Technical Arrangement
Between
Civil Aviation Administration of China
And
Transport Canada Civil Aviation
For
The Validation
Of
Supplemental Type Certificate SH98-49 Issue 1
Issued To
Bristol Aerospace Ltd.
For
Installation of a Wire Strike Protection System
On
Bell Helicopter Textron 206L-4

Original Issue

Civil Aviation Administration of China
Aircraft Airworthiness Certification Department

By: 张红鹰

Director General
Date: 2012.03.16

Transport Canada Civil Aviation

By:

Director, Standards (AART)
Date: [illegible] 15, 2012

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1.0 PURPOSE

This Technical Arrangement (TA) defines the working relationship between Transport Canada Civil Aviation (TCCA) and the Civil Aviation Administration of China (CAAC), to facilitate the CAAC validation of Transport Canada supplemental type certificate SH98-49 Issue 1 issued to Bristol Aerospace Ltd. for the Installation of a Wire Strike Protection System On the Bell Helicopter Textron 206L-4, the validation of subsequent design changes, and to address continued airworthiness activities.

2.0 OBJECTIVES

This TA is intended to accomplish the following objectives:

(a) to define the working procedures under the respective responsibilities of each Authority:

(i) for the STC validation process including issuance of a validated STC by the CAAC; and

(ii) for subsequent post validation activities.

(b) to minimize redundant inspections, tests, demonstrations, evaluations, and approvals.

3.0 CAAC REQUIREMENT

The requirement for this TA stems from paragraph 21.29 of CCAR 21 – *Certification Procedures for Civil Aviation Products and Parts*.

4.0 DURATION

This TA becomes effective upon signature by both CAAC and TCCA. It will remain in effect for the duration of the validation activities and as long as post validation activities are taking place.

5.0 COMMUNICATION

(1) The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) and the Standards Branch (AART) of TCCA are responsible for the administration of this Technical Arrangement (TA). TCCA Standards Branch (AART) will work in conjunction with the Aircraft Certification Division - Prairie and Northern Region identified in Appendix 1 that has geographical jurisdiction over the holder of this STC.

(2) All communications between CAAC-AAD and TCCA related to the activities of this TA will be made in the English language or Chinese language accompanied by an English translation. The contact points for CAAC-AAD and TCCA are provided in Appendix 1 of this TA. Unless otherwise specified, TCCA shall be copied of all correspondence between Bristol Aerospace Ltd. and CAAC related to the activities of this TA.

(3) Any disagreement regarding the interpretation or application of this TA will be resolved by consultation between the CAAC-AAD and TCCA. Every effort should be made to resolve differences at the technical level. Issues that cannot be satisfactorily resolved at the technical level should be expeditiously raised to the attention of the responsible contact points of TCCA and CAAC-AAD on a progressive level until an agreement or resolution is reached.

6.0 VALIDATION ACTIVITIES

6.1 General

TCCA and CAAC recognize that Bristol Aerospace Ltd.:

(a) is the primary source for providing the technical support to CAAC-AAD for purposes of this TA. When requested, TCCA may provide necessary assistance and support within its regulatory functions and resource capacity.
(b) is responsible for demonstrating compliance with the CAAC-AAD certification basis.

6.2 Certification Basis

(1) The subject of the CAAC validation is Transport Canada SH98-49 Issue 1, as approved on November 13, 1998.

(2) The Transport Canada certification basis for this STC is defined on the STC document.

(3) The CAAC certification basis for purposes of the validation of the Transport Canada SH98-49 Issue 1 and issuance of a CAAC-validated supplemental type certificate (VSTC) is the same as that of the Transport Canada STC SH98-49 Issue 1 plus any Additional Technical Conditions (ATCs) notified. CAAC-AAD will notify in writing both to TCCA and Bristol Aerospace of any ATCs necessary for the CAAC validation.

6.3 Findings of Compliance

(1) CAAC-AAD will perform its own findings of compliance for the purpose of its validation activity. However, CAAC may elect to recognize or accept findings of compliance by TCCA for those requirements that they have a similar or common interpretation.

(2) CAAC-AAD may request assistance from TCCA in findings of compliance for those ATCs identified under paragraph 6.2(3), except those requirements or airworthiness standards where TCCA has not acquired sufficient understanding to make a finding of compliance on behalf of CAAC.

6.4 Issuance of Validated Type Certificate

CAAC will issue its own corresponding VSTC once it has determined that the type design complies with the CAAC certification basis established under section 6.2(3).

6.5 Approval of aircraft flight manual supplement

Aircraft flight manual supplements, if any, will be approved by TCCA on behalf of the CAAC-AAD and will be in accordance to the CAAC approved type design.

7.0 POST VALIDATION ACTIVITIES

Design change approval:

a) Design changes that result in the re-issuance of the TCCA SH98-49 Issue 1, which will constitute the basis for the issuance of the CAAC-VSTC under this TA, will have to be validated by CAAC by applying a certification procedure similar to that described in paragraph 6.0.

Note: Design changes include repair designs.

b) All other design changes approved by TCCA or its appropriately-authorized delegate and in compliance with CAAC validation basis will be considered approved by CAAC.

8.0 CONTINUED AIRWORTHINESS SUPPORT ACTIVITIES

(1) When the service experience in China indicates the existence of an unsafe condition associated with the design or manufacturing of the subject STC, CAAC will promptly notify TCCA of such information. When such information is provided, TCCA will promptly analyze this information in coordination with the STC holder and will notify CAAC, where appropriate, of any action it deems necessary.

(2) In accordance with ICAO Annex 8, *Airworthiness of Aircraft*, TCCA will promptly notify CAAC of any mandatory continuing airworthiness information related to the subject STC that TCCA has found necessary for the continuing airworthiness and safe operation of affected aircraft.

(3) TCCA, upon request, will assist CAAC in establishing procedures deemed necessary by CAAC for maintaining the continuing airworthiness of the aeronautical product covered by this STC.

APPENDIX 1: POINTS OF CONTACT for TCCA SH98-49 Issue 1

CAAC	TCCA
Aircraft Airworthiness Certification Department **Director, Aircraft Certification Division** 155 Dongsi Street West Beijing 100710 Peoples Republic of China Phone: 86 10 64092331 Fax: 86 10 64033087	**Administration-related:** **National Headquarters** Director–Standards (AART) 330 Sparks St., 2nd Floor Place de Ville, Tower C Ottawa, Ont. KIA 0N5 Canada Phone: +1 613 952 4371 Fax: +1 613 952 3298 **Certification-related:** Prairie and Northern Region P.O. Box 8550 344 Edmonton Street Winnipeg, MB R3C 0P6 Phone: +1 888 463 0521 Fax +1 204-984-6021

Department of Transport

Supplemental Type Certificate

This approval is issued to:

Bristol Aerospace ltd.
Box 874
Winnipeg, MB
R3C 2S4

Approval Number: SH98-49

Issue Number: 1

Date of Approval: November 13, 1998

Date of Issue: November 13, 1998

Responsible Office: Prairie and Northern Region (Winnipeg)

Aircraft/Engine Type/Model: Bell Helicopter Textron 206A, B, 206L, 206L-1, 206L-3, 206L-4

Canadian Type Certificate or Equivalent: H-92

Description of Design Change: Installation of a Wire Strike Protection System

Installation/Operating Data, Required Equipment and Limitations: The installation is to be done in accordance with Bristol Drawing List Number EM104114 Issue D, DOT approved November 13, 1998 or later DOT approved revision.

Conditions: This approval is only applicable to the type/model of aeronautical product specified therein. Prior to incorporating this modification, the installer shall establish that the interrelationship between this change and any other modification(s) incorporated will not adversely affect the airworthiness of the modified product.

Hugh Martin

Aircraft Certification Engineer

For Minister of Transport

Canada

TRANSFER ENDORSEMENT

A transfer of ownership requires prior approval from the Minister.

The reissue of the certificate in the name of the transferee will be contingent upon a demonstration made by the new owner that he/she can fulfill the responsibilities of the holder as described in Airworthiness Manual Chapter 513.

TRANSFER OF OWNERSHIP

TO (NAME AND ADDRESS OF TRANSFEREE) _____

_____

_____

_____

FROM (NAME AND ADDRESS OF OWNER) _____

_____

_____

_____

TRANSFER PARTICULARS (LICENSE AGREEMENT, SALE OF RIGHTS, ETC.) _____

_____

_____

_____

DATE OF TRANSFER _____

_____

SIGNATURE (OF TRANSFERRING OWNER)