

**Technical arrangement on  
Airbus product certification**

**between**

**The General Administration of Civil Aviation of China  
(CAAC)**

**and**

**The European Aviation Safety Agency (EASA)**

## **1. PURPOSE**

This Technical Arrangement defines the working relationship between the European Aviation Safety Agency (EASA) and the General Administration of Civil Aviation of China (CAAC) hereafter called the “Authorities”, to facilitate and accomplish the CAAC type validation of the Airbus aircraft models and post-type validation activities as well as to define continued airworthiness activities.

## **2. OBJECTIVES**

This Technical Arrangement is intended to accomplish the following objectives:

- 2.1 To define the working procedures under the respective responsibilities of each Authority:
  - a) for the type validation process; and
  - b) for subsequent post type validation activities.
  - c) for the acceptance of new and used products produced by the manufacturer as mentioned in the CAAC validation data sheet and for which the CAAC has issued the Validation of Type Certificate.
  - d) validation of Supplemental Type Certificates approved by EASA.
  - e) for parts and appliances for these products.
  
- 2.2 To minimize redundant inspections, tests, demonstration, evaluations, and approvals.
  
- 2.3 To cooperate and assist on continued airworthiness for aircraft models.

## **3. SCOPE**

This Technical Arrangement covers the Airbus aircraft models under the provisions set forth in the following paragraphs.

#### **4. REQUIREMENTS AND BASIS**

The requirement for this Technical Arrangement results from paragraphs 2.1.4 and 2.4.1 of CAAC AP 21-01R1 dated January 2000 (English version), Validation Procedures for Import of Civil Aviation Products and Parts.

#### **5. COMMUNICATION**

- 5.1 The Aircraft Airworthiness Certification Department (CAAC-AAD) of CAAC and EASA as Aircraft Certification Authority will be responsible for the implementation of this Technical Arrangement.
- 5.2 A project manager will be assigned by each Authority to facilitate the implementation of this Technical Arrangement. All routine communication related to the activities of this Technical Arrangement will formally take place between these two project managers. (See paragraph 9.4).
- 5.3 Airbus will be the primary source for providing the technical support to CAAC-AAD. When requested, EASA will provide the necessary assistance and support within its regulatory functions, which will be initiated through, and coordinated by, the designated project managers of the respective Authority.
- 5.4 All communications between CAAC, EASA and Airbus related to the activities of this Technical Arrangement will be made in the English language.
- 5.5 Unless otherwise specified, EASA shall be copied with all correspondence between Airbus and CAAC related to the activities of this Technical Arrangement in order for EASA to support Airbus and CAAC in the future.

## **6. TYPE VALIDATION ACTIVITES**

### **6.1 General**

- a) Airbus is responsible for:
  - i) Showing and verifying the compliance with the agreed EASA certification basis; and
  - ii) Showing and verifying the compliance with all CAAC additional requirements not covered by EASA certification basis;
  - iii) Demonstrating this compliance to both Authorities. Subject to paragraph 6.2(c)(ii), any compliance documents provided to CAAC shall be approved by EASA.
  
- b) The CAAC type validation of affected products as listed in appendix must be accomplished in respect of all laws and regulation governing both Authorities.

### **6.2 Certification basis**

- a) The certification basis for the aircraft models are the following:
  - i) For EASA:  
As defined in the EASA Type Certificate Data Sheets (TCDS) at the latest applicable issue.
  
  - ii) For CAAC:  
According to CAAC procedure, CAAC accepts the EASA certification basis for the aircraft models as validation basis plus "Additional Technical Conditions (ATC)".
  
- b) CAAC will notify in writing both EASA and Airbus of any ATC necessary for the CAAC type validation.
  
- c) EASA will review the ATC to ensure its understanding thereof. As necessary, CAAC will provide EASA in writing with any interpretative material or any data regarding the means of compliance pertaining to those ATC.
  - i) EASA, upon request from CAAC, will initiate the process of finding compliance referred to in paragraph 6.4 once the necessary understanding of the particular CAAC ATC has been acquired.

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- ii) CAAC will perform its own findings of compliance on ATC for which EASA has not acquired sufficient understanding.

### **6.3 Process of finding compliance**

For the CAAC type validation activities, CAAC will, in close co-ordination with EASA, define its involvement taking into account paragraph 2.2 of this Technical Arrangement.

### **6.4 Process of finding compliance to the ATC**

Provided that CAAC has not already made findings of compliance with its own ATC according to paragraph 6.2(c)(ii), EASA, upon request, will make the findings of compliance with the ATC on behalf of CAAC. EASA will make the findings of compliance in accordance with the interpretative material and the means of compliance provided by CAAC. In the absence of such interpretative material, EASA will use its own interpretation for the specific ATC.

### **6.5 Formalisation of the findings of compliance**

- a) For the purpose of finding compliance with the CAAC certification basis, CAAC may raise Issue Papers (IP) and Action Items (AI).
- b) An IP is normally opened to document the ATC (one IP per ATC):
  - i) to document any controversial technical issue; and
  - ii) to document differences in interpretative material or the means of compliance.
- c) AI are normally opened to record any non-controversial action to be performed by Airbus.
- d) CAAC will notify EASA and Airbus of the status of each IP and AI. CAAC will request the formal EASA position on the IP. All IP and AI must be closed before the issuance of the CAAC type certificate.

## **6.6 Final statement**

At the end of the process EASA will provide, upon request, a formal statement attesting that EASA has found compliance with CAAC validation basis. The CAAC approved type design will be identified in a CAAC TCDS to be produced by Airbus and to be approved by EASA.

## **7. POST TYPE VALIDATION ACTIVITIES**

### **7.1 Design change approval**

According to CAAC procedures, CAAC normally recognises without further investigation the EASA approval of design changes/modifications which do not affect TCDS/VTCDs. However, CAAC reserves the right to make a technical validation on other design changes and will inform Airbus and EASA accordingly. When investigation is completed for these changes, CAAC will notify EASA and Airbus of their approval.

### **7.2 Other changes approval**

At the request of the CAAC, the EASA will assist the CAAC in determining whether the design of alterations, modifications or repairs made under the control of the CAAC, complies with the CAAC certification basis prescribed in the subparagraph 6.2 before the change is approved and implemented.

## **8. AIRWORTHINESS SUPPORT ACTIVITIES**

### **8.1 Individual product deliveries**

- a) For each aeroplane to be delivered to China, EASA will issue an EASA declaration of compliance for Export, based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority under EC Regulation 1702/2003, stating that the aeroplane complies with the CAAC approved type design.
- b) An Airplane Flight Manual (AFM) in the English language will be provided for each aircraft to be delivered to China. The AFM will be in accordance to the CAAC approved type design, and will be approved by EASA on behalf of the CAAC-AAD.

### **8.2 Continued Airworthiness**

- a) In accordance with ICAO Annex 8, EASA will promptly inform CAAC-AAD of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the continuing airworthiness of the products.
- b) CAAC will promptly notify EASA and Airbus of any unsafe condition associated with the design, manufacturing or maintenance of the products that are in service in China.
- c) EASA will notify CAAC, where appropriate, of any action it deems necessary to correct any unsafe condition in the type design that may be discovered after the type validation, including any actions in respect of components designed or manufactured by a supplier under contract to Airbus.
- d) EASA, upon request, will assist CAAC in establishing procedures deemed necessary by CAAC for maintaining the continuing airworthiness of aircraft models.

## **9. ENTRY INTO FORCE, AMENDMENT, DURATION AND TERMINATION**

### **9.1 Entry into force**

This Technical Arrangement shall enter into force at the date of signature by the Authorities.

Any disagreement regarding the interpretation or application of this Technical Arrangement will be resolved by consultation between the EASA and the CAAC.

### **9.2 Amendment**

This Technical Arrangement may be amended by mutual consent between the EASA and the CAAC. Such amendments will be written and made effective by the signatures of the duly authorized representatives or their designees.

### **9.3 Duration and termination**

Either Authority may at any time give written notice to the other Authority of its decision to terminate this Technical Arrangement. This Technical Arrangement shall terminate twelve months following the date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

### **9.4 Appendix**

Appendix will be used to cover the Airbus aircraft models during the validation and signed by the two focal points:



FOR EASA	FOR CAAC
Certification Directorate	Aircraft Airworthiness Certification Dpt
Postfach 10 12 53	155 Dongsi Street West
D-50452 Köln	Beijing 100710
Germany	Peoples Republic of China
Large Transport Aeroplane Manager	Project Manager
Mr Pascal MEDAL	Ms. Yang Zhenmei
Product Department	Deputy Director
	Airworthiness Certification Div.
	CAAC-AAD
Phone: +49 221 89990 4008	Phone: +86 10 64092331
Fax: +49 221 89990 4508	Fax: +86 10 64092331
Email : pascal.medal@easa.eu.int	Email: zm_yang@caac.gov.cn

APPENDIX (No)

Date:

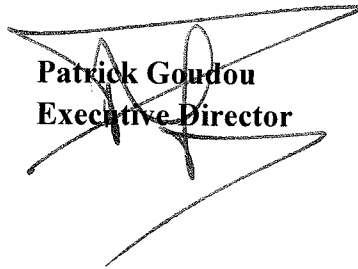
Models	EASA TC No	EASA TCDS Issue No
EASA Certification Basis		
CAAC Validation Basis		
ATCs		
CAAC Special Requirements		
EASA  (signature)  Mr. Pascal Médal Large Transport Aeroplane Manager EASA Certification Directorate		CAAC  (signature)  Ms. Yang Zhenmei Deputy Director Airworthiness Certification Div. CAAC-AAD

**10. AUTHORITIES**

The Authorities agree to the provisions of this Technical Arrangement as indicated by the signature of their duly authorised representatives or executive agents.

Signed in Cologne on 16/2/ 2006 on behalf of:

**European Aviation Safety Agency (EASA)**

  
**Patrick Goudou**  
**Executive Director**

Signed in Cologne on 16/2/ 2006 on behalf of:

**General Administration of Civil Aviation  
of China (CAAC)  
Aircraft Airworthiness Certification  
Department**

**Zhang Hongying**  
**Director General**

