

TECHNICAL ARRANGEMENT
BETWEEN
THE CIVIL AVIATION ADMINISTRATION
OF CHINA
AND
THE MINISTRY OF TRANSPORT
OF THE CZECH REPUBLIC
ON
DESIGN APPROVAL, EXPORT
AIRWORTHINESS CERTIFICATION, POST
DESIGN APPROVAL ACTIVITIES AND TECHNICAL
ASSISTANCE

The Civil Aviation Administration of China and the Ministry of Transport of the Czech Republic (hereinafter also referred to as the “Parties”) have reached the following understanding:

1. PURPOSE

- 1.1. The purpose of this Technical Arrangement is to specify the processes for acceptance of airworthiness certifications and design approvals, and provide technical assistance between the Civil Aviation Administration of China (“CAAC”) and the Ministry of Transport of the Czech Republic.
- 1.2. This Technical Arrangement is limited to the terms and conditions contained therein.

2. GENERAL PROVISIONS

- 2.1. The Parties mutually agree on the arrangements on design approval, airworthiness certification, post design approval activities and technical assistance as stated in this Technical Arrangement.
- 2.2. CAAC assigns its Aircraft Airworthiness Certification Department (“CAAC-AAD”) as the body tasked to execute and implement this Technical Arrangement. The Ministry of Transport of the Czech Republic assigns the Light Aircraft Association of the Czech Republic (“LAA CR”) as the body tasked to execute and implement this Technical Arrangement.
- 2.3. CAAC-AAD and LAA CR (hereinafter referred to as the “Authorities”) shall act in accordance with this Technical Arrangement from the date it comes into effect.
- 2.4. All information, including technical documentation, exchanged or referred under this Technical Arrangement shall be provided in the English language.
- 2.5. Nothing in this Technical Arrangement shall supersede the obligations of either Party or Authority under its own regulations or national or international law, as it is not a treaty.

3. DEFINITIONS

For the purposes of this Technical Arrangement, the following terms shall have the meanings specified:

"Airworthiness Standards" means regulations governing the design and performance of civil aeronautical products and appliances.

"Compliance" means that the type design of a product is found to satisfy the specified airworthiness or environmental standards. Analysis or tests may be necessary to

ensure compliance.

"Conformity" means that a product is examined against pertinent type design, test and quality control data and is found to meet those data.

"Equivalent Level of Safety Finding" means a finding that alternative action taken provides a level of safety equal to that provided by the requirements for which equivalency is being sought.

"Exemption" means allowable noncompliance with a requirement when processed through the appropriate regulatory procedure, found to be in the public interest and found not to have an adverse effect on safety.

"Exporting Airworthiness Authority" means CAAC-AAD in case of exports from China; and LAA CR in case of exports from the Czech Republic.

"Finding" means the result of a civil aviation authority's review, investigation, inspection, test, or analysis to determine compliance of a design with a law, regulation, standard, or requirement, or the conformity of a product with approved type design data.

"Importing Airworthiness Authority" means CAAC-AAD in case of imports to China; and LAA CR in case of imports to the Czech Republic.

"Manufacturer" means the person responsible for the final assembly of a product under a CAAC or LAA CR approved production quality system, which ensures conformity of the product to an approved type design. Final assembly includes the activities of producing or fabricating, notwithstanding that portions of the product may have been manufactured by other persons at other locations.

"Modification" means change to the approved type design (construction, configuration, or performance), environmental characteristics, or operating limitations of the affected product.

"Person" means any individual, firm, partnership, corporation, company, association or governmental entity, and a trustee, receiver, assignee or other similar representative thereof.

"Production Quality System" means a systematic process which meets the requirements of the Exporting Authority and ensures that civil aeronautical products, parts, and appliances will conform to the approved type design and will be in a condition for safe operation.

"Special Condition" means an additional airworthiness standard(s) prescribed by the airworthiness authority when the regulations for the product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special

Conditions contain such safety standards as the airworthiness authority find necessary to establish a level of safety equivalent to that established in the applicable regulations

"Type Design Approval" means the issuance of a certificate, approval or acceptance by, or on behalf of, an airworthiness authority for the type design of a product.

"Validation" means the importing authority's process for type certification, or equivalent, of a product and appliance certificated by the Exporting Authority.

"Export Certificate of Airworthiness" means a document issued by the Exporting Authority for an aircraft, engine or propeller as a statement by the exporting State confirming to the importing State the acceptable airworthiness status of the aircraft, engine or propeller.

"Airworthiness Approval Tags" for parts means a document issued by an Authority confirming that an aircraft part conforms to the approved design data and is in a condition for safe operation.

4. SCOPE OF THE TECHNICAL ARRANGEMENT

This Technical Arrangement applies to:

Export Airworthiness Certificates for new aircraft and associated engines and propellers manufactured in China and the Czech Republic concerning the aircraft referred to in Appendix A;

Airworthiness Approval Tag for parts manufactured in China and the Czech Republic and to be installed on the aircraft and associated engines and propellers concerning the aircraft referred to in Appendix A;

Design approvals of the aircraft and associated engines and propellers concerning the aircraft referred to in Appendix A; and

Technical assistance needed by the Authorities in fulfilling their airworthiness and environmental duties with respect to this Technical Arrangement.

5. DESIGN APPROVAL PROCEDURES

5.1. Nothing in this section prevents the Authorities from requiring additional information to Appendix C or Appendix D to be disclosed prior to issuing a Validation of Type Certificate or Type Certificate as each Authority deems necessary.

5.2. Each authority should, to extent permitted by its country's respective laws, obligations

and rules, base its approval of the type design of a product or change to the type design of a product on the certifications made by the other Authority.

5.3. Importing requirements regarding type design approval

5.3.1. Aircraft imported to the Czech Republic shall have a LAA CR Type Certificate to be eligible for registration on the LAA CR Registry. Supplemental Type Certificates issued by CAAC-AAD and intended to be implemented into a Czech registered aircraft need to be validated by LAA CR before the implementation.

5.3.2. Aircraft imported to China shall have a Chinese Validation of Type Certificate to be eligible for registration on the China Registry. Supplemental Type Certificates issued by LAA CR and intended to be implemented into a Chinese registered aircraft need to be validated by CAAC-AAD before the implementation.

5.4. Type design approval

5.4.1. CAAC-AAD issues Validation of Type Certificates for imported products to grant approval of the type design. While making final decision on Validation of Type Certificate under this Technical Arrangement, CAAC-AAD shall remain fully entitled to use its discretion in accordance with its national law and regulations.

5.4.2. LAA CR issues Type Certificates for imported products to grant approval of the type design. While making final decision on Type Certificate under this Technical Arrangement, LAA CR shall remain fully entitled to use its discretion in accordance with its national law and regulations.

5.5. Application for type design approval

5.5.1. Applications for type design approval should be made through the Exporting Authority, with a request that the application and related information be forwarded to the Importing Authority. Applications are subjected to corresponding fees and charges of the Importing Authority.

5.5.2. Applications for CAAC Validation of Type Certificate should include all information designated in Appendix C. The applicant must be the holder of the LAA CR type certificate.

5.5.3. Applications for LAA CR Type Certificate should include all information designated in Appendix D. The applicant must be the holder of the CAAC type certificate and is the owner of the type certificate upon completion of the

certification process. The applicant shall authorize a Czech citizen or legal person registered in the Czech Republic as its representative in the Czech Republic, through which the applicant provides support for that type in the Czech Republic (bulletin distribution, etc.).

- 5.6. If certification is sought for a new category of product, or a product that has a level of complexity that the Exporting Authority has not previously certified, the Exporting Authority should notify the other Authority as soon as practicable, so that the Importing Authority may plan the scope of its validation programme.
- 5.7. The Exporting Authority should describe any issues, such as Additional Technical Conditions, that need resolution prior to the granting of a Validation of Type Certificate or Type Certificate.
- 5.8. To expedite the Validation of Type Certification/Type Certification of a new product, the Authorities may collaborate in airworthiness criteria and compliance determinations to ensure the product complies with the Importing Authority's Validation of Type Certification/Type Certification process.
- 5.9. The Authorities will take proper steps to approve or accept an imported aircraft's flight manual and any further flight manual supplements.
- 5.10. Supplemental Type Certificate Approval or Acceptance
 - 5.10.1. CAAC-AAD may accept LAA CR's Supplemental Type Certificates by issuing the CAAC Validation of Supplemental Type Certificates.
 - 5.10.2. LAA CR may accept CAAC's Supplemental Type Certificates by issuing the LAA CR Supplement to the Type Certificate.
 - 5.10.3. Application for Validation of Supplemental Type Certificate (VSTC) / Supplemental Type Certificate (STC)

Applications for VSTC/STC should be made through the Exporting Authority, with a request that the application and related information be forwarded to the Importing Authority. Each application should include all information designated in Section E.1. of Appendix E. Applications are subjected to corresponding fees and charges of the Importing Authority.

5.10.4. Approval procedures

The Importing Authority will review the VSTC/STC application. Additional documentation listed in Sections E.2. and E.3. of Appendix E will be required for review by the Importing Authority, as appropriate. To expedite the

approval of the application, the Authorities will collaborate in airworthiness criteria and compliance determinations to ensure that the application complies with the Importing Authority's VSTC / STC process.

6. EXPORT AIRWORTHINESS CERTIFICATION

- 6.1. For exports to China, LAA CR should produce Export Certificates of Airworthiness for aircraft, engine, and propellers, and Airworthiness Approval Tags for parts.
- 6.2. For exports to the Czech Republic, CAAC-AAD should produce Export Certificates of Airworthiness for aircraft, engines and propellers, and Airworthiness Approval Tags for parts. CAAC requirements for Export Airworthiness Certificates are specified in CAAR 21R3, Chapter 9.
- 6.3. CAAC-AAD import requirements are described in Appendix F.
- 6.4. LAA CR import requirements are described in Appendix G.
- 6.5. Because all products exported/imported under this Technical Arrangement are produced in accordance with a product quality system acceptable to the Exporting Authority and familiar to the Importing Authority, the other Authority need not issue a separate product quality system approval.
- 6.6. Without prejudice to right to discretion of the Importing Airworthiness Authority under its respective national law and regulations, Export Certificates of Airworthiness or Airworthiness Approval Tag should be accepted when the Exporting Authority certifies that the:
 - 6.6.1. Aircraft, engine or propeller
 - 6.6.1.1. Conforms to a type design approved by the Importing Authority, as specified in the Importing Authority's Validation of Type Certificate Data Sheet/Type Certificate Data Sheet;
 - 6.6.1.2. Is in a condition for safe operation, including compliance with applicable exporting and importing Authorities mandatory airworthiness modifications and special inspections; and
 - 6.6.1.3. Meets the special requirements of the Importing Authority or country.

6.6.2. Parts

- 6.6.2.1. Conforms to the approved design data;
 - 6.6.1.2. Are marked as required by CAAC-AAD and LAA CR import requirements detailed in Appendix F and Appendix G; and
 - 6.6.1.3. Meets the special requirements of the Importing Authority or country.
- 6.6.3. The Exporting Authority should notify the Importing Authority about non-compliances or exemptions prior to issuing an Export Certificate of Airworthiness or Airworthiness Approval Tag.

7. POST DESIGN APPROVAL PROCEDURES

7.1. Continued Airworthiness

- 7.1.1. The Importing Authority may request the Exporting Authority's assistance in determining necessary action by the Importing Authority for the continued safety of the product. The Importing Authority retains sole responsibility for making such a decision.
- 7.1.2. The Authorities will provide each other with information on malfunctions, defects and accidents encountered in service at the address for service listed in Appendix B of this Technical Arrangement.
- 7.1.3. If an Authority becomes aware of an unsafe condition associated with the design, manufacture, operation or maintenance of a product, the reporting Authority should notify the other Authority without delay. That Authority will give expedient attention to the information and consider appropriate action to correct the condition. The reporting Authority should be advised of this information.

7.2. Approval of changes to a type design

- 7.2.1. Changes to the design of a product should be approved or accepted by the Importing Authority. The Importing Authority should determine whether the proposed change is of such significance as to require a new certificate in order to operate in that country's jurisdiction.
- 7.2.2. Design changes that affect the Importing Authority's Validation of Type Certificate Data Sheet / Type Certificate Data Sheet should be submitted to the Importing Authority for validation through the Exporting Authority. The

Importing Authority will inform the Exporting Authority of its approval or acceptance.

7.2.3. Major type design changes that have no effect on the Importing Authority type certificate data sheet should be notified to the Importing Authority through the Exporting Authority on a timely basis as determined by both Authorities. The Importing Authority should accept the type design change without technical validation on the basis of the Exporting Authority's statement of compliance. Notification of approval from the Importing Authority is not required for such situations. However, the Importing Authority reserves the right to undertake technical investigations and/or refuse to accept type design change. The Importing Authority shall notify the Exporting Authority if such a decision is made and provide relevant reasons.

7.2.4. The Authorities may automatically accept minor changes to a design approved by the other Authority that does affect the Validation of Type Certificate Data Sheet / Type Certificate Data Sheet.

8. MUTUAL CO-OPERATION AND TECHNICAL ASSISTANCE

8.1. The Authorities will provide each other with technical assistance upon request, to further the purposes and objectives of this Technical Arrangement. Such areas of assistance may include, but are not limited to, the provision of standards relating to any additional requirements established for acceptance under this Technical Arrangement, and reports on continued compliance with the requirements of this Technical Arrangement.

8.2. To the extent needed for implementation of this Technical Arrangement the Authorities should provide each other with any regulations, standards, guidance material, check lists, policies, practices and interpretations relevant to this Technical Arrangement, and should ensure that the Authorities are notified of updates to such documents in a timely manner. In addition, each Authority should notify the other Authority of any proposals to amend such documents and provide the other Authority the opportunity to review and comment on those proposals. This provision shall be without prejudice to the responsibilities and powers of the Authorities in their respective States under applicable law and regulations concerning amendments of such documents.

8.3. The Authorities may, with reasonable prior notice by the other Authority, allow the other Authority to participate in inspections and audits of the companies to which this Technical Arrangement applies as observers to confirm the effective implementation of this Technical Arrangement.

8.4. The Authorities should review their respective regulations and standards to identify

any changes that may be necessary to facilitate this Technical Arrangement, and notify each other of any action taken because of this review.

- 8.5. Where urgent or unusual situations develop that are within the scope of this Technical Arrangement but are not specifically addressed within it, the Authorities will consult each other, and upon mutual consent take appropriate action.

9. OVERSIGHT AND NOTIFICATION

- 9.1. The Authorities will ensure that their oversight of the companies to which this Technical Arrangement applies includes oversight of the organisation's compliance with the provisions of this Technical Arrangement, and make the results of these audits and inspections available upon request to the Authorities.
- 9.2. The Authorities will notify each other of any unsatisfactory compliance by companies to which this Technical Arrangement applies with applicable regulations or with any condition set forth in this Technical Arrangement that affects the ability of the companies to which this Technical Arrangement applies to comply with the terms of this Technical Arrangement.
- 9.3. The Authorities will promptly advise each other of any investigations, findings or enforcement action, including revocation, suspension or change in the scope of privileges, of the companies to which this Technical Arrangement applies.
- 9.4. The Authorities will promptly advise each other of any investigation or inspection findings, such as those arising from inspections under 9.1, that affect compliance with this Technical Arrangement.
- 9.5. Upon notification, each Authority shall promptly use its best efforts to ensure compliance with the provisions of this Technical Arrangement.

10. PROTECTION OF PROPRIETARY DATA

Both Authorities recognize that data submitted by a design approval holder is the property of that holder, and release of that data by the CAAC or LAA CR is restricted. Both Authorities agree that they will not copy, release, or show proprietary data obtained from either Authority to anyone other than an CAAC or LAA CR employee without written consent of the design approval holder or other data submitter. This written consent should be obtained from the design approval holder through the authority of the state in which the holder is located.

11. ADMINISTRATION AND IMPLEMENTATION

- 11.1. The Director General of CAAC-AAD and the Managing Director of LAA CR will be

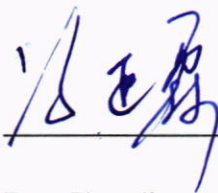
responsible for the administration and implementation of this Technical Arrangement.

- 11.2. The Parties and Authorities should advise each other of any significant changes to their internal organisation that affect the administration and implementation of this Technical Arrangement, including the identity of the persons identified in paragraph 11.1.
- 11.3. The Parties should jointly review this Technical Arrangement from time to time and the Technical Arrangement should be amended as appropriate by mutual written consent. In particular the Parties should initiate such amendment if a risk of contradiction or incompatibility with existing or proposed national or international law or regulations is identified.
- 11.4. Any disagreement regarding the interpretation or application of this Technical Arrangement should be resolved by consultation between the persons identified in paragraph 11.1. Such consultation may require involvement or participation of their respective legal departments.

12. ENTRY INTO EFFECT

This Technical Arrangement will come into effect on the date it is signed by representatives of both Parties. Either Party may terminate this Technical Arrangement by giving 60 days' written notice of its decision to terminate to the other Party.

Signed in Prague on March 29, 2016 in the English language.



Feng Zhenglin
Administrator
For the Civil Aviation Administration
of China



Dan Ťok
Minister of Transport
For the Ministry of Transport
of the Czech Republic

APPENDIX A

A1. aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass (MTOM) of no more than:

(i) 300 kg for a land plane/helicopter, single-seater; or

(ii) 450 kg for a land plane/helicopter, two-seater; or

(iii) 330 kg for an amphibian or floatplane/helicopter single-seater; or

(iv) 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;

(v) 472.5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;

(vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system; and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);

A2 single and two-seater gyroplanes with a maximum take off mass not exceeding 560 kg;

A3 gliders with a maximum empty mass, of no more than 80 kg when single-seater or 100 kg when two-seater, including those which are foot launched.

For avoidance of doubt Annex A and scope of this Technical Arrangement shall not include unmanned aircraft, model aircraft or toys, which are operated or designed to be operated without a pilot on board.

APPENDIX B

LIST OF ADDRESSES FOR LAA CR OFFICE AND CAAC-AAD OFFICE

B1. LAA CR (HEADQUARTERS)

Light Aircraft Association of the Czech Republic

Ke Kablu 289

110 00 Praha 10

Czech Republic

Phone: +420 777 813 040

Fax: +420 242 403 596

E-mail: laacr@laacr.cz

NOTE: The Light Aircraft Association of the Czech Republic (LAA CR). LAA CR is authorized by the Ministry of Transport of the Czech Republic (Decision No. 138/2013-220-LPR/2), pursuant to Act No. 49/1997 Coll., on civil aviation and on amendment and supplement of Act No. 455/1991 Coll., on engaging in Trade (The Trades Licensing Act), as subsequently amended, to execute delegated exercise of state administration in sport flying equipment.

B2. CAAC-AAD

Civil Aviation Administration of China
Aircraft Airworthiness Certification Department
155 Dongsu St. West
100710, Beijing
CHINA

Airworthiness Inspection Division
Telephone: 86(10)64091390
Fax: 86(10)64091380

Aircraft Certification Division
Telephone: 86(10)64091331
Fax: 86(10)64033087

Engine & Propeller Certification Division
Telephone: 86(10)64091308
Fax: 86(10)64033087

B3. CAAC AIRWORTHINESS CERTIFICATION DIVISIONS OF REGIONAL ADMINISTRATIONS:

ATTN: Airworthiness Certification Division
North China Administration of CAAC
Beijing Capital Airport
100621 Beijing, P.R. China
Fax: (8610) 64596413
Phone: (8610) 64590381

ATTN: Director, Airworthiness Certification Division
South and Center Administration of CAAC
Guangzhou Bai Yun Airport
510405 Guangzhou, P.R. China
Fax: (8620) 86304190
Phone: (8620) 86133331

ATTN: Director, Airworthiness Certification Division
East China Administration of CAAC
Shanghai Hongqiao Airport
200335, Shanghai, P.R. China
Fax: (8621) 62688434
Phone: (8621) 51126122

ATTN: Director, Airworthiness Certification Division
Northwest China Administration of CAAC
No.27 Tao Yuan Nan Lu
710082, Xian, P.R. China
Fax: (8629) 88793018
Phone: (8629) 88791073

ATTN: Director, Airworthiness Certification Division
Northeast China Administration of CAAC
No.3 Xiao He Van Lu
110043 Shenyang, P.R. China
Fax: (8624) 88294012
Phone: (8624) 88293067

ATTN: Director, Airworthiness Certification Division
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu, P.R. China
Fax: (8628) 85710155
Phone: (8628)85710145

ATTN: Director, Airworthiness Division
Xin Jiang Administration of CAAC
NoA6 Ying Bin Lu
830016 Wu Lu Mu Qi, P.R. China
Fax: (86991) 3804024
Phone: (86991)3804026

APPENDIX C

Required documents for a CAAC type design approval application include:

- a) A general technical description of the product;
 - technical description of the airplane and its main parts airframe, systems, engine, propeller, or a combination thereof, which will be approved definition of the geometry of the basic parts of the airplane, dimensions and areas of wing and empennages, airfoils used, CG range, etc.
 - basic static schemas of the airplane (wing, empennages, fuselage, controls, installation of the engine, undercarriage)
 - figures of strength joints wing-fuselage, empennages-fuselage etc.
- b) A three-view drawing for aircraft;
- c) The Type Certificate and the Type Certificate Data Sheet, if available, or a statement of the applicable airworthiness standards for design approval (including environmental requirements) as established by the Exporting Authority for its own domestic design approval;
- d) Any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of airworthiness special conditions;
- e) Any expected exemptions or equivalent level of safety findings relative to the exporting authorities airworthiness standards for type design approval;
- f) The estimated date of the first delivery;
- g) A copy of the production certificate, including limitation records;
- h) A copy of the Compliance Check List as granted by the Exporting Authority;
- i) A letter of intent from a Chinese customer;
- j) A summary of structure strength report; and
- k) A summary of the flight test report.

APPENDIX D

Required documents for a LAA CR type design approval application include:

- a) A general technical description of the product including;
 - technical description of the airplane and its main parts airframe, systems, engine, propeller, or a combination thereof, which will be approved definition of the geometry of the basic parts of the airplane, dimensions and areas of wing and empennages, airfoils used, CG range, etc.
 - basic static schemas of the airplane (wing, empennages, fuselage, controls, installation of the engine, undercarriage)
 - figures of strength joints wing-fuselage, empennages-fuselage etc.
- b) A three-view drawing for aircraft;
- c) The Type Certificate and the Type Certificate Data Sheet, if available, or a statement of the applicable Airworthiness Standards for design approval (including environmental requirements) as established by the Exporting Authority for its own domestic design approval;
- d) Any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of airworthiness special conditions;
- e) Any expected exemptions or equivalent level of safety findings relative to the exporting authorities airworthiness standards for type design approval;
- f) The estimated date of the first delivery;
- g) A copy of the production certificate, including limitation records;
- h) A copy of each issue papers as granted by the Exporting Authority;
- i) A copy of the Compliance Check List as granted by the Exporting Authority;
- j) A summary of structure strength report;
- k) A summary of the flight test report;
- l) Declaration on originality of design;
- m) A report of fleet or prototypes operation;

n) A copy of flight and maintenance manual; and

o) a copy of the authorization letter of a Czech citizen or legal person registered in the Czech Republic as its representative in the Czech Republic, through which the applicant provides support for that type in the Czech Republic (bulletin distribution, etc.).

APPENDIX E

Information Required for VSTC/STC Application

- E.1. Each application will provide the following information:
- a) Description of the change, identifying the TC holder and model of the product;
 - b) Copy of the Exporting Authority approval document and related certification basis;
 - c) Information on any equivalent level of safety findings or exemptions granted by the Exporting Authority for the domestic STC;
 - d) A copy of the compliance check list as supplied to the Exporting Authority;
 - e) A copy of the master drawing list or equivalent document;
 - f) A letter from the Chinese customer stating that the STC is to be installed on his aircraft; and
 - g) The estimated date of the first delivery.

- E.2. Additional documentation.

The following documentation will, under normal circumstances, be required for review by the Importing Authority, as appropriate:

- a) Compliance checklist;
- b) Aircraft Flight Manual Supplement;
- c) Master Drawing List;
- d) Installation Instructions;
- e) Weight and balance data; and
- f) Instructions for Continued Airworthiness.

- E.3. Additional documentation for complex VSTC/STC.

When required by the technical complexity of the design change (e.g., additional technical conditions), it may be necessary to provide additional data such as:

a) Engineering reports;

b) Structural analysis;

c) Flight test data, etc.

APPENDIX F

CHINESE IMPORT REQUIREMENTS

The following identifies those additional requirements that will be complied with as a condition of acceptance of products imported into China, or for use on Chinese-registered aircraft.

- a) For each aircraft imported into China, an Export Certificate of Airworthiness signed by a representative of the LAA CR is required.
- b) Identification and marking.
 - (i) Aircraft will be identified in a manner outlined in CCAR21.341-21.342.
 - (ii) Product components or parts, for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the manufacturer's maintenance manual or Instructions for Continued Airworthiness, will be identified with a part number (or equivalent) and serial number (or equivalent).
- c) Instructions for Continued Airworthiness. Each aircraft will be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.

APPENDIX G

LAA CR IMPORT REQUIREMENTS

The following identifies those additional requirements that will be complied with as a condition of acceptance of products imported into the Czech Republic, or for use on LAA CR-registered aircraft.

- a) For each aircraft imported into the Czech Republic, an Export Certificate of Airworthiness signed by a representative of the CAAC is required.

- b) Identification and marking.
 - (i) Aircraft will be identified in a manner outlined in LA2 9.1.-9.4.

 - (ii) Product components or parts, for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the manufacturer's maintenance manual or Instructions for Continued Airworthiness, will be identified with a part number (or equivalent) and serial number (or equivalent).

- c) Instructions for Continued Airworthiness. Each aircraft will be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.