulation (EC) No 216/2008, Commission Regulation (EC) No 1702/2003⁶ and the applicable interpretative material.

b) Audit

The oversight of the final assembly line and delivery centre will be performed by EASA. EASA will inform CAAC about its planned audits/visits to the production facility. CAAC may decide to send representatives as observers of the audit performed by EASA. In the event of participation of representatives of CAAC in the audits, a summary of the audit report will be presented to CAAC on request.

c) Allocation of technical tasks

CAAC may take oversight functions and oversight tasks of the final assembly line located in Tianjin, on behalf of EASA, under conditions to be agreed by the Parties.

5.3 Flight release of production aircraft

It is noted that all necessary information on the ability of safe flight of the considered aircraft is provided by Airbus which will issue a statement to CAAC, in accordance with the procedure⁷ being part of the Airbus POA under EASA oversight, which also includes the statement of performance of system ground tests. Similarly, the description of the process to meet CAAC requirements in the final assembly line (temporary registration, special flight permit and temporary radio license) is described in the procedure⁸ under CAAC oversight.

CAAC will issue the temporary registration, the special flight permit and the temporary radio license to the Airbus A320 aircraft family produced in China in accordance with CCAR45, CCAR21 and the other applicable Chinese regulations.

⁶ Commission Regulation (EC) No 1702/2003 of 24 September 2003 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.

⁷ 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 Permit to Flight by the CAAC prior to perform the Flight Testing of production aircraft

⁸ This procedure describes the process to meet CAAC requirements in the final assembly line with regard to temporary registration certificate, special flight permit and temporary radio license

5.4 Maintenance

Aircraft produced in China will be maintained under the Airbus EASA POA until transfer to their owners or operators.

6. COMMUNICATION

- 6.1 The Parties will consult regularly about the implementation of this Working Arrangement.
- 6.2 A project manager will be assigned by each Party 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 Appendix).
- 6.3 All communications between CAAC and EASA related to the activities of this Working Arrangement will be made in the English language.

7. EXECUTIVE MANAGEMENT

- 7.1 Representatives of EASA and CAAC 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 parties will take the opportunity of this meeting to decide the conditions under which 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 that may arise related to civil aviation safety and other changes that may affect the implementation of this Working Arrangement.

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 the Parties 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 Parties duly authorised representatives'.

8.2 Interpretation and amendment

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

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

8.3 Duration and termination

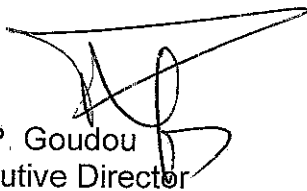
This Working Arrangement will remain in force until terminated by either Party.

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 three months 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 the expiry of this period.

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

Signed in duplicate in English language.

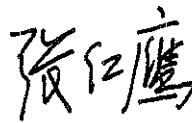
**For the European Aviation Safety
Agency (EASA)**



Mr. P. Goudou
Executive Director

Date: 14/4/9

**For the Civil Aviation Administration of
China (CAAC)**



Mr. Zhang Hongying
Director General

Date: Apr. 17. 09

APPENDIX

Project Manager

FOR EASA	FOR CAAC
Approvals and Standardisation Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsi Street West
D-50452 Köln	Beijing 100710
Germany	Peoples' Republic of China
Mr. Allaert Kalshoven Mr. Dominique Lamothe	Mr Wang Xuemin
Phone: +49 221 89990 4025 Phone: +49 221 89990 4143	Phone: +86 10 64091377
Fax: +49 221 89990 4525 Fax: +49 221 89990 4643	Fax: + 86 10 64091327
Email : allaert.kalshoven@easa.europa.eu Email : dominique.lamothe@easa.europa.eu	Email: xm_wang@caac.gov.cn