

**TECHNICAL AGREEMENT  
BETWEEN  
THE INTERSTATE AVIATION COMMITTEE  
AND  
THE CIVIL AVIATION ADMINISTRATION OF CHINA  
FOR THE MA60 AIRCRAFT VALIDATION**

## **1. PURPOSE**

This Technical Agreement defines the working relationships between the Interstate Aviation Committee (IAC) and the Civil Aviation Administration of China (CAAC) that will allow to facilitate and accomplish type certification of the MA60 aircraft, subsequent design changes approval, and to define individual deliveries procedures and continued airworthiness activities.

## **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.

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

## **3. DURATION**

This Agreement shall become effective upon approval by IAC and CAAC. It shall continue in effect throughout all phases of the MA60 validation program by IAC, including post validation activities, until it is superseded, revised, or terminated by either party or by mutual agreement.

## **4. COMMUNICATION**

4.1 The Interstate Aviation Committee Aviation Register (IAC AR) and the Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) as Aircraft Certification Authority will be responsible for the implementation of this Technical Agreement.

4.2 A project manager will be assigned by each Authority to facilitate the implementation of this Technical Agreement. All routine communications related to the activities of this Technical Agreement formally take place between these two project managers. (See Annex 1 for contact listing)

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

4.4 The applicant will be the primary source for providing the technical support to IAC AR. CAAC-AAD 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, CAAC-AAD shall be copied with all correspondence between the applicant and IAC-AR related to the activities of this Technical Agreement in order for CAAC-AAD to support the applicant and IAC AR in the future.

## **5. TYPE VALIDATION PROCESS**

### **5.1 General**

The applicant is responsible for showing and verifying the compliance with the IAC AR certification basis and for demonstrating this compliance to both Authorities. Subject to paragraph 5.3, any compliance documents provided to IAC AR shall be approved by CAAC-AAD.

### **5.2 The IAC AR Certification Basis for MA60 is the following:**

- (1) AP-36 and AP-34.
- (2) Initial Certification basis established by CAAC-AAD and Additional Technical Conditions (ATC) from IACAR.

The IAC AR Additional Technical Conditions will include any or all of the following:

- a) Additional Technical Conditions based on differences between CAAC-AAD approved Certification Bases and AP-25 requirements in effect at the date application was made to the CAAC-AAD for the CAAC-AAD type certificate, IAC AR airworthiness related operation regulations and differences in applications, policies, and guidance materials of IAC and CAAC;
- b) Special Conditions related to novel or unusual features of the product design not covered in the IAC airworthiness standards;
- c) Additional Technical Conditions resulting from the evaluation of equivalent safety findings and exemptions granted to the Applicant by CAAC-AAD for domestic certification;
- d) Mandatory airworthiness actions directed by CAAC-AAD to correct unsafe conditions experienced during the operation of the product prior to the application to IAC AR;
- e) Any other requirements specified by IAC AR.

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

For the validation of the MA60 aircraft IAC AR will define the scope of its involvement taking into account the principle of the paragraph 2.2 of this Agreement

IAC AR may request additional technical design data, may review the product, and may fly the product for its certification and familiarization purposes.

Normally, the compliance findings on the Additional Technical Conditions will be made by CAAC-AAD on behalf of IAC AR. If necessary, IAC AR will provide CAAC-AAD in 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 IAC AR Certification basis, IAC AR may present Issue Papers and Action Items.

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

#### **5.4 Final statement**

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

### **6. POST TC ACTIVITIES**

#### **6.1 Design change approval**

CAAC-AAD will verify that design changes affecting the type design and which have been introduced after IAC AR type validation and embodied on products to be delivered to Commonwealth of Independent States (CIS), comply with the IAC AR Certification basis using the Information gained during the type validation activities (see paragraph 5 above).

(1) Major changes to the type design, as defined in AP21 subpart E, sought by XAC, as the holders of IAC AR Type certificate, may be approved as amendments to the Type certificate issued by the IAC AR. A certification procedure similar to that described in paragraph 5 shall be applied, but adjusted accounting for the magnitude and complexity of the design change. The IAC AR retains the right to determine, if the proposed change is so substantial that it may require a new IAC AR Type certificate for the changed type design. In this case, IAC AR and CAAC-AAD will discuss the item to find a mutual agreement.

To assist the IAC AR to determine its level of activity related to a specific design change, the CAAC-AAD should ensure that the IAC AR is notified of each major type design change proposed by the type certificate holders that would affect the airplanes under IAC AR airworthiness supervision, including:

- a) the IAC AR Certification basis;
- b) the Type Certificate Data Sheet;
- c) the Aircraft Flight Manual, the Approved Airworthiness Limitations, the Certification Maintenance Requirements (Aircraft Maintenance Schedule and Maintenance Manual),

d) the Master Minimum Equipment List;

Based on this information, the IAC AR will determine whether the changes can be considered approved by the IAC AR upon CAAC's approval under its normal procedures.

(2) The CAAC-AAD shall notify the IAC AR whenever the certification basis of a proposed change included a requirement where the IAC AR may exercise discretion in making the finding. This includes findings of equivalent level of safety, Additional Technical Conditions, and other requirements where the IAC AR will exercise its judgment in making the finding on compliance.

(3) Minor design changes made by the Holders of Type certificate shall be considered approved by the IAC AR upon their approval by the CAAC-AAD under its normal procedures. A CAAC-AAD statement of compliance in the Export Certificate of Airworthiness provided to IAC AR will be considered sufficient to cover minor changes.

(4) As specified in AP 21, subpart E for the purpose of complying with:

- each voluntary change in the type design of an aircraft that may increase the noise levels of that aircraft is "an acoustical change", requiring a further demonstration of compliance with Ap-36;
- each voluntary change in the type design of an airplane or engine that may increase fuel venting or exhaust emissions is "an emission change," requiring a further demonstration of compliance with AP-34.

## **6.2 Individual product deliveries**

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

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

## **6.3 Service Bulletins approval**

All Service Bulletins issued by XAC will be CAAC-AAD approved and incorporate a statement to that effect.

## **6.4 Repair approval**

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

## 6.5 Spare parts

CAAC-AAD will ensure that spare parts manufactured at the CAAC-AAD approved production facility and intended for delivery into CIS will be accompanied with CAAC-AAD AR Approval Tags (Form AAC-038) issued by CAAC-AAD.

## 7. CONTINUED AIRWORTHINESS

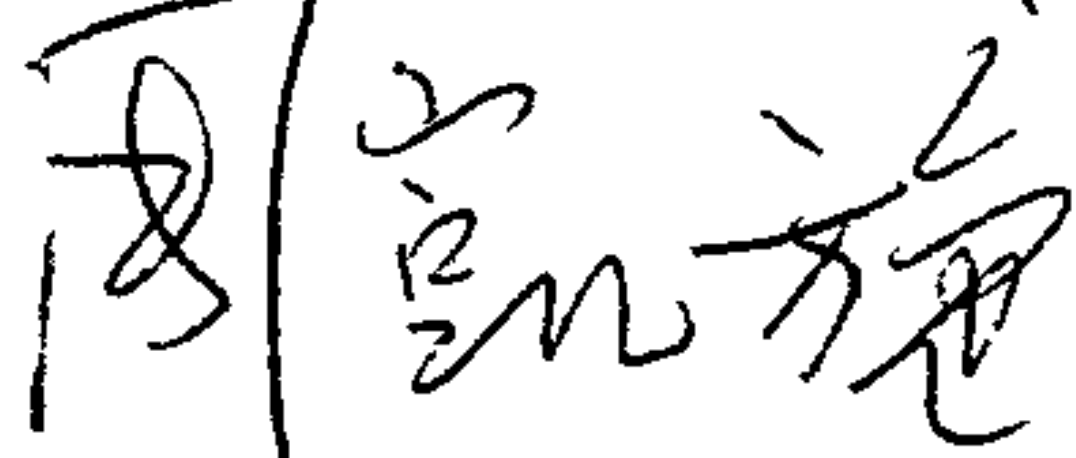
CAAC-AAD will provide IAC AR with the necessary information on continuing airworthiness of the MA60 aircraft. The mandatory continued airworthiness information should be provided by CAAC-AAD in a timely manner.

CAAC-AAD will ensure that the design (production) organization provides the MA60 operator with the necessary information on continued airworthiness of the MA60 aircraft.

IAC AR will ensure that the MA60 operator provides XAC with information about failures, malfunctions and defects.

When the service experience in CIS indicates the existence of an unsafe condition related to the design, manufacture or maintenance of the MA60 aircraft, IAC AR will inform CAAC-AAD and XAC. CAAC-AAD shall give an expedient attention to this information, define appropriate corrective actions and inform IAC AR of these actions.

For the General Administration of  
Civil Aviation of China (CAAC)

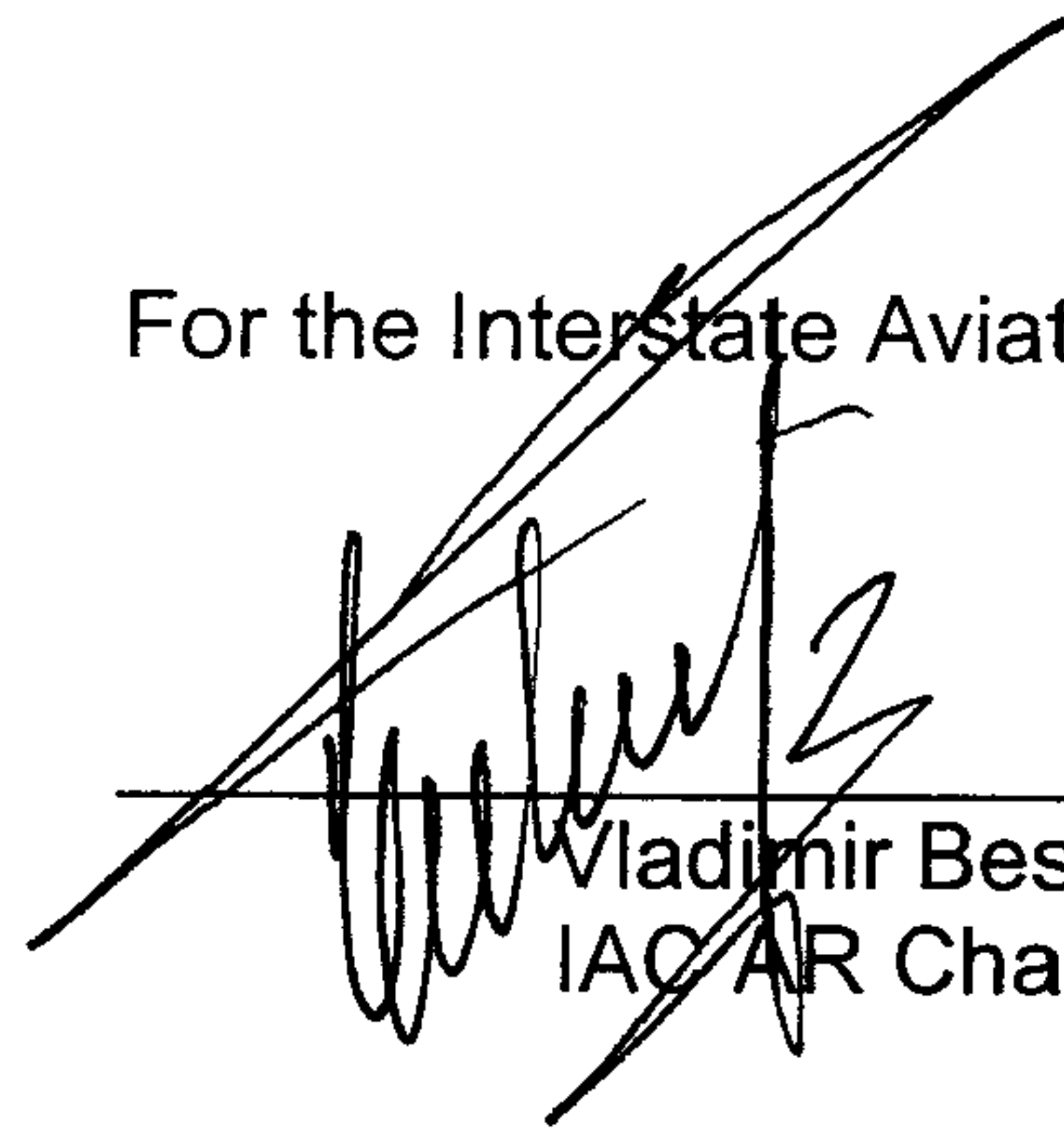


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Zhou Kaixuan  
Deputy Director General  
of CAAC-AAD

Date: 2008.10.8

For the Interstate Aviation Committee



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Vladimir Beshpalov  
IAC AR Chairman

Date: 2008.10.8.

The following IAC AR and CAAC-AAD persons are the focal contacts regarding certification and continued airworthiness of the MA60 aircraft.

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