

**TECHNICAL ARRANGEMENT  
BETWEEN  
THE CIVIL AVIATION ADMINISTRATION OF CHINA  
AND  
THE INTERSTATE AVIATION COMMITTEE  
FOR THE A-27M AIRCRAFT VALIDATION IN CHINA**

**1. PURPOSE**

This Technical Arrangement defines the working relationships between the Civil Aviation Administration of China (CAAC) and the Interstate Aviation Committee (IAC) that will allow to facilitate and accomplish type validation of the A-27M aircraft in China, subsequent design changes approval, and to define individual deliveries procedures and continued airworthiness activities.

This is in line with the Arrangement between the Government of the People's Republic of China and the Government of the Russian Federation for promotion of aviation safety related to airworthiness certification and environmental protection, the approval of the imported/exported products and the cooperation in these areas.

**2. OBJECTIVES**

This Technical Agreement is intended to accomplish the following objectives:

2.1. To define working procedures under the respective responsibilities of each Authority:

- a) for the type validation process,
- b) for subsequent post type validation activities;
- c) for the acceptance of parts and appliances related to the A-27M aircraft.

2.2. To co-operate on ensuring the continued airworthiness of this aircraft.

2.3. To minimize redundant inspections, tests, demonstrations, evaluations, and approvals.

**3. DURATION**

This Arrangement shall become effective upon approval by CAAC and IAC.

It shall continue in effect throughout all phases of the A-27M aircraft validation program by CAAC, including post validation activities, until it is superseded, revised, or terminated by either party or by mutual agreement.

**4. COMMUNICATION**

4.1 The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) and the Interstate Aviation Committee Aviation Register (IAC AR) being the aircraft certification authority will be responsible for the implementation of this Technical Arrangement.

4.2 A project manager will be assigned by each Authority to facilitate the implementation of this Technical Arrangement. All routine communications related to the activities of this Technical Arrangement formally take place between these project managers (see Appendix).

4.3 All communications between CAAC-AAD and IAC AR related to the activities of this Technical Arrangement will be made in the English language.

4.4 The applicant – “AVANTAZH”, will be the primary source for providing the technical support to CAAC-AAD. Any documents provided to CAAC-AAD must have been approved by IAC AR. When requested, IAC AR 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.

4.5 Unless otherwise specified, IAC AR shall be copied with all correspondence between the applicant and CAAC-AAD related to the activities of this Technical Arrangement in order for IAC AR to support the applicant and CAAC-AAD in the future.

## **5. TYPE CERTIFICATE VALIDATION PROCESS**

5.1 IAC AR will assist the CAAC-AAD in getting familiarized with the design of the aircraft, including environmental protection, with the assistance of the IAC AR TC holders (applicant) - “AVANTAZH” and explain in particular the reasons for possible IAC AR special conditions and equivalent safety findings, as well as the process followed for their adoption

### **5.2 CAAC Certification Basis for the A-27M**

CAAC-AAD will establish a certification basis for the A-27M as including the IAC AR type certification basis plus any additional technical conditions imposed by the CAAC-AAD in order to comply with CAAC requirements. CAAC will notify in writing both IAC AR and the “AVANTAZH” of any additional technical conditions necessary for the CAAC type validation.

### **5.3 Finding of compliance**

For the validation of the A-27M certification basis, CAAC-AAD will define the scope of its involvement taking into account the principle of the paragraph 2.3 of this Arrangement.

CAAC-AAD may request additional technical design data, may review the product, and may fly the product for its certification and familiarization purposes.

Also, when deemed necessary, the CAAC-AAD may fly, or conduct a detailed review of the product to ensure compliance with the Additional Technical Conditions.

Normally, the compliance findings on the Additional Technical Conditions will be made by IAC AR on behalf of CAAC-AAD. If necessary, CAAC-AAD will provide IAC AR in writing with any interpretative materials or any data regarding the means of compliance pertaining to those Additional Technical Conditions.

For the purpose of finding compliance with the CAAC-AAD certification basis, CAAC-AAD may present Issue Paper and Action Items.

CAAC-AAD will notify IAC AR and “AVANTAZH” of the status of each Issue Paper and Action Item and will request formal IAC AR position on the Issue Papers. All Issue Papers and Action Items must be closed before the validation of type certification is completed.



### 5.3 Final statement

IAC AR will provide, at the end of the process, a formal statement attesting that IAC AR has found compliance with CAAC certification basis.

## 6. POST VTC ACTIVITIES

### 6.1 Design change approval:

- (1) Design changes that result in the re-issuance of the IAC AR type certificate, which will constitute the basis for the issuance of the CAAC VTC under this TA, will have to be validated by CAAC by applying a certification procedure similar to that described in Section 5.0.
- (2) IAC AR will verify, upon request, that design changes affecting the CAAC type design that are introduced after issuance of the CAAC VTC, and embodied on aircraft to be delivered to China, comply with the CAAC certification basis.
  - i. For design change affecting the CAAC validated type certificate datasheet: A formal application from the applicant is required by CAAC for validation. CAAC will make a technical validation and will inform the applicant and IAC AR of the approval.
  - ii. For major design changes not affecting the CAAC validated type certificate datasheet: A notification from the applicant is required by CAAC. CAAC will normally accept such design changes without technical validation on the basis on IAC AR statement of compliance to CAAC certification basis for validation. However, CAAC reserves the right to perform a technical validation. Where CAAC decides to perform a validation, it will notify the applicant and IAC AR of its decision accordingly.
  - iii. For all other design changes: this type of design changes is automatically accepted by CAAC if it has already been approved by IAC AR or its appropriately authorized delegate. An IAC AR statement of compliance in the Export Certificate of Airworthiness provided to CAAC-AAD will be considered sufficient to cover minor changes. There is no need to notify CAAC.

### 6.2 Documentation Approval

Subject to paragraph 6.1(1), information or instructions such as Service Bulletins or Technical Instructions, and any subsequent changes or revisions thereto, that are approved by IAC AR or its appropriately authorized Delegate will be considered approved by the CAAC.

### 6.3 Individual aircraft delivery

For each aircraft to be delivered in China, IAC AR will issue an individual Export Certificate of Airworthiness stating that the aircraft complies with CAAC approved Type design and is in a condition for safe Operation.

The Flight Manual for individual aircraft to be exported to China would be IAC AR approved according to the CAAC approved type design.

#### 6.4. Service Bulletins approval

All Service Bulletins issued by "AVANTAZH" that have affected airworthiness of A-27M aircraft will be IAC AR approved and incorporate a statement to that effect. This statement may be interpreted by a Chinese A-27M operator as approved by CAAC-AAD. Any Service Bulletin that will address a major change not yet approved by CAAC must follow paragraph 6.1 prior to its release to China.

#### 6.5 Repair approval

A repair not listed in the IAC AR approved Maintenance Manual must be approved as a modification to the Type design. Any repair defined in the IAC AR approved Maintenance Manual may be considered by a Chinese operator as approved by CAAC-AAD.

#### 6.6 Spare parts

Each part and appliance (except for class III Components manufactured to State or Industry standards and delivered according to documents agreed on between the Supplier and the Importer) related to the aircraft and manufactured at the IAC AR approved production facility will be delivered to China with individual IAC AR Approval Tags (Form C-5) issued by IAC AR or IAC AR Representatives.

### 7. CONTINUED AIRWORTHINESS

7.1 IAC AR will provide CAAC-AAD with the necessary information on continuing airworthiness of the A-27M aircraft. The mandatory continued airworthiness information should be provided by IAC AR in a timely manner.

7.2 IAC AR will ensure that the design organization provides the A-27M operator with the necessary information on continued airworthiness of this aircraft.

7.3 When the service experience in China indicates the existence of an unsafe condition related to the design, manufacture or maintenance of the A-27M aircraft, CAAC-AAD will inform IAC AR and "AVANTAZH". IAC AR shall give an expedient attention to this information, define appropriate corrective actions and inform CAAC-AAD of these actions.

For the Civil Aviation Administration of  
China



Yin Shijun  
CAAC-AAD Deputy Director General

Date: 2012.12.21

For the Interstate Aviation Committee



Vladimir Bespalov  
IAC AR Chairman

Date: 25-12-2012

## Appendix

The following IAC AR and CAAC-AAD persons are the focal contacts regarding certification and continued airworthiness of the A-27M aircraft:

IAC AR  
Branch for Small Aircraft

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