

Working Arrangement

between

The Civil Aviation Authority of the
United Kingdom

and

The European Union Aviation Safety
Agency

on the

design and production of Rolls-Royce
Products

The European Union Aviation Safety Agency (“EASA”) and the Civil Aviation Authority of the United Kingdom (“UK CAA”) hereinafter referred to collectively as the “Authorities”,

Considering the common interest of EASA and the UK CAA to preserve aviation safety and environmental compatibility and to reduce the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing;

Considering that cooperation between the European Union and the United Kingdom is governed by the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, signed in Brussels and London on 30 December 2020, hereinafter referred to as “the Agreement” and by the associated Technical Implementation Procedures (“TIP”) developed on the basis of Article 6 of Annex 30 ‘Airworthiness and environmental certification’ (hereinafter referred to as ‘Annex 30’) to the Agreement;

Considering paragraph 2.4.5 of Chapter 2 of Annex 8 to the Convention on International Civil Aviation (‘the Chicago Convention’) setting out that where the State of Manufacture is other than the State of Design, there shall be an agreement or arrangement acceptable to both States to address the responsibilities of each State with regard to design, manufacture and continuing airworthiness of the aircraft, engine or propeller;

Considering Article 23(1) of Annex 30 to the Agreement foreseeing that in cases where the production approval holder for a civil aeronautical product is regulated by the competent authority of a Party to the Agreement, and the design certificate holder for the same civil aeronautical product is regulated by the competent authority of the other Party to the Agreement, the competent authorities of the Parties shall establish procedures to define the responsibilities of each Party to the Agreement to control the interface between the production approval holder and the design certificate holder;

Recognising that as regards certain Rolls Royce engines, including any parts and appliances thereto, the competent authority of the State of Design (i.e. the competent authority responsible for the design certificate and design organisation approval holder) is different from the competent authority of the State of Manufacture (i.e. the competent authority responsible for the production approval holder);

The Authorities, being entitled by their respective constituting acts to conclude Working Arrangements¹ in their field of competence, have approved the present Working Arrangement:

1. PURPOSE AND SCOPE

1.1 This Working Arrangement addresses the responsibilities of EASA, as the authority of the State of Design, and of the UK CAA, as the authority of the State of Manufacture, in relation to the design and production of certain Rolls-Royce engines, including any parts and appliances thereto, under EASA Type Certificate (EASA TC), and UK CAA Production Organisation Approval (UK CAA POA).

It also provides an outline for how the Authorities will cooperate to address continued airworthiness obligations concerning Rolls Royce engines including any parts and appliances thereto.

¹ For EASA, this is 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.

1.2 In particular, the Authorities understand that the following entities and civil aeronautical products² are relevant for the Working Arrangement:

- a) Rolls-Royce Deutschland, the approved design organisation ('Rolls-Royce DOA'; certificate number EASA 21J.065) and type-certificate holder under the responsibility of EASA;³
- b) Rolls-Royce PLC as the approved production organisation ('Rolls-Royce POA', certificate number POA UK.21G.2003) under the responsibility of the UK CAA;
- c) Applicable facilities, location and products as listed on the aforementioned organisation approval certificates.

1.3 This Working Arrangement does not in any way affect any legal responsibilities that EASA and the UK CAA respectively have under international, EU and/or national law.

2. COMMUNICATION

2.1 The Airworthiness Department of the UK CAA (UK CAA-AWD) being the production certification authority and the EASA Certification Directorate being the engine certification authority, will be responsible for the implementation of this Working Arrangement.

2.2 One or several focal points will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communication will take place between these focal points (see Appendix 1). The list of focal points will be amended as decided by the Authorities when necessary by exchange of emails.

2.3 All communications between the Authorities related to the activities of this Working Arrangement will be in the English language.

2.4 Direct correspondence between EASA and Rolls-Royce POA holder, and/or between the UK CAA and Rolls-Royce DOA holder, without the Authorities being respectively aware will be avoided. The principles of joint coordination will prevail.

3. PRODUCTION OF ROLLS-ROYCE ENGINES UNDER A UK CAA POA

3.1. EASA as the authority responsible for the design certification and fulfilling the responsibilities of the State of Design for Rolls Royce engines will provide advance notice of the issuance of EASA AD action to the UK CAA's AD focal point of all Airworthiness Directives and mandatory airworthiness limitations related to EASA type certificates held by Rolls-Royce DOA.

3.2 The UK CAA is responsible for production certification and fulfils the responsibilities of State of Manufacture for the continued production surveillance of Rolls-Royce engines, including any parts and appliances thereto produced-under the Rolls-Royce POA.

² Definition as per Article 444 (c) of the EU – UK Trade and Cooperation Agreement: "civil aeronautical product" means any civil aircraft, aircraft engine, or aircraft propeller, or subassembly, appliance, part or component, installed or to be installed thereon

³ In accordance with Article 77(1) of Regulation (EU) 2018/1139, with regard to the products, parts, non-installed equipment and the equipment to control unmanned aircraft remotely, referred to in point (a) and b(i) of Article 2(1) of that Regulation, EASA "shall, where applicable and as specified in the Chicago Convention or its Annexes, carry out on behalf of the Member States the function and tasks of the State of Design".

3.3 The UK CAA will inform EASA in writing, through the focal points described in paragraph 2.2 above, of any manufacturing issues related to the airworthiness of the referenced Rolls-Royce engines, including any parts and appliances thereto, produced in accordance with the Rolls-Royce POA. .

3.4 The Authorities will cooperate in analysing possible design, manufacturing, or airworthiness issues as they relate to accidents, incidents or reported in-service difficulties.

3.5 The Authorities will facilitate the timely resolution of design and manufacturing issues.

3.6 The Authorities will establish a review program to periodically assess the effectiveness of the technical assistance performed under this Working Arrangement. The review program will consist of data sharing, analysis, and technical meetings for the purpose of maintaining communication in accordance with paragraph 2 above.

3.7 Rolls-Royce Deutschland, as the holder of the engine type-certificates, and Rolls-Royce PLC, as the holder of the production certificate, will enter into a design / production arrangement with each other to ensure the satisfactory coordination of design and production as required by respective EASA and UK CAA regulations.⁴ Such an arrangement will also ensure that the appropriate support of the continued airworthiness of the product, part or appliance is available.

3.8 Collaboration and coordination between Rolls-Royce Deutschland and Rolls-Royce PLC referred to in paragraph 3.7 will include the communication and transmission by the production organisation to the design approval holder of the unintentional divergences (concessions or non-conformances) during the manufacturing process, as required by the respective EASA and UK CAA regulations.⁵ The UK CAA will ensure that Rolls-Royce PLC communicates and transmits any such unintentional divergences to Rolls-Royce Deutschland. EASA will ensure that Rolls-Royce Deutschland will review and provide to Rolls-Royce plc appropriate disposition of the incurred production unintentional divergences.

4. COMMENCEMENT, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION

4.1 This Working Arrangement will commence on the date of the last signature by the Authorities' duly authorised representatives.

4.2 Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between the Authorities in accordance with Paragraph 1.8 of the TIP.

4.3 This Working Arrangement may be amended by mutual consent. Such amendments will be in writing and will come into operation on the date of the last signature of the Authorities' duly authorised representatives.

4.4 This Working Arrangement will remain in operation until terminated by either Authority on three (3) months' written notice, unless the said notice is withdrawn by mutual consent of both Authorities before the expiry of the three (3) month period.

⁴ As per paragraphs 21.A.4 and 21.A.133 of Annex I (Part-21) of EU regulation 748/2012 and amendments, and of (UK) regulation 21.A.4 and 21.A.133 of Annex I (Part-21) of Regulation 748/2012 and amendments as in force in the UK pursuant to the European Union (Withdrawal) Act 2018.

⁵ As per paragraphs 21.A.4 and 21.A.133 of Annex I (Part-21) of Regulation 748/2012 and amendments, and of (UK) regulation 21.A.4 and 21.A.133 of Annex I (Part-21) of Regulation 748/2012 and amendments as in force in the UK pursuant to the European Union (Withdrawal) Act 2018

The Authorities confirm the provisions of this Working Arrangement as indicated by their duly authorised representatives'.
Signed in duplicate in English language.

**For and on behalf of the European
Union Aviation Safety Agency**

Patrick Ky
Executive Director



Date: 01. OKT. 2021

Place: Cologne

**For and on behalf of the Civil Aviation Authority
of the United Kingdom**

Richard Moriarty
Chief Executive Officer



Date: 27 OCT 2021

Place: LONDON

Appendix 1

List of Focal Points

For EASA	For UK CAA
Certification Directorate	Airworthiness Department
Postfach 10 12 53 D-050452 Koln Germany	Aviation House Beehive Ring Road Crawley West Sussex RH6 0YR United Kingdom
For design: Large Aeroplane – Propulsion & Powerplant Systems Section	For production: Production and Propulsion Sector
For production: Production Organisation Oversight Section	

The Authorities will inform each other of the respective individuals in mentioned section / departments acting as focal points.