



CAAC

Airworthiness Procedure

Number	AP-ARJ21-01
Effective date:	January 5, 2007

Procedure on Communication between FAA Technical Assistance Branch and CAAC

Aircraft Airworthiness Certification Department of CAAC

Aircraft Airworthiness Certification Department
CAAC

Airworthiness Procedures

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Issued by: AAD

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Approved by:

**Procedure on Communication between
FAA Technical Assistance Branch and CAAC**

1. Purpose

This procedure provides guidance for general principles on the communication between FAA Technical Assistance Branch and CAAC during ARJ21-700 airplane type certification.

2. Authority

These procedures are established under the authority of The Bilateral Airworthiness Agreement (BAA) Schedule of Implementation Procedures between the United States of America (U.S.) and China.

3. References

Bilateral Airworthiness Agreement (BAA) Schedule of Implementation

Procedures between the United States of America (U.S.) and China

Operating Principles between FAA Technical Assistance Branch and CAAC¹

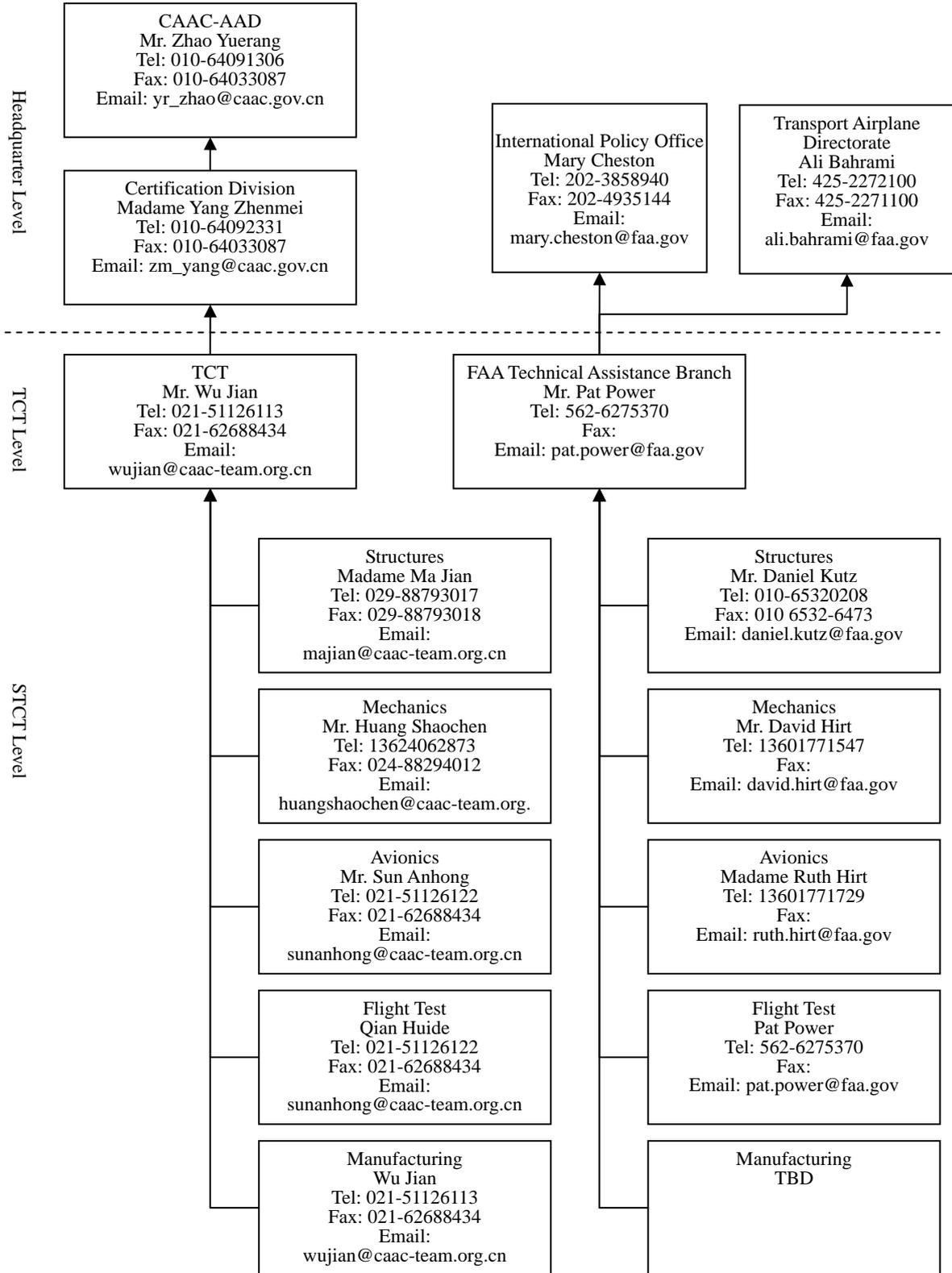
4. Background

FAA has established a Technical Assistance Branch to support the continued development of the CAAC during its type certification of the ARJ-21 regional jet. This Technical Assistance Branch is a unit of the International Policy Office, AIR-40 in the FAA's Aircraft Certification Service. This Branch will provide on-the-job training in 14 CFR part 25 to CAAC specialists.

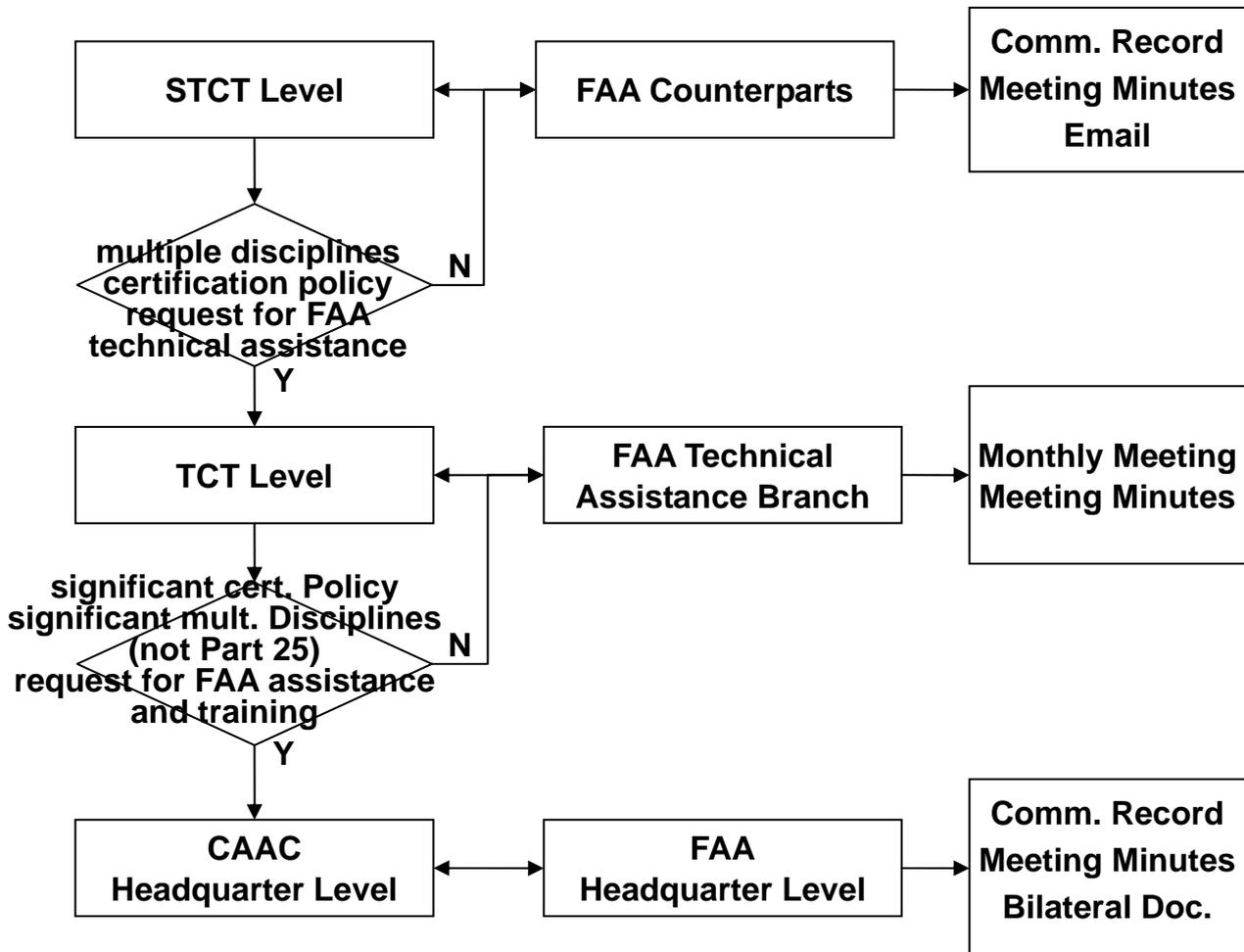
¹ See Appendix 1

5. General Process

FAA and CAAC Counterparts are as follows:



Communication process between FAA Technical Assistance Branch and CAAC is as follows:



6. Supplementary Provision

6.1 This procedure shall be interpreted by Aircraft Airworthiness Certification Department of CAAC.

6.2 This procedure is effective on January 5, 2007.

Appendix 1

Operating Principles between Federal Aviation Administration (FAA) Technical Assistance Branch and the General Administration of Civil Aviation of China (CAAC)

FAA has established a Technical Assistance Branch to support the continued development of the CAAC during its type certification of the ARJ-21 regional jet. This Technical Assistance Branch is a unit of the International Policy Office, AIR-40 in the FAA's Aircraft Certification Service. This Branch will provide on-the-job training in 14 CFR part 25 to CAAC specialists.

The Technical Assistance Branch Manager is accountable to the Manager, AIR-40 for the daily operation of the branch.

Contacts:

All CAAC requests for FAA assistance/involvement will be transmitted to the Manager (or Acting Manager), FAA-Shanghai. CAAC and FAA counterpart focal points are listed in Attachment 1.

FAA specialists will be available for meetings in CAAC or ACAC offices (provided CAAC is participating.)

CAAC and FAA branch management will have a regular (i.e., monthly) meeting/telecon to review the status of activities on the project. FAA and CAAC will document these discussions.

Funding

FAA will fund travel for the activities of the Branch. FAA may accept local transportation from CAAC or ACAC suppliers.

Any extraordinary requests for support may be subject to CAAC reimbursement (e.g. travel outside of China or the United States). Such requests will require the conclusion of an appendix to the reimbursable annex of the FAA/CAAC Memorandum of Agreement.

Assistance in China that is outside the expertise of the Branch will also require CAAC reimbursement.

Other

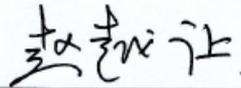
FAA specialists will facilitate communications related to assisting CAAC with supplier surveillance and witnessing activities in the United States.

FAA specialists will assist CAAC in review and responses regarding Issue Papers, Special Conditions, Equivalent Safety Findings, Certification Plans, Test Plans, Means of Compliance, Type Inspections Authorizations, etc.

FAA specialists will coordinate any policy issues with the FAA's Transport Airplane Directorate, ANM-116.



Manager, International Policy Office
FAA

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Deputy Director, Aircraft
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FAA and CAAC Specialist Counterparts

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