Working Arrangement

between

the European Aviation Safety Agency
(EASA)

and

the Civil Aviation Authority of the
Republic of Moldova

The European Aviation Safety Agency (EASA) and the Civil Aviation Authority of the Republic of Moldova, hereinafter referred to as 'the Parties',

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

2. Considering that Civil Aviation Authority of the Republic of Moldova is the Joint Aviation Authority full member

3. Considering that it is desirable to ensure close cooperation in all areas of civil aviation safety with those members[1] of the Joint Aviation Authorities (JAA) whose States have not yet concluded with the European Community agreements providing for the full integration of those States into the EASA system, according to Article 66 to Regulation (EC) No 216/2008[2]

4. Taking note that the Directors General of the Member States of the European Civil Aviation Conference decided at their DGCA/129 meeting (Paris, 19 March 2008) with the endorsement of the Final Report on the FUJA II *inter alia* that the JAA would be dissolved and the Arrangements concerning the development, the acceptance and the implementation of Joint Aviation Requirements (Cyprus Arrangements) would cease to exist on 30 June 2009.

5. Noting that Regulation (EC) No 216/2008 declares that the involvement of European countries not Members of the European Union should be pursued, so as to ensure a proper pan-European dimension, in order to facilitate the improvement of civil aviation safety throughout Europe.

6. Acknowledging that Civil Aviation Authority of the Republic of Moldova agreed to join the EASA system as established by the European Community as part of its JAA commitments by means of an agreement with the European Community.

7. Acknowledging that an agreement between the European Community and the Republic of Moldova providing for the integration of Civil Aviation Authority of the Republic of Moldova into the EASA system has not been concluded before the closure of the JAA

8. Conscious of the need to avoid any gap in their cooperation in safety related matters.

9. Noting that Civil Aviation Authority of the Republic of Moldova, as a JAA member, has already accepted the competencies and tasks attributed to EASA in particular in the field of standardisation by the procedures implementing the JAA Arrangements.

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[1] For the purposes of this Working Arrangement "member of the JAA" means candidate or full JAA member

[2] 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, recital 30

Have agreed to conclude this Working Arrangement as follows:

1. Scope

This Working Arrangement covers all aspects of the regulation of civil aviation safety and environmental protection of products, organisations and personnel as these are covered by the relevant standards referred to in Annex 1, as applicable.

2. Definitions

For the purposes of this Working Arrangement the following definitions shall apply:

"EASA Aviation Authority" means the competent authority (member of the JAA on 30 June 2009) of a Member State of the European Union or a Contracting Party to a Common Aviation Area type agreement providing for the full integration of that Party into the EASA system.

"non-EASA Aviation Authority" means the competent authority (member of the JAA on 30 June 2009), which is not an EASA aviation authority.

"EASA system" means the system established pursuant to Regulation (EC) No 216/2008 and its implementing rules.

"JAA standards" means the Joint Aviation Requirements as these stand on 30 June 2009

3. Regulatory cooperation and mutual assistance

3.1 In respect to all areas covered by this Working Arrangement the Parties will provide each other technical assistance as they consider appropriate. This includes the possible participation of EASA and non EASA aviation authorities' auditors to the standardisation visits.

3.2 Upon request of either Party, co-operation between EASA and the Civil Aviation Authority of the Republic of Moldova will be developed in the domains of Research and the European Strategic Safety Initiative (ESSI).

3.3 EASA will notify the Civil Aviation Authority of the Republic of Moldova of any change to the relevant standards set out in Annex 1 and shall assist this authority in understanding the applicable rules so as to facilitate their transposition and implementation.

3.4 The Civil Aviation Authority of the Republic of Moldova will be under no obligation to automatically adopt or apply, as its sole code, the relevant standards set out in Annex 1.

4. Certification of products, parts, appliances and organisations

The Parties accept to use established certification procedures which are listed in Annex 3 of this Working Arrangement.

5. Standardisation procedures and reference standards

5.1 The Civil Aviation Authority of the Republic of Moldova accepts that EASA carries out standardisation visits on the basis of the relevant standards as set out in Annex 1, as applicable and according to the standardisation technical methods, principles and procedures set out in Annex 2.

5.2 For the purpose of carrying out standardisation visits the Civil Aviation Authority of the Republic of Moldova accepts to assist EASA in gaining unimpeded access to its relevant premises, lands or means of transport and to those of any undertakings under its regulatory control.

5.3 EASA will inform all EASA and non-EASA Aviation Authorities and the European Commission of the results of the standardisation visits carried out under this Working Arrangement.

5.4 The Civil Aviation Authority of the Republic of Moldova accepts the following classification of findings raised by EASA during the standardisation visits carried out in accordance with the principles and procedures set out in Annex 2:

(a) fully compliant;

(b) compliant, but improvement is recommended in areas (reference to the standards affected) for better efficiency;

(c) not compliant, with objective evidence of minor deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), which could raise standardisation concerns;

(d) not compliant, with objective evidence of significant deficiencies showing non-compliance with the applicable requirements in areas (reference to the standards affected), which, besides standardisation concerns raise safety concerns if not promptly corrected;

(e) not applicable;

(f) not confirmed, when the national aviation authority inspected commits to produce shortly after the visit material evidence of compliance on findings otherwise classified as in (c) or (d), this material evidence not being directly available at the time of the visit.

5.5 The Civil Aviation Authority of the Republic of Moldova accepts to duly take into account the safety recommendations resulting from the standardisation reports of the visits carried out in accordance with the procedures set out in Annex 2 and will act upon them in order to redress the identified findings.

5 6 Where no satisfactory remedial action is proposed or implemented by the Civil Aviation Authority of the Republic of Moldova as undertaken, EASA will address a supplementary report to the Civil Aviation Authority of the Republic of Moldova, and will inform thereof all EASA and non-EASA Aviation Authorities as well as the Commission.

5 7 Once EASA is satisfied with the actions undertaken by the Civil Aviation Authority of the Republic of Moldova, it will issue a statement of closure of findings. Such statement will be addressed to the Civil Aviation Authority of the Republic of Moldova and EASA will inform thereof all EASA and non-EASA Aviation Authorities as well as the Commission.

6. Acceptance of certificates and technical findings

6.1 The Civil Aviation Authority of the Republic of Moldova agrees to accept a certificate issued by EASA, by any act of recognition or validation, together with the privileges and certificates pertaining thereto, in accordance with the applicable rules of the EASA system. Acceptance may be effected through the issuance of a certificate. The acceptance procedure shall be based on the national legislation in force.

6.2 EASA will issue, as appropriate, a certificate on the basis of the relevant technical findings, established by the Civil Aviation Authority of the Republic of Moldova when based on standardisation results it has been determined that such technical findings have been issued in compliance with applicable relevant standards set out in Annex 1, as applicable.

6 3 This Working Arrangement does not affect the acceptance under international agreements of certificates by any act of recognition or validation, with the privileges and certificates pertaining thereto, on the basis of the relevant technical findings issued by the Civil Aviation Authority of the Republic of Moldova, issued by any EASA Aviation Authority or issued by a non-EASA Aviation Authority. The acceptance procedure shall be based on the national legislation in force.

7. Consultations

7.1 If the Civil Aviation Authority of the Republic of Moldova has serious doubts about the compliance of a certificate issued pursuant to paragraph 6 3 above, it will notify EASA thereof as soon as practicable but not later than 15 working days after doubts about compliance have been raised.

7.2 Following this notification the Parties will attempt to resolve any doubt about the compliance of the certificate concerned.

7.3 Application of paragraph 7.2 will not prevent the Civil Aviation Authority of the Republic of Moldova from taking any action it considers appropriate to preserve safety, neither will it affect its rights provided for in international agreements to which it is a party.

8. Costs

The Parties agree to bear the costs incurred from the application of this Working Arrangement. The modalities of reimbursement are described in Annex 4.

9. Communication and liaison activities

9.1 The Civil Aviation Authority of the Republic of Moldova will establish a liaison function with EASA and will assign a Focal Point to facilitate the implementation of this Working Arrangement.

9.2 The Civil Aviation Authority of the Republic of Moldova is entitled to appoint an observer in the Advisory Group of National Authorities, so as to be aware of regulatory developments in the EASA system and to contribute to defining priorities and policies for rulemaking. The Civil Aviation Authority of the Republic of Moldova is equally entitled to propose experts for participation in rulemaking activities, including working groups.

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

10. Final Provisions

This Working Arrangement does not affect or limit in any way the rights and obligations of the Civil Aviation Authority of the Republic of Moldova stemming from international agreements to which the Civil Aviation Authority of the Republic of Moldova is a party.

11. Entry into force, amendment and termination

11.1This Working Arrangement shall apply as from the 1st August 2009.

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

11.3 This Working Arrangement will continue to apply until terminated by either Party by written notice. Such termination will be effected upon the sixty calendar day's period 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 English language in Strasbourg on 7 July 2009.

European Aviation Safety Agency (EASA)
By

Mr. P. Goudou
Executive Director

Civil Aviation Authority of the Republic of Moldova
By

Mr. Iurie Zidu
Director General

Annex 1

Relevant Standards

A. Airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (EASA Part 21), as last amended

CS-22 (Sailplanes and Powered Sailplanes)
CS-23 (Normal, Utility, Aerobatic and Commuter Aeroplanes)
CS-25 (Large Aeroplanes)
CS-27 (Small Rotorcraft)
CS-29 (Large Rotorcraft)
CS-34 (Aircraft Engine Emissions and Fuel Venting)
CS-36 (Aircraft Noise)
CS-APU (Auxiliary Power Units)
CS-AWO (All Weather Operations)
CS-E (Engines)
CS-ETSO (European Technical Standard Orders)
CS-Definitions (Definitions and Abbreviations)
CS-P (Propellers)
CS-VLA (Very Light Aeroplanes)
CS-VLR (Very Light Rotorcraft)

AMC&GM related material related to this field

B Continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, as last amended.
EASA Part M
EASA Part 145
EASA Part 66
EASA Part 147

AMC&GM related to this field.

C. Technical requirements and administrative procedures in the field of OPS:

JAR OPS 1 Amendment 14 (refers to council Regulation 3922/91 as amended by Regulation 859/2008)
JAR OPS 3 amendment 5 (1.07.2007)
JAR 26 amendment 3 (1.12.2005)
JAR MMEL/MEL amendment 1 (1.08.2005)

JAR-FSTD A (Aeroplanes) – First issue, 1.05.2008
JAR FSTD H (Helicopters) – First issue, 1.05.2008

JAA Administrative & Guidance Material, Section 4: Operations, Part 2, Procedures – revision 01/10/2008
JAA Administrative & Guidance Material, Section 6: Synthetic Training Devices, Part 2, Procedures – revision 1 02.2008

D. Technical requirements and administrative procedures in the field of FCL:

JAR-FCL 1 (Aeroplane) amendment 7, published 1.12.2006
JAR-FCL 2 (Helicopter) amendment 6, published 1.2 2007
JAR-FCL 3 (Medical) amendment 5, published 1.12.2006
JAR-FCL 4 (Flight Engineers) amendment 3, published 1/9/2005
JAA Administrative & Guidance Material, Section 5, Personnel Licensing, Part 2, Procedures – published 1.10.2008

Annex 2

Reference standards used for standardisation visits

S.P006 Standardisation Inspection Procedure including all related relevant Work Instructions and Standardisation Bulletins, as last amended and published on the "EASA Standardisation" electronic community of EASA in SINAPSE[3].

[3] SINAPSE is a web-based software application hosted by the European Commission. It features tools to facilitate the effective communication amongst closed communities of experts. Nominated experts become group members.

Annex 3

Appendix 1

Certification Procedures for Products

1 Objective

This procedure provides specific features, in addition to the EASA Certification Procedures established in accordance with the EASA Management Board procedures for certification of products

2 Principles

The procedures to be used are the EASA Certification procedures, plus the elements described in the following paragraphs.

These additional elements are introduced to allow each party to make its legal findings.

3 Accreditation

Responsible parties must be accredited in accordance with the decision of the EASA Management Board on guidelines for the allocation of certification tasks to NAAs or qualified entities.

4 Type certification

4.1 Application

An application for Type Certification (see specimen on EASA website) shall be in all cases send to the EASA Manager of Product Certification - Commercial Section. It will be deemed to be an application to all EASA and non EASA aviation authorities.

4.2 Team establishment

The EASA Manager of Product Certification - Commercial Section, in consultation with the relevant EASA Certification Manager, will appoint a Team with a PCM, or will allocate the project to a responsible party. The responsible party will appoint a Team with a PCM

The Team shall conduct the technical investigations in accordance with the EASA certification procedures.

4.3 Certification Basis

The relevant EASA Certification Manager shall review the certification basis established by the Team and approve it and any change to it. In addition, the non EASA aviation authorities will be requested to approve it

4.4 Certification Review Items (CRIs)

The relevant EASA Certification Manager shall review and approve the CRIs.

The PCM will provide the accepted CRIs to the non EASA aviation authorities who required them

4.5 Review and approval of Final Report

Once the Team has accepted all necessary compliance demonstrations and the compliance statements are signed, the PCM will present a Final Report to the relevant EASA Certification Manager for review and acceptance

The PCM will provide the accepted Final Report for information purposes to the non EASA aviation authorities who required it

4.6 Issue of Certificate

Once the Final Report has been accepted by the relevant EASA Certification Manager, a Type Certificate (TC) will be issued:
- by EASA, for EU applicants; on that basis, the non EASA aviation authorities will issue their own TC
- by the non EASA aviation authority who is the State of design, EASA will issue its own TC based on the acceptance of the final report.

4.7 Post-TC activities

Post-TC activities with TC Holders will be performed by the same Team as for initial type certification.

Major changes must be approved by EASA and by non EASA aviation authorities who required it.

Major repairs from TC Holders not having the associated DOA privilege must be approved by EASA and by non EASA aviation authorities who required it.

Minor changes and minor repairs will be automatically accepted by each Party, in accordance with:

- a Decision to be published by EASA;
- an appropriate equivalent national mechanism for the non EASA aviation authorities.

Occurrences must be reported to EASA and non EASA aviation authorities who required it.

Airworthiness directives will be published by EASA and the non EASA aviation authorities.

5 Supplemental type certificates (STC)

5.1 Category 1 STC

Same as for initial type certification

5.2 Category 2 STC and repairs by non TC Holders

5.2.1 Application

An application for a STC (see specimen on EASA website) shall be in all cases send to the EASA Manager of Product Certification - Commercial Section. It will be deemed to be an application to all EASA and non EASA aviation authorities.

5.2.2 Team establishment

The EASA Manager of Product Certification - Commercial Section, in consultation with the relevant EASA Certification Manager, will appoint a Team with a PCM, or will allocate the project to a responsible party with a PCA status, normally the State where the applicant is located. The responsible party will appoint a Team with a PCM.

The Team shall conduct the technical investigations in accordance with the EASA certification procedures.

5.2.3 Issue of STC

The Supplemental Type Certificate (STC) will be issued:
- by EASA, for EU applicants; on that basis, the non EASA aviation authorities will issue its own STC or declare otherwise its acceptance;
- by the non EASA aviation authority who is the State of design; on that basis, EASA will issue its own STC.

6 Issue of major repair approval

The major repair approval will be issued:
- by EASA, for EU applicants; on that basis, the non EASA aviation authorities will issue its own approval or declare otherwise its acceptance;
- by the non EASA aviation authority who is the State of design; on that basis, EASA will issue its own approval.

7 ETSO Authorisations

EASA will issue ETSO Authorisations following technical assessments by the non EASA aviation authority appropriately accredited by EASA.

EASA will publish the list of ETSOA issued by EASA or appropriately accredited non EASA aviation authority.

Appendix 2

Design Organisation Approval (DOA) procedures

1 Objective

This procedure provides specific features, in addition to the EASA DOA Procedures established in accordance with the EASA Management Board procedures for certification of organisations.

2 Principles

The EASA DOA Procedures apply fully.

A certificate issued by EASA shall be automatically accepted by the non EASA aviation authority as a means to demonstrate the capability of the design organisation.

3 Standardisation

Responsible parties must be accredited in accordance with the decision of the EASA Management Board on guidelines for the allocation of certification tasks to NAAs or qualified entities.

For the investigations conducted by non EASA aviation authorities, the check-points, as defined in the EASA DOA procedures, will be performed by EASA under the control of the EASA Design Organisation Manager These will be done initially for all applications and, when experience is demonstrated, only for a sample of cases determined by the EASA Design Organisation Manager.

4 Application process

A DOA application from a non EU applicant shall be sent to EASA which, after investigation, will issue an EASA DOA in accordance with its procedures.

5 Issue of Certificate

A DOA certificate is issued by EASA for applications conducted under EASA responsibility.

Appendix 3

Production Organisation Approval (POA) procedures

1 Objective

This procedure provides specific features, in addition to the EASA POA Procedures established in accordance with the EASA Management Board procedures for certification of organisations.

2 Principles

The EASA POA Procedures apply fully

A certificate issued by EASA shall be automatically accepted by the non EASA aviation authorities as a means to demonstrate the capability of the production organisation

3 Standardisation

Responsible parties must be accredited in accordance with the decision of the EASA Management Board on guidelines for the allocation of certification tasks to NAAs or qualified entities.

4 Application process

A POA application from a non EU applicant shall be sent to EASA which, after investigation, will issue an EASA POA in accordance with its procedures.

5 Issue of Certificate

A POA certificate is issued:
- by the competent authority of the EU Member States, for EU Member States applicants
- by EASA for applications conducted under EASA responsibility

Appendix 4

Maintenance Organisation Approval (MOA) procedures

1 Objective

This procedure provides specific features, in addition to the EASA MOA Procedures established in accordance with the EASA Management Board procedures for certification of organisations

2 Principles

The EASA MOA Procedures apply fully

3 Standardisation

Responsible parties must be accredited in accordance with the decision of the EASA Management Board on guidelines for the allocation of certification tasks to NAAs or qualified entities.

4 Application process

A MOA application from a non EU applicant shall be sent to EASA which, after investigation, will issue an EASA MOA in accordance with its procedures.

5 Issue of Certificate

A MOA certificate is issued:
- by the competent authority of the EU Member States, for EU Member States applicants
- by EASA for applications conducted under EASA responsibility

Appendix 5

Maintenance Training Organisation Approval (MTOA) procedures

1 Objective

This procedure provides specific features, in addition to the EASA MTOA Procedures established in accordance with the EASA Management Board procedures for certification of organisations.

2 Principles

The EASA MTOA Procedures apply fully

3 Standardisation

Responsible parties must be accredited in accordance with the decision of the EASA Management Board on guidelines for the allocation of certification tasks to NAAs or qualified entities.

4 Application process

A MTOA application from a non EU applicant shall be sent to EASA, which, after investigation will issue an EASA MTOA in accordance with its procedures

5 Issue of Certificate

A MTOA certificate is issued:
- by the competent authority of the EU Member States, for EU Member States applicants
- by EASA for applications conducted under EASA responsibility.

Annex 4
Modalities for bearing the costs arising from the application of this Working Arrangement

The costs incurred due to the application of this Working Arrangement comprise travel expenses and management fees

1) Travel expenses (accommodation and transport)

   - For EASA members of standardisation teams the travel expenses will be directly paid by EASA
   - For members of standardisation teams coming from Civil Aviation Authorities, the travel expenses will be directly invoiced by the seconding Authority to the Civil Aviation Authority subject to the standardisation visit

2) Management fees

The standardisation services will be invoiced by EASA to the Civil Aviation Authority subject to the standardisation visit