



**Working Arrangement**  
**between**  
**the European Aviation Safety Agency**  
**(EASA)**  
**and**  
**the Civil Aviation Authority of Singapore**  
**(CAAS)**  
**on Airworthiness Certification**

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The European Aviation Safety Agency (EASA) and the Civil Aviation Authority of Singapore (CAAS) hereinafter referred to as the "Parties",

Considering the common interest of the Parties to preserve aviation safety and environmental compatibility,

Recalling that the Parties entered into a Memorandum of Understanding which came into force on 13 February 2012 and which provides for Technical Arrangements to be developed to facilitate the issuance of approvals and certificates by either Party for the other Party's products, starting with airworthiness certification,

Confirming the intention of the Parties, after taking into account their obligations under their respective regulations, standards, practices, procedures and systems, to establish a cooperation framework to define a mechanism for the validation and/or acceptance of certain airworthiness-related certificates and approvals issued under their respective laws and regulations,

Willing to reduce the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing,

Noting that the Parties have established sufficient initial confidence that their respective design organisation oversight systems include the same independent level of checking of compliance provided under the applicable EU and Singapore legislation.

Being entitled by their respective constituting legislation to conclude working arrangements<sup>1</sup> in their field of competence,

Have agreed to conclude this Working Arrangement as follows:

## **1 PURPOSE, SCOPE AND APPLICABILITY**

1.1 This Working Arrangement on Airworthiness Certification establishes terms of cooperation between the Parties in the domain of initial and continued airworthiness and sets out procedures in order to:

- a. Support the issuance by EASA or CAAS, as the case may be, of certain design approvals and certificates;
- b. Specify the process of cooperation between EASA and CAAS on production matters;
- c. Provide for collaboration and technical assistance when there are significant certification activities covered by this Working Arrangement.

1.2 The procedures under this Working Arrangement will be applied for the validation and/or acceptance of design and production approvals and/or certificates of the approved organisations located in the territory of the Member States of the European Union (EU), in the territory of the

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<sup>1</sup> For EASA Article 27(2) of 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 CAAS paragraph 7(1)(L) of the CAAS Act.

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states participating in the work of EASA under Article 66 of the Basic Regulation<sup>2</sup> and the approved organisations located in the territory of Singapore.

1.3 The procedures under this Working Arrangement will not be applied for the validation and/or acceptance of any certificates or approvals issued by the Parties pursuant to bilateral aviation safety agreements concluded between the EU or Singapore and any third country.

## 2 DEFINITIONS AND INTERPRETATION

In this Working Arrangement, the following words have the following meanings:

“European Technical Standard Order” (ETSO) means a detailed airworthiness specification issued by EASA to ensure compliance with the requirements of Regulation (EU) No 748/2012<sup>3</sup> as a minimum performance standard for specified articles;

“European Technical Standard Order Authorisation” (“ETSOA”) means a design approval issued by EASA for an article (part or appliance) that has been found to meet the minimum performance standard of a specific ETSO;

“Parts and appliances” mean any instrument, equipment, mechanism, part, apparatus, appurtenance software or accessory, including communications equipment, that is used, or intended to be used, in operating or controlling an aircraft in flight and shall include parts of an airframe, engine or propeller, or equipment used to manoeuvre the aircraft from the ground;

“Product” means an aircraft, engine or propeller;

“SAR 21” means the Singapore Airworthiness Requirements Part 21 issued under the Singapore Air Navigation Order (or the equivalent legal requirements which replace the SAR 21);

“Singapore Technical Standard Order” (STSO) means the minimum performance standards issued by CAAS for specified articles;

“Singapore Technical Standard Order Certificate of Approval” (“STSO certificate”) means a design approval for an article that meets a specific STSO or ETSO issued by CAAS under SAR 21 to the organisation that designed that article;

“Supplemental Type Certificate” (STC) means the approval granted to an applicant to signify approval of the design of a major change/modification to a type certified aircraft, aircraft engine or propeller, in accordance with the applicable airworthiness design standards specified in the respective laws of the Parties.

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<sup>2</sup> At the time of signature of this working arrangement, the states participating in the work of EASA under Article 66 of the Basic Regulation are Switzerland, Norway, Iceland and Lichtenstein.

<sup>3</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 organisation, as last amended.

### **3 REGULATORY COMPATIBILITY AND CONTINUED CONFIDENCE**

3.1 The Parties agree that, for the purpose of the issuance of design approvals and certificates under this Working Arrangement, a holder of a Design Organisation Approval (DOA) or a holder of the certificate of compliance with alternative procedures to DOA (ADOA), as applicable, issued by one Party will not be required by the other Party to hold a DOA or ADOA, as applicable, that is issued by the other Party.

3.2 The Parties further agree that, in order to ensure continued confidence in their respective design organisation oversight systems, recurrent and *ad hoc* assessments may be carried out. Such recurrent assessments may include desktop and/or on-site visits and, unless otherwise agreed between the Parties, will be conducted once every two years.

### **4 DESIGN APPROVALS ISSUED UNDER THE EU LEGISLATION**

#### **Section A - TYPE CERTIFICATES ISSUED BY EASA (EASA TCs)**

4.1 CAAS will accept a type certificate issued by EASA through the issuance of a CAAS Letter of Acceptance of Type Certificate provided that the CAAS requirements specified in SAR-21.110 and SAR-21.115 for obtaining the CAAS Letter of Acceptance of Type Certificate are met. An Applicant should submit an application on CAAS Form CAAS(AW)204, and the information specified in SAR-21.110 and related Acceptable Means of Compliance, through EASA. CAAS will accept the EASA type-certification basis and the EASA-approved Operational Suitability Data (OSD). In addition, CAAS requires compliance with the Air Navigation Act, Air Navigation Order and applicable Airworthiness Notices. CAAS, in coordination with EASA, will convene a technical meeting with the applicant to review the EASA type-certification basis and compliance findings in detail.

4.2 EASA and the Type Certificate Holder may be required to provide such further information as CAAS may require.

4.3 CAAS will issue a Letter of Acceptance of Type Certificate when the Applicant has demonstrated and met the requirements of SAR 21.115 and upon the payment of the requisite fees for the grant of a Letter of Acceptance of Type Certificate.

#### **Section B – SUPPLEMENTAL TYPE CERTIFICATES (STCs)**

4.4 This Section sets out procedures for the acceptance by CAAS of Major Changes to a Type Certificate which are made by a design organisation other than an EASA TC holder.

4.5 The classification of the design change as a 'Major Change' will be performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21A.91 and GM 21A.91. The Applicant's declared classification based on the EU regulations shall be reviewed by CAAS in accordance with SAR 21.300 and CAAS Advisory Circular 21-1 for the purposes of acceptance. If necessary, CAAS will consult with EASA on the details of the classification.

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4.6 CAAS may issue a STC under SAR-21 Subpart C for a major change to a TC that had been granted a letter of acceptance of type certificate by CAAS under SAR-21 Subpart A. The applicable airworthiness standards used for issuing CAAS STCs are specified in SAR-21.755.

4.7 An application for a CAAS STC shall be made in accordance with SAR-21.305, through EASA.

4.8 EASA shall ensure the application has the following information:

- a. The EASA STC and a definition of the airworthiness and environmental protection standards upon which the change was approved by EASA;
- b. A completed CAAS Application Form CAAS (AW) 212;
- c. A description of the change, together with the make and model of the product;
- d. EASA certification basis, compliance checklist, master document list/master drawing list, manufacturing and installation instructions drawings, weight and balance data, supplements to Aircraft Flight Manual and Instructions for continued airworthiness;
- e. A project schedule of the supplemental type certification by CAAS;
- f. The compliance documents in which the justification of compliance is recorded;
- g. A description of all novel or unusual design features known to the Applicant and EASA at the time of application which might necessitate issuance of CAAS special conditions under SAR 21.770, or which might require a special review of acceptable means of compliance; and
- h. All known deviations, equivalent level of safety findings or exemption relating to the EASA standards for design approval that might affect compliance with the applicable CAAS airworthiness and environmental protection standards.

The Applicant's demonstrated and declared compliance to the EASA type-certification basis accepted by CAAS will be verified, as appropriate, and notified by EASA to CAAS.

4.9 As part of its involvement in the issue of the Singapore STC, CAAS will accept the data approved by EASA or EASA STC holder and may carry out conformity and compliance inspections during the installation on a Singapore registered aircraft.

4.10 CAAS will consider the application and notify EASA and the Applicant of the conditions and procedures for approval.

4.11 CAAS will contact EASA to discuss or clarify any aspect of certification items raised by EASA, which are of specific interest. Thereafter, CAAS will initiate the certification process in accordance with applicable CAAS procedures.

4.12 CAAS will issue a STC when the Applicant has demonstrated and met the requirements of SAR 21.335 for the grant of a STC and upon payment of the requisite fee.

4.13 With regards to the EASA-approved major changes to the CAAS-validated EASA STC, where EASA issues a revision of the EASA STC, the procedure set out in paragraphs 4.8 to 4.12 will apply and CAAS will reissue or revise the CAAS STC.

### **Section C – MAJOR CHANGES TO TYPE CERTIFICATES**

4.14 This Section sets out procedures for the acceptance by CAAS of Major Changes to a Type Certificate which are designed by an EASA TC holder.

4.15 The classification of the design change as a 'Major Change' will be performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21.A.91 and GM 21.A.91. The Applicant's declared classification based on the EU regulations shall be reviewed and agreed by EASA and submitted to CAAS for consideration. CAAS will consider the classification in accordance with SAR 21.300 and CAAS Advisory Circular 21-1 for the purposes of acceptance.

4.16 A Major Change Approval issued by EASA or by an EASA TC holder will be accepted by CAAS without the need for the issuance of a CAAS approval, unless the change leads to the reissue of a type certificate and Type Certification Data Sheet (TCDS) (in the case of a new aircraft model/variant), in which case it shall be reviewed under SAR 21 Subpart B – Changes to Type Certificate.

4.17 As part of its involvement in a Major Change acceptance, CAAS may witness conformity and compliance demonstrations during the installation on a Singapore registered aircraft and, in the case of a major change on cabin interior, may request cabin interior inspection report. EASA and CAAS may agree that the Applicant for an EASA Major Change Approval may, in addition, demonstrate compliance against any specific certification requirements not part of EASA certification basis but applicable under Singaporean legislation.

### **Section D – MAJOR REPAIR DESIGN APPROVALS**

4.18 This Section sets out procedures for the approval by CAAS of Major Repair Designs that are approved by EASA, EASA TC holders, EASA STC holders or EASA DOA holders.

4.19 The classification of a repair design as "Major" will be performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, 21.A.435 and associated guidance material. CAAS will review the classification on the basis of SAR 21.505 and CAAS Advisory Circular 21-1 for the purposes of acceptance. If necessary, CAAS will consult with EASA on the details of the classification.

4.20 CAAS will accept a Major Repair Design Approval issued by:

- (a) EASA;
- (b) an EASA TC holder who has been granted a CAAS Letter of Type Acceptance; or
- (c) an EASA STC holder who has been issued with a CAAS STC on Singapore registered aircraft pursuant to Section B of Article 4 of this Working Arrangement (where the repair is within the scope of the STC and notification is made to CAAS within 3 months of approving the repair design),

without the need for the issuance of a CAAS approval. CAAS retains the right to request for the justification of the repair data on a case-by-case basis.



4.21 Unless otherwise agreed in this Working Arrangement, CAAS will issue repair design approvals under the provisions of SAR-21 Subpart F to formalise the approval of major repair designs.

4.22 An application for a CAAS Repair Design Approval shall be made for Major Repair Design in accordance with SAR-21.505.

4.23 EASA shall ensure the application has the following information:

- a. The Major Repair Design Approval (issued by an EASA DOA holder) and a definition of the airworthiness and environmental protection standards upon which the repair design was approved;
- b. A completed CAAS Application Form CAAS(AW)206;
- c. Identification of the applicable type-certification basis or environmental protection requirements that the repair is designed to comply with;
- d. All substantiation data needed to demonstrate that the repaired product or article will continue to comply with its certification basis;
- e. A statement of compliance against the airworthiness standards identified in para (c) of this paragraph;
- f. All necessary instructions and limitations;
- g. Instructions for Continued Airworthiness if applicable; and
- h. Updates to required manuals if applicable.

The Applicant's demonstrated and declared compliance to the EASA type-certification basis accepted by CAAS will be verified, as appropriate, and notified by EASA to CAAS.

4.24 CAAS will consider the application and notify to EASA and the Applicant conditions and procedure for approval, or if there is a need for more information.

4.25 CAAS will contact EASA to discuss or clarify any aspect of certification items raised by EASA, which are of specific interest.

4.26 CAAS will issue a Repair Design Approval when the Applicant has demonstrated and met the requirements of SAR 21.515 for the grant of a Repair Design Approval and upon the payment of the requisite fee.

## **Section E - MINOR CHANGES/MINOR REPAIR DESIGN APPROVALS**

4.27 The classification of a design change or repair as "Minor" will be performed in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21A.91 and GM 21A.91. CAAS will accept the classification as determined by EASA, EASA TC holders or EASA STC holders, as the case may be.

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4.28 CAAS will accept a minor change or a minor repair approval issued by EASA, by an EASA TC holder who has been issued with a CAAS Letter of Type Acceptance or by an EASA STC holder who has been issued with a CAAS STC on Singapore registered aircraft, pursuant to Section B of Article 4 of this Working Arrangement. For such minor changes or repairs, the STC approval holder shall notify CAAS within 3 months of approving the minor change or repair and no further approval by CAAS will be required.

4.29 The classification of a design change or repair as "Minor" performed by other EASA DOA holders on the basis of the EU regulations referred to in paragraph 4.27 shall be reviewed by CAAS on the basis of SAR 21.300 and CAAS Advisory 21-1. If the change is classified by CAAS as "major", Section B of this Article will apply. When classification is confirmed as "minor" by CAAS, the Applicant for a CAAS Modification Approval or a CAAS Repair Approval shall submit:

- a. As available, EASA DOA or EASA ADOA;
- b. A completed Form CAAS(AW)47 or Form CAAS(AW)206 , and
- c. Associated modification/repair instructions and compliance documents in which the justification of compliance is recorded.

The Applicant's demonstrated and declared compliance to the EASA type-certification basis will be verified and stated by the approval holder to CAAS.

4.30 CAAS will issue a Modification Approval or a Repair Approval if the Applicant has demonstrated and met the applicable requirements and upon payment of the requisite fee.

#### **Section F – EUROPEAN TECHNICAL STANDARD ORDER APPROVAL (ETSOA)**

4.31 EASA issues an ETSOA under Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart O to approve the design and production of a European ETSO article. As a prerequisite for the ETSOA, a Production Organisation Approval (POA) pursuant to Part 21 Subpart G or Letter of Agreement under Subpart F has to be issued by the responsible European aviation authority or by EASA, as applicable.

4.32 CAAS' approval for imported ETSO articles is signified by the issuance of a STSO certificate of approval in accordance with the provisions contained in SAR-21 Subpart E.

4.33 CAAS will issue a STSO certificate of approval when the ETSO article meets the airworthiness design standards specified in SAR-21.760.

4.34 An application for a STSO Certificate of Approval shall be made in accordance with SAR-21.455 through EASA. EASA will ensure that the application contains the following:

- a. A completed CAAS Application Form CAAS (AW) 205;
- b. The required technical data as stated in the applicable airworthiness design standards and should include a Declaration of Design Performance (DDP). AMC 21.455(a) lists down details of what should be included in the DDP;
- c. EASA ETSOA for the article;
- d. EASA DOA or ADOA and EU/EASA POA;
- e. EASA statement that the article concerned meets the applicable STSO that is effective at the date of application to CAAS for that article.

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4.35 CAAS will conduct its own assessment of the application and notify EASA and the Applicant of the conditions and procedure for approval. CAAS will accept data approved by EASA or by an EASA (A)DOA holder under an ETSO approval as part of its assessment of the application for a STSO certificate.

4.36 CAAS will issue a STSO Certificate of Approval when the Applicant has demonstrated and met the requirements of SAR-21.465 for the grant of a STSO Certificate of Approval and upon the payment of the requisite fee.

4.37 A CAAS STSO Certificate of Approval does not constitute an approval for the ETSO article to be installed on an aircraft. The installer must obtain installation approval from CAAS for the use of the article on a Singapore-registered aircraft.

4.38 The procedure for the amendment of a CAAS STSO will be made in accordance with the above paragraphs of this Section if the change is classified as "Major". The Applicant's proposed classification will be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21.A.611 and reviewed by CAAS on the basis of SAR 21.300 and CAAS Advisory Circular 21-1 for the purposes of acceptance. If necessary, CAAS will consult with EASA on the details of the classification. For minor changes, the EASA ETSO holder will provide CAAS with the copies of any revised data within 3 months of approving the minor change and an application for a STSO amendment by CAAS will not be required.

## **5 DESIGN APPROVALS ISSUED UNDER THE SINGAPORE LEGISLATION**

### **Section A – SUPPLEMENTAL TYPE CERTIFICATES ISSUED BY CAAS (CAAS STCs)**

5.1 This Section sets out procedures for the approval of Major Changes to Type Certificate which are designed by a Singapore STC holder.

5.2 The classification of a design change as a "Major Change" will be performed in accordance with SAR 21.300 and CAAS Advisory Circular 21-1. The Applicant's declared classification shall be reviewed by CAAS, and if agreed by CAAS will be submitted to EASA for concurrence. EASA will consider the declared classification on the basis of EASA regulations (Annex I (Part 21) to Regulation (EU) No 748/2012, Point 21A.91 and GM 21A.91) and proceed with the EASA STC approval under this Section (in case of a major change) or advise the Applicant to apply for a minor change approval under Section C of this Article. Provisions of Annex I (Part 21) to Commission Regulation (EU) No 748/2012, Subpart E, shall remain applicable for the purpose of validating a supplemental type certificate (STC).

5.3 EASA will issue STCs under the provisions of Annex I (Part 21) to Commission Regulation (EU) No 748/2012, Subpart E to formalise the approval of major changes to a TC made by a non-TC holder. An application for an EASA STC shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart E and EASA Supplemental Type Certificate Procedures, through CAAS. CAAS shall ensure that the application contains the following information:

- a. The CAAS STC and a definition of the airworthiness and environmental protection standards upon which the change to design was approved by CAAS, as well as the EASA requirements which CAAS considers as being complied with;

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- b. As available, CAAS approval of Applicant as Design Organisation and scope of approval;
- c. A completed EASA Form FO.CERT.00033;
- d. Certification programme as defined in point 21.A.20 of Annex I (Part 21) to Commission Regulation (EU) No 748/2012;

5.4 EASA will consider the application and notify CAAS and the Applicant of the conditions and procedure for approval.

5.5 EASA will contact CAAS to discuss or clarify any aspect of certification items raised by CAAS, which are of specific interest. Thereafter, EASA will initiate the certification process in accordance with applicable EASA procedures.

5.6 The Applicant will provide EASA with

- a. A declaration that the change and areas affected by the change comply with the applicable EASA type-certification basis and environmental protection requirements as defined in the Certification Programme;
- b. In the case of a change affecting the operational suitability data, a declaration that the necessary changes to the operational suitability data meet the applicable operational suitability data certification basis as defined in the Certification Programme;
- c. The compliance documents in which the justification of compliance is recorded;
- d. A declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested.

The Applicant's demonstrated and declared compliance to EASA type-certification basis will be verified and notified by CAAS to EASA.

5.7 In addition, for major changes to the type design concerning passenger cabin configuration and crew rest compartments approved by CAAS, EASA will credit, to the maximum extent practicable, the technical findings of compliance made by CAAS. EASA may verify conformity and compliance in certain areas for the purpose of compliance with EASA type-certification basis and the issuance of an EASA STC.

5.8 EASA will issue an STC when the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges), and EASA has completed its approval procedures for an STC.

5.9 With regards to the CAAS-approved major changes to the EASA-validated CAAS STC, the procedure set out in this Section will apply and EASA will issue a Major Change approval and revise the EASA STC (if needed). Minor changes to STC shall be processed in accordance with Section C of this article.

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## Section B – MAJOR REPAIR DESIGN APPROVALS ISSUED BY CAAS

5.10 This Section sets out procedures for the approval by EASA of Major Repair Designs that are approved by CAAS.

5.11 An application for an EASA Major Repair Design shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart M and EASA Major Repair Design Procedures, through CAAS. CAAS shall ensure that the application contains the following information:

- a. The CAAS Repair Design Approval;
- b. A Certification Programme containing:
  - i. a description of the damage and repair design identifying the configuration of the type design upon which the repair is made;
  - ii. an identification of all areas of the type design and the approved manuals that are changed or affected by the repair design reinvestigations and justifications;
  - iii. an identification of any re-investigations necessary to demonstrate compliance of the repair design and areas affected by the repair design with the applicable type-certification basis;
  - iv. any proposed amendments to the type-certification basis or environmental protection requirements incorporated by reference in the type-certificate or supplemental type-certificate or auxiliary power unit (APU) ETSO authorisation, as applicable;
  - v. the means and process proposed to be followed to demonstrate compliance; and
  - vi. where the applicant is not the supplemental type-certificate, or APU ETSO authorisation holder, as applicable, a justification that the information on which those identifications are based is adequate either from the applicant's own resources, or through an arrangement with the supplemental type-certificate or APU ETSO authorisation holder.
- c. CAAS DOA and domain;
- d. Completed EASA Form FO.CERT.00031;

5.12 EASA will consider the application and contact CAAS to discuss or clarify any aspect of certification items raised by CAAS, which are of specific interest. Thereafter, EASA will initiate the certification process in accordance with applicable EASA procedures.

5.13 The Applicant will provide EASA with:

- a. A declaration of compliance with the applicable type-certification basis and the compliance documents in which the justifications of compliance have been recorded;

- b. A declaration that no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested;
- c. where under 21.A.433(b) (Point 5.11.b.vi of this Section), an arrangement with the STC or APU ETSO authorisation holder, as applicable, is in place:
  - i. a statement that the holder has advised that it has no technical objection to the information submitted under Point 5.11.(b)(vi) above; and
  - ii. a statement that the holder has agreed to collaborate with the repair design approval holder to ensure discharge of all obligations for continued airworthiness of the changed product through compliance with 21.A.451.

The Applicant's demonstrated and declared compliance to EASA type-certification basis will be verified and notified by CAAS to EASA.

5.14 EASA will issue a Major Repair Design Approval when the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges), and EASA has completed its approval procedures for a Major Repair Design Approval.

### **Section C – MINOR CHANGE /MINOR REPAIR DESIGN APPROVALS**

5.15 This Section sets out procedures for the approval by EASA of Minor Changes to Type Certificates and STCs, and Minor Repair Designs that are approved by CAAS or made under the privileges of a CAAS DOA holder.

5.16 An application for an EASA Minor Change/Minor Repair approval shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart D, through CAAS. CAAS shall ensure that the application contains the following information:

- a. As available, CAAS DOA, CAAS ADOA, CAAS STC or EASA STC;
- b. A completed EASA Form FO.CERT.00032; and
- c. Associated change/repair instructions and compliance documents in which the justification of compliance is recorded.

5.17 The Applicant's demonstrated and declared compliance to EASA type-certification basis will be verified and notified by CAAS to EASA. In the case of a change affecting the operational suitability data, the Applicant will file a declaration that the necessary changes to the operational suitability data meet the applicable operational suitability data certification basis, which will be reviewed by EASA.

5.18 EASA will issue an approval for a minor change/minor repair when the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges), and EASA has completed its approval procedures for a Minor Change/Repair Design Approval.

### **Section D – SINGAPORE TECHNICAL STANDARD ORDER CERTIFICATE (STSO CERTIFICATE)**

5.19 An application for an EASA ETSO approval shall be made in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012, Section A, Subpart O, through CAAS. For each ETSOA certification

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requested from a STSO Certificate of Approval holder, CAAS will forward the application for the certification and related information to EASA. This application shall comprise:

- a. A completed EASA Form FO.ETSOA.000034;
- b. CAAS STSO Certificate of Approval for the article;
- c. CAAS DOA;
- d. EASA Production Organisation Approval (POA) granted under Commission Regulation (EU) No 748/2012;
- e. The required technical data as stated in the applicable airworthiness design standards and should include a Declaration of Design Performance (DDP);
- f. the Applicant's demonstration and declaration of compliance to EASA ETSO standard;
- g. CAAS statement that the article concerned meets the applicable ETSO that is effective on the date of application to EASA for that article.

5.20 Once EASA has received the applications from CAAS, EASA will start the process leading to an ETSO Authorisation and will evaluate the applications in accordance with its internal working procedures and with Annex I (Part 21) to Regulation (EU) No 748/2012. In addition, for applications for EASA ETSOA under ETSO-C39, ETSO-C127 and ETSO-C175, EASA will credit, to the maximum extent practicable, the technical findings of compliance made by CAAS. EASA may verify conformity and compliance in certain areas for the purpose of compliance with EASA type-certification basis and the issuance of an ETSOA.

5.21 EASA will issue an ETSO Authorisation when the applicable requirements under Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and this Section have been met by the Applicant, including the administrative requirements (payment of Fees and Charges), and EASA has completed its approval procedures for an ETSOA. An EASA ETSO Authorisation does not infer an EASA installation approval.

5.22 Any major change requires a separate ETSO Authorisation and needs to follow the application process as described in this Section. Minor changes introduced by the ETSOA holder which are covered by the initial ETSOA through the use of open brackets in the Part Number, and which have been accepted by CAAS, have to be notified on a regular basis through CAAS to EASA. Any minor change introduced by someone else that the ETSOA holder requires a separate ETSO Authorisation and needs to follow the application process as provided in this Section.

## **6 CONTINUED AIRWORTHINESS OF THE DESIGN**

6.1 Both Parties will co-operate in analysing the airworthiness data arising from accidents and incidents or investigations involving a product, part or appliances approved or accepted under this Working Arrangement.

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6.2 A Party will report to the other Party on specific occurrences involving a product, part or appliance approved or accepted under this Working Arrangement, as soon as practicable, and will assist the other Party, if necessary, in analysing their effect on the safety of the products, parts or appliances in service.

6.3 A Party will promptly inform the other Party of all mandatory airworthiness modifications, special inspections, special operating limitations or other mandatory actions in relation to a TC, STC, any other design approval or ETSOA/STSO Certificate issued in accordance with the processes agreed to under this Working Arrangement, which it considers necessary to ensure the continuing airworthiness of the affected products or articles in service.

## **7 COOPERATION IN PRODUCTION DOMAIN**

7.1 Each new aircraft will be delivered to Singapore with an Export Certificate of Airworthiness, which will be based on EASA Form 52 issued by a Production Organisation Approval (POA) holder in accordance with Commission Regulation (EU) No 748/2012. CAAS will accept such Export Certificate of Airworthiness.

7.2 Each new engine and/or propeller, as well as each new part and appliance, will be delivered to the EU or Singapore with an individual 'EASA Form 1', issued by a POA holder in accordance with Commission Regulation (EU) No 748/2012. CAAS will accept EASA Form 1.

7.3 The Parties may at any time undertake to discuss and establish further arrangements, including by amending this Working Arrangement, in order to establish closer regulatory cooperation on production matters in accordance with their respective regulatory requirements.

## **8 ADMINISTRATION AND IMPLEMENTATION**

8.1 The CAAS Director for Airworthiness/Flight Operations and the EASA Head of International Cooperation Department will be the responsible persons for the administration of this Working Arrangement.

8.2 The CAAS Head of Airworthiness Engineering and the EASA Head of Certification Policy & Safety Information Department /Deputy Certification Director will be the responsible persons for the implementation of this Working Arrangement.

8.3 The Parties will also advise each other of any significant changes to their respective organisations that affect the administration and implementation of the provisions of this Working Arrangement, including the holders of the posts mentioned in paragraphs 1 and 2 of this Section.

## **9 COSTS AND EXPENSES**

The Parties shall each bear their own costs and expenses incurred in connection with the preparation and implementation of this Working Arrangement.

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## **10 LEGAL AND FINANCIAL LIABILITIES**

10.1 Where it is not otherwise inappropriate to do so, the Parties agree to liaise with one another with a view to addressing any legal issues that may arise as a consequence of actions taken under this Working Arrangement.

10.2 Neither Party shall hold the other Party liable for any claim in any suit or proceeding against the other Party arising out of the issuance or acceptance of any approval under this Working Arrangement. Nothing in this Working Arrangement operates to preclude or supersede liabilities otherwise arising as a matter of international, EU or national law.

10.3 The Parties agree that under this Working Arrangement there will be no fees charged for the provision to each other of the material/documentation referred to in this Working Arrangement.

## **11 ENTRY INTO FORCE**

This Working Arrangement will enter into force upon signature by duly authorised representatives of both Parties.

## **12 NOTICES**

In relation to any notice, request or other communication to be given or served pursuant to this Working Arrangement, the Parties will direct notices or other correspondence to the attention of Focal Points identified in Annex I to this Working Arrangement

## **13 DISPUTE RESOLUTION**

13.1 The Parties agree to attempt to resolve any disputes that may arise under this Working Arrangement at the workplace level by consultations between the Focal Points identified in Annex I to this Working Arrangement.

13.2 Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between the Parties and no dispute arising under this Working Arrangement will be referred to any court, international tribunal or any third party for settlement.

## **14 VARIATION AND REVIEW**

14.1 It is important that this Working Arrangement remains consistent, relevant and current. To that end, the Parties will review this Working Arrangement on an annual basis or more frequently if the Parties agree to do so.

14.2 Should either Party seek to amend this Working Arrangement, the Parties will negotiate in good faith.

14.3 This Working Arrangement may be amended at any time by agreement in writing signed by the Parties' duly authorised representatives.

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## 15 TERMINATION

15.1 Either party may terminate this Working Arrangement at any time by giving written notice of its decision to the other Party.

15.2 This Working Arrangement will terminate 90 days following the date of receipt of such notice, unless the said notice is withdrawn by mutual consent before the expiry of the 90-day period.

15.3 Such termination shall not affect the validity of any certificate and other approval granted by the Parties under the terms of this Working Arrangement prior to the termination of the Working Arrangement.

## 16 GENERAL

16.1 The designated offices for the administration and implementation of this Working Arrangement are identified in Annex I to this Working Arrangement.

16.2 Any existing understanding or arrangement relating to the acceptance of aviation certification between EASA and CAAS will be superseded by this Working Arrangement.

16.3 EASA and CAAS acknowledge that nothing in this Working Arrangement legally restricts or enlarges either Party's statutory functions, powers or duties.

16.4 The foregoing record represents the understanding reached between the European Aviation Safety Agency and the Civil Aviation Authority of Singapore upon the matters referred to therein.

Signed in duplicate in English language on 13 July 2017 in Singapore.

**FOR THE EUROPEAN AVIATION SAFETY  
AGENCY  
(EASA)**



Mr Patrick KY  
Executive Director

**FOR THE CIVIL AVIATION AUTHORITY  
OF SINGAPORE  
(CAAS)**



Mr Kevin SHUM  
Director General



**Annex I**  
**DESIGNATED OFFICES AND FOCAL POINTS**

**1. DESIGNATED OFFICES AND FOCAL POINTS FOR ADMINISTRATION**

For CAAS:	For EASA:
Director Airworthiness & Flight Operations Division Civil Aviation Authority of Singapore Room 047-029, 4 <sup>th</sup> Storey Terminal 2 Singapore Changi Airport Singapore 819643	Head of International Cooperation Department Strategy and Safety Management Directorate European Aviation Safety Agency Konrad-Adenauer-Ufer 3 D-50668 Cologne
<u>Correspondence Address:</u> Airworthiness & Flight Operations Division Civil Aviation Authority of Singapore P.O. Box 1 Singapore 918141	<u>Correspondence Address:</u> International Cooperation Department European Aviation Safety Agency Postfach 10 12 53 D-50452 Cologne, Germany

**2. DESIGNATED OFFICES AND FOCAL POINTS FOR IMPLEMENTATION**

For CAAS:	For EASA:
Head of Airworthiness Engineering Airworthiness & Flight Operations Division Civil Aviation Authority of Singapore Room 047-029, 4 <sup>th</sup> Storey Terminal 2 Singapore Changi Airport Singapore 819643	Head of Certification Policy & Safety Information Department / Deputy Certification Director Certification Directorate European Aviation Safety Agency Konrad-Adenauer-Ufer 3 D-50668 Cologne
<u>Correspondence Address:</u> Airworthiness & Flight Operations Division Civil Aviation Authority of Singapore P.O. Box 1 Singapore 918141	<u>Correspondence Address:</u> Certification Policy & Safety Information Department European Aviation Safety Agency Postfach 10 12 53 D-50452 Cologne, Germany

**3. EASA E-MAIL ADDRESSES**

**For Design and Production approvals:**

TCs: [tc@easa.europa.eu](mailto:tc@easa.europa.eu)  
 STCs: [stc@easa.europa.eu](mailto:stc@easa.europa.eu)  
 ETSOAs: [etsoa@easa.europa.eu](mailto:etsoa@easa.europa.eu)  
 Major changes/repairs: [MajorChange-MajorRepair@easa.europa.eu](mailto:MajorChange-MajorRepair@easa.europa.eu)  
 POAs: [foreignPOA@easa.europa.eu](mailto:foreignPOA@easa.europa.eu)

**For Continuing Airworthiness:**

ADs: [ads@easa.europa.eu](mailto:ads@easa.europa.eu)  
 Failure, Malfunction and Defect: [report@easa.europa.eu](mailto:report@easa.europa.eu)

**4. CAAS E-MAIL ADDRESSES**

**For all issues:** [CAAS\\_AFO\\_Infocenter@caas.gov.sg](mailto:CAAS_AFO_Infocenter@caas.gov.sg)

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