

**Working Arrangement between the Civil Aviation Authority of Norway
and the Civil Aviation Authority of the United Kingdom for the
Promotion of Aviation Safety**

The Civil Aviation Authority of Norway (hereinafter referred to as “CAAN”) and the Civil Aviation Authority of the United Kingdom (hereinafter referred to as the "UK CAA") (hereinafter referred to as “the Participants”),

Recognising the continuous trend toward multinational design, production and distribution of civil aeronautical products;

Desiring to promote civil aviation safety and environmental compatibility and to facilitate the free flow of civil aeronautical products between Norway and the United Kingdom;

Desiring to enhance cooperation and increase efficiency in matters related to civil aviation safety;

Considering that their cooperation can positively contribute to encouraging greater international harmonisation of standards and processes related to civil aviation safety and environmental compatibility;

Considering the possible reduction of the economic burden imposed on the aviation industry by removing duplication in technical inspections, evaluations, and testing;

Recognising that any reciprocal acceptance of findings of compliance and certificates must be based on the mutual confidence of the Participants that their regulatory systems for civil aviation safety ensure a sufficiently equivalent level of safety;

Recognising that any such reciprocal acceptance also requires continued confidence by each Participant in the reliability of the other Participant's processes for findings of compliance in all areas covered by this Arrangement;

Recognising the desire of the Participants for cooperation in civil aviation safety and environmental compatibility based on continuous communication and mutual confidence;

Recognising the respective commitments of the Participants under bilateral, regional and multilateral agreements dealing with civil aviation safety and environmental compatibility;

Considering that Norway is a Party to the Agreement on the European Economic Area (the EEA Agreement), and that the Regulation (EU) No 216/2008 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (hereinafter referred to as "EASA"), as well as its implementing rules have been incorporated into the EEA Agreement;

Considering Decision No 163/2011 of the EEA Joint Committee according to which the European Community and the EFTA States shall pursue similar third country agreements within the field of civil aviation safety;

Considering that Regulation (EU) No 216/2008 of the European Parliament and of the Council is expected to be repealed and replaced in the EEA Agreement by Regulation (EU) No 2018/1139 of the European Parliament and of the Council, and the new corresponding Decision of the EEA Joint Committee which will be updated periodically; and

Considering Part Two, Heading Two, Title II: Aviation Safety, and Annex 30 Airworthiness and Environment Certification of 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 (hereinafter referred to as “the Agreement”)

Considering that the Participants at a later stage may agree to replace the Arrangement with an Agreement on Civil Aviation Safety between Norway and the United Kingdom.

Have reached the following consensus:

I. Purpose of This Arrangement

1. To recognise the mutual benefits of developing an arrangement which will reflect the technical elements related to aviation safety contained in the Agreement;
2. To enable the reciprocal acceptance, as provided in the Agreement, of findings of compliance made and certificates issued by either Participant or approved organisations;
3. To promote cooperation toward a high level of civil aviation safety and environmental compatibility;

4. To facilitate the multinational dimension of the civil aviation industry; and
5. To facilitate and promote the free flow of civil aeronautical products and services.

II. Arrangements and Consensus

1. The Participants have decided that similar technical elements related to civil aviation safety as those contained in the Agreement and its implementation procedures, as attached in Appendix I to this Working Arrangement, will be administratively applied by the Participants.
2. Unless otherwise specified, this Arrangement will apply, on the one hand, to the civil aviation regulatory system of Norway and on the other hand, to the civil aviation regulatory system of the United Kingdom.
3. The CAAN will take any measure necessary to ensure the timely application of all relevant EU aviation safety regulatory requirements in accordance with the procedures laid down in the EEA Agreement.

III. Definition

In order to apply this Arrangement, when the text of the Agreement refers to:

- (a) “technical agent”, it means for the purpose of this Arrangement, for Norway, EASA and for the United Kingdom, the UK CAA;
- (b) “exporting Party” or “importing Party”, it includes Norway;
- (c) “certifying authority”, it means for the purpose of this Arrangement, for Norway, EASA and for the United Kingdom, the UK CAA; and
- (d) “competent authority”, it means for the purpose of this Arrangement, for Norway, CAAN and EASA and for the United Kingdom, the UK CAA.

IV. Additional Arrangements

Upon the incorporation into the EEA Agreement of legal acts extending the EASA's competence to air operations, flight crew licensing and the approval of synthetic training devices, or any other areas, the Participants may decide on additional Appendices, including transitional arrangements, specific to each area in line with the procedure in Paragraph X of this Arrangement.

V. Other agreements

Except where otherwise specified in the Appendices of this Arrangement or required by Norway's obligations under the EEA Agreement, obligations contained in agreements concluded by either Participant with a third country not Participant to this Arrangement will not have effect with regard to the other Participant in terms of acceptance of findings of compliance made and certificates issued by the third country.

VI. Competent authorities for design certification, production certification and export certificates

1. Competent authorities for design certification are:
for Norway: EASA; and
for the United Kingdom: UK CAA.

2. Competent authorities for production certification and export certificates are:
for Norway: CAAN and EASA; and
for the United Kingdom: UK CAA.

VII. Differences of Interpretation or Application

Any difference regarding the interpretation or application of this Arrangement will be resolved by consultation between the Participants.

VIII. Consultation

Each Participant may at any time request a meeting with the other Participant for the purposes of consulting on any matter related to this Arrangement. The Participants will make all reasonable efforts to accommodate these requests.

IX. Point of Contact

The Participants designate as their respective points of contact:

for the Civil Aviation Authority of Norway:

Luftfartstilsynet

Legal and Regulatory Affairs

Postboks 234

N-8001 Bodø, Norway

Tel: +47 75 58 50 00

E-mail: postmottak@caa.no

for UK CAA:

Future Safety

Safety and Airspace Regulation Group

Civil Aviation Authority

Aviation House

Beehive Ring Road

Crawley

RH6 0YR

United Kingdom

Tel: +44 330 1383196

Email: BilateralSafetyArrangements@caa.co.uk

X. Modification

1. The Participants may modify in writing this Arrangement by mutual consent.
2. With the aim to ensure a coherent application of similar technical elements as those contained in the Agreement and this Arrangement, the Participants will, immediately after amendments have been proposed to the Agreement, initiate a procedure with a view to identifying corresponding modifications that should be made, in this Arrangement and commence at the same time as the amendments to the Agreement.
3. A modification to this Arrangement will commence on the date of the latest written notification by one Participant to the other Participant to that effect.

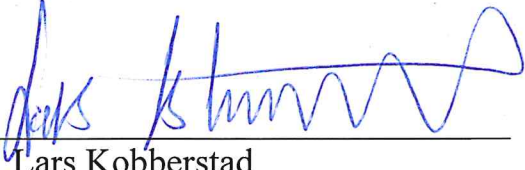
XI. Withdrawal and Termination

1. Either Participant may terminate this Arrangement at any time upon six months' written notification to the other Participant, unless the notice of termination is withdrawn by mutual consent of the Participants before the expiry of the six months' notification period. Termination of the Agreement will cause the termination of this Arrangement to take place.
2. Following termination of this Arrangement, each Participant should maintain the validity of findings of compliance made and certificates issued under this Arrangement prior to the date of termination.

XII. Commencement Date and Signature

This Arrangement will come into operation when duly signed by the authorised representatives of the UK CAA and CAAN.

Signed in duplicate in the English language.



Lars Kobberstad

Director General

Civil Aviation Authority of
Norway

Date: 5th Oct. 2021.



Robert Bishton

Director

Safety and Airspace Regulation Group
The Civil Aviation Authority of the United
Kingdom

Date: 28th September 2021.

Part Two; Heading Two

**Title II: Aviation Safety, and Annex 30: Airworthiness and
Environment Certification**

of

**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**

[...insert final text of the Agreement and its implementation procedures]