



Working Arrangement

Between

**The Federal Aviation Administration
of the United States of America**

And

The European Aviation Safety Agency

**On the Airbus A320 Aircraft Family
Final Assembly Line and Delivery Centre
in Mobile, Alabama, United States**

The Federal Aviation Administration (FAA) of the United States of America and the European Aviation Safety Agency (EASA), hereinafter referred to as the Parties;

Acting as technical agents of the United States of America and of the European Union under the 'Agreement between the United States of America and the European Union on cooperation in the regulation of civil aviation safety' (the Agreement);

Having regard to Section 7 of Annex 1 to the Agreement, and Section VII of the Technical Implementation Procedures (TIP) concluded between the Parties under the Agreement;

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

Considering the intention of Airbus to establish a Final Assembly Line and Delivery Centre (FALDC) for the Airbus A320 aircraft family in Mobile, Alabama (the United States);

Having noted that EASA has granted a single Production Organisation Approval to Airbus,¹ and that Airbus intends to extend this approval to its FALDC in the United States;

Considering that the Parties have agreed with the intention of Airbus to extend the single Airbus Production Organisation Approval to cover the FALDC in the United States, in accordance with the Agreement;

Taking note that the production oversight of the subject matter FALDC will be performed by EASA, but that technical assistance in the performance of oversight tasks can be allocated by EASA to the FAA;

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

Have agreed as follows:

1. PURPOSE

The purpose of this Working Arrangement is to organise co-operation between the Parties necessary for the oversight of and support to the FALDC of the Airbus A320 aircraft family located in Mobile, Alabama in the United States (hereinafter referred to as the FALDC), taking into account the Parties' obligations under the Agreement and other applicable regulations.

¹ EASA POA (EASA.21G.0001) granted on 21 July 2008 to Airbus under juridical form 'Société par Actions Simplifiée', having its registered office at: 1, rond-point Maurice Bellonte, 31707 Blagnac Cedex, France

2. SCOPE

This Working Arrangement covers:

- a) Technical assistance to be provided by the FAA in the extension of the single Airbus Production Organisation Approval to cover the FALDC.
- b) The oversight of the production of the Airbus A320 aircraft family and of its parts and appliances at the FALDC.
- c) The issuing of Export Certificates attesting the conformity of these aircraft, parts and appliances with the design approval issued by EASA and, as applicable, with FAA or other importing authority approved design.

3. EXTENSION OF THE SINGLE AIRBUS POA (EASA.21G.0001)

- a) In accordance with Section 3.4.3. of Annex 1 to the Agreement, the FALDC will be covered by the single Production Organisation Approval granted by EASA to Airbus (Airbus EASA POA).
- b) EASA will notify FAA about the receipt of the application from Airbus concerning the extension of the Airbus EASA POA to the FALDC, and will enable the FAA to be involved, as observer, in the on-site audits conducted at the FALDC.
- c) EASA will inform FAA as soon as it has finalised the process of the extension of the Airbus EASA POA.

4. IMPLEMENTATION

4.1. Export Documents

4.1.1. Aircraft

- a) For each Airbus aircraft manufactured at the FALDC, the Parties agree that EASA will issue an "Export Certificate of Airworthiness" (ECofA), EASA Form 27 based on an "Aircraft Statement of Conformity," EASA Form 52, issued under the privileges of the Airbus EASA POA. A completed ECofA will state that the particular product conforms to the EASA approved type design and, as applicable, to FAA or other importing authority approved designs.
- b) FAA will assist EASA in completion of the ECofA and "Authorisation for and Statement of ECofA Completion," EASA Form 28, in accordance with the applicable EASA procedures. The assistance for ECofA will be limited to relevant data verification and entering the number of the certificate and its date

of issuance. The assistance for EASA Form 28 will include completion and signature of the form.

- c) The assistance will be provided by FAA inspectors or authorized FAA designees which have been included by EASA on its list of ECoFA authorised inspectors. FAA will provide EASA a list of the FAA inspectors and designees proposed to provide this assistance.
- d) EASA, or FAA with a support of EASA, will train FAA inspectors. The FAA will train its designees.

4.1.2. Parts and appliances

Each part and appliance related to the Airbus A320 aircraft family will be delivered from the FALDC to an operator or Maintenance Repair Station in the United States with an individual EASA Form 1, issued under the privileges of the Airbus EASA POA.

4.2. Production oversight

4.2.1. General

The oversight of the FALDC shall be performed in accordance with the provisions of Commission Regulation (EU) No 748/2012² and the applicable EASA Acceptable Means of Compliance, Guidance Material and procedures.

4.2.2. Oversight audits and technical assistance

- a) The oversight of the FALDC will be performed by EASA. EASA will inform FAA about its planned audits of the facility. In such cases the FAA may send its representatives to participate, as observers, in the audits performed by EASA. The final audit report will be shared by EASA with the FAA.
- b) EASA may request FAA to perform ad hoc technical assistance activities, including inspections, at the FALDC. These activities will be performed by FAA in accordance with the standards and procedures referred to in point 4.2.1.
- c) Upon FAA's agreement EASA may decide to allocate the conduct of specific oversight tasks of the FALDC to the FAA. The conditions for the conduct of the oversight tasks by FAA on behalf of EASA will be specified in an appendix to this Working Arrangement.

4.2.3. Training of FAA personnel

² 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.

The FAA personnel identified to perform the tasks under point 4.2.2 b) and c) shall receive guidance material from EASA and shall receive initial and recurrent training in the application of the standards and procedures referred to in point 4.2.1. EASA shall as necessary provide updates and may request a meeting with the identified FAA personnel to discuss the guidance material.

FAA and EASA will agree on the list of the FAA personnel identified to perform the tasks under point 4.2.2 b) and c). The Atlanta Manufacturing Inspection District Office Manager will agree on the list on behalf of the FAA.

4.3. Flight release of production aircraft

The Parties note that, for the aircraft manufactured in the FALDC, Airbus will issue a permit to fly in accordance with the Airbus procedural document AP5417.1, which is under EASA oversight in the frame of Airbus EASA POA.

Similarly, the Parties note that the description of the process to meet applicable FAA requirements (e.g.: special flight authorization) is described in the Airbus procedural document AP5417.3, which is under the FAA oversight.

4.4. Maintenance of aircraft

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

5. COMMUNICATION & MANAGEMENT

- a) A focal point will be designated 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 the designated focal points (see Appendix).
- b) All issues related to the implementation of this Working Arrangement which go beyond routine communication will be addressed by the Parties within the framework of the Certification Oversight Board established under the Agreement.

6. ENTRY INTO FORCE, INTERPRETATION, AMENDMENT AND TERMINATION

6.1. 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.

6.2. Interpretation and amendment

- a) Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved in accordance with the procedures established under the EASA – FAA Technical Implementation Procedures (TIP).
- b) This Working Arrangement may be amended by mutual consent between the Parties. Such amendments will be written and made effective by the signatures of the duly authorised representatives or their designees.

6.3. Termination

Either Party may at any time give written notice to the other Party of its decision to terminate this Working Arrangement. The 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 the English language.

**For the Federal Aviation
Administration:**

Alexander A. Baker

Date: 9/5/14

Place:

**For the European Aviation Safety
Agency:**

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Date: 22. SEP. 2014

Place: *Cologne*

APPENDIX I

Working Arrangement Focal Points

FOR EASA	FOR FAA
Approvals and Standardisation Directorate	International Office
Postfach 10 12 53	
D-50452 Köln	Washington DC, 20024
Germany	
Mr. Jiri Novy Production Organisations Approvals Section Manager	Mr. Chris Carter Manager, International Office Aircraft Certification Service
Phone: + 49 221 89990 6013	Phone: 01 202 385-8945
Fax: + 49 221 89990 6513	Fax: 01 202 493-5144
Email : jiri.novy@easa.europa.eu	Email: chris.carter@faa.gov