

IMPLEMENTATION PROCEDURES

For

AIRWORTHINESS

Covering

DESIGN APPROVAL, PRODUCTION ACTIVITIES,
EXPORT AIRWORTHINESS APPROVAL,
POST DESIGN APPROVAL ACTIVITIES, AND
TECHNICAL ASSISTANCE

Under the Agreement between

The Government of the People's Republic of China

and

The Swiss Federal Council

For Promotion of Aviation Safety

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SECTION I GENERAL

1.1 Authorization

1.1.1 These Implementation Procedures for airworthiness (hereafter referred to as IPA) are authorized by Article III of the Agreement between the Government of the People's Republic of China and the Swiss Federal Council for Promotion of Aviation Safety, dated July 7, 2023, also known as the Bilateral Aviation Safety Agreement (BASA) or "BASA Executive Agreement." In accordance with Article III, the Civil Aviation Administration of China (CAAC) and the Swiss Federal Office of Civil Aviation (FOCA) have determined that the standards, rules, practices, procedures, and systems of each authority for the Design Approval, Production Approval, airworthiness certification, continuing airworthiness, and environmental certification of the Civil Aeronautical Products identified in this document are sufficiently equivalent or compatible in structure and performance to support these IPA.

1.1.2 The Switzerland has participated in the European Union Aviation Safety Agency (EASA) since 1 December 2006 on the basis of the Agreement between the European Community and the Swiss Confederation on Air Transport of 21 June 1999 and Decision 3/2006 of 27 October 2006 of the Air Transport Committee European Union/Switzerland. That agreement stipulates that EASA is the single technical agent in Switzerland for design-related activity, as specified under the provisions of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 04 July 2018. All law on civil aviation passed by the European Union and subsequently adopted by the Air Transport Committee European Union/Switzerland, established in the above mentioned agreement, is applicable in Switzerland.

1.2 Purpose

The purpose of these IPA is for the CAAC and FOCA to define the Civil Aeronautical Products eligible for import into the P.R.C. and Switzerland as Importing States, the process for obtaining eligibility for import, and the means for providing continued support of those Civil Aeronautical Products after import.

1.3 Principles

These IPA are based on a high degree of mutual confidence in the CAAC's and the FOCA's technical competence and ability to perform regulatory functions within the scope of these IPA. The CAAC and FOCA, when acting as the authority for the importing State, will rely to the maximum extent possible on the approvals made by the other authority, as if they were made with its own applicable laws, regulations, and requirements. When a Finding of Compliance is made by one authority in accordance with the laws and regulations of the other authority and these IPA, that Finding of Compliance is given the same validity as if it were made by the other authority. Therefore, the fundamental principle of these IPA is to maximize the use of each other's certification system to ensure that the airworthiness requirements of the Validating Authority (VA) are satisfied.

- 1.3.1 The CAAC and FOCA agree that all information, including technical documentation, exchanged under these IPA will be in the English language.
- 1.3.2 The CAAC and FOCA mutually agree that each other's system of design organisation approval (FOCA) or design assurance system, delegation and designee systems (CAAC) are part of their aircraft certification systems. Findings of Compliance made in accordance with these IPA through these systems are given the same validity as those made directly by the CAAC or FOCA.

1.4 Changes in the Authority Aircraft Certification Systems

1.4.1 These IPA are based upon sufficiently similar aircraft certification systems being in place at the time of signing. Therefore, the CAAC and FOCA will keep each other informed of significant changes within those systems, such as:

- (a) statutory responsibilities;
- (b) organisational structure (e.g., key personnel, management structure, office location);
- (c) significant revisions to airworthiness and environmental standards and certification procedures;
- (d) Production Quality System oversight, including oversight of out-of-country production of Civil Aeronautical Products; or
- (e) delegated functions or the kinds of organisations to which functions have been delegated.

1.4.2 The CAAC and FOCA recognize that revision by either authority to its regulations, policies, procedures, statutory responsibility, organisational structure, Production Quality System oversight, or delegation system may affect the basis and scope of these IPA. Accordingly, upon notice of such changes by one authority, the other authority may request a meeting to review the need for amendment to these IPA.

1.5 Authority Meetings

The CAAC and FOCA agree to meet, through management meetings, as necessary, to review these IPA and ensure their continued validity. The frequency of these meetings will

be mutually agreed upon by both authorities, and will depend on the number and significance of the issues to be discussed between the authorities. Every effort should be made to alternate the location of these meetings between the P.R.C and Switzerland.

1.6 Applicable National Requirements, Procedures, and Guidance Material

1.6.1 The CAAC's standards for airworthiness and environmental certification include, but are not limited to, China Civil Aviation Regulations (CCAR) 21, 23, 25, 26, 27, 29, 31, 33, 34, 35, 36, 37, 39 and 183. Guidance materials, policies, and procedures are contained in CAAC Advisory Circulars (ACs), Administrative Procedures (APs), Management Documents (MDs), etc.

1.6.2 The FOCA's standards for airworthiness and environmental certification include, but are not limited to the relevant departmental ordinance SR 748.215.1, Art. 10. Guidance material and policy are contained in FOCA's Technical Communications (TMs).

1.7 Technical Consultations

The CAAC and FOCA agree to consult as necessary to provide input when requested on technical issues and resolve technical disagreements. The frequency of these consultations will depend on the number and significance of the issues to be discussed.

1.8 Interpretations and Resolution of Conflicts between the CAAC and FOCA

1.8.1 In the case of conflicting interpretations of the laws, regulations or standards for airworthiness or environmental protection certification, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under these IPA, the interpretation of the civil aviation authority who's law, regulation, standard, requirement, or acceptable means of compliance is being interpreted will prevail.

1.8.2 The CAAC and FOCA agree to resolve issues through consultation or any other mutually agreed-upon means. Every effort should be made to resolve issues at the working staff level before elevating issues through the responsible management hierarchy.

1.9 Notification of Investigation or Enforcement Action

1.9.1 The CAAC and FOCA will, when relevant, notify each other promptly of any investigation and subsequent closure action for a non-compliance that falls within the scope of these IPA. The notification will be sent to the other authority's point of contact identified in Appendix A.

1.9.2 The CAAC and FOCA each retain the right to take enforcement action, including enforcement against their respective Design Approval holder or Production Approval holder when such action is related to the initial or continued airworthiness of an exported Civil Aeronautical Product.

1.9.3 The CAAC and FOCA agree, when relevant, to cooperate in sharing information needed for any investigation or enforcement action including its closure.

1.10 Focal points, Amendments and Revisions

1.10.1 The designated focal points for these IPA are:

1.10.1.1 For the CAAC: Airworthiness Regulations and Standards Division of Aircraft Airworthiness Certification Department (AAD);

1.10.1.2 For the FOCA: Safety Division-Aircraft.

1.10.2 Contact information for the identified offices is listed in Appendix A.

1.10.3 These IPA may be amended by mutual consent of the CAAC and FOCA. Such amendments will be made effective by signature of the duly authorized representatives of the CAAC and FOCA.

1.10.4 Minor revisions and administrative/editorial changes to these IPA may be made by the focal points after mutual consultation.

1.11 Entry into Force and Termination

1.11.1 These IPA enter into force upon signature by the duly authorized representatives of both the CAAC and FOCA, and will remain in force until terminated by either authority.

1.11.2 Either the CAAC or FOCA may terminate these IPA upon receipt of sixty (60) days written notice by the other authority. Termination will take effect at the end of the sixty (60) days and will not affect the validity of activities conducted under these IPA prior to termination.

1.12 Definitions

For the purpose of these IPA, the following definitions are provided. Additional definitions can be found in Article II of the BASA between the Government of P.R.C and the Swiss Federal Council.

1.12.1 "Additional Technical Condition" means a requirement of the importing State that is in addition to the applicable airworthiness and environmental requirements of the State of Design or that may be prescribed:

(a) For airworthiness requirements, that provides a level of safety equivalent to that provided by the applicable airworthiness requirements for the importing State.

(b) For environmental requirements, that provides noise, fuel venting, and exhaust emission levels no greater than those provided by the applicable environmental requirements of the importing State.

1.12.2 "Airworthiness Approval" means a document issued by the CAAC or FOCA for a Civil Aeronautical Product which certifies that the Civil Aeronautical Product conforms to its approved design and is in a condition for safe operation.

- 1.12.3 "Certification Basis" means the applicable airworthiness and environmental standards established by a Certifying Authority for the purpose of certification and by a Validating Authority for the purpose of validation. Certification Basis may include additional technical conditions, special conditions, equivalent level of safety findings, and exemptions or deviations when determined to apply to the type design.
- 1.12.4 "Certificating Civil Aviation Authority" or "Certificating Authority (CA)" means the authority that issued a Design Approval in its capacity as authority discharging the State of Design (SoD) responsibilities for a Civil Aeronautical Product.
- 1.12.5 "Civil Aeronautical Product" means any civil aircraft, aircraft engine, or aircraft propeller or sub-assembly, appliance, or part, installed or to be installed thereon.
- 1.12.6 "Design Approval" means a Type Certificate (TC), Type Design Approval (TDA), Supplemental Type Certificate (STC), Modification Design Approval (MDA), including amendments thereto, approved data in support of repairs, the approved design under a Parts Manufacturer Approval (PMA) and Technical Standard Order Authorization (TSOA), Validation Design Approval (VDA), or any other Design Approval document.
- Note: "Modification Design Approval" means an approval issued by the CAAC for design changes. Before July 01, 2017, this applies to major or minor design changes to imported products only. On or after 1 July 2017, this applies only to third party minor design changes approvals, for both domestic and imported products
- 1.12.7 "Export" means the process by which a Civil Aeronautical Product is released from a civil aviation authority's regulatory system to another.
- 1.12.8 "Import" means the process by which a Civil Aeronautical Product is accepted into a civil aviation authority's regulatory system for subsequent use in that civil aviation authority's regulatory system.
- 1.12.9 "Mandatory Continuing Airworthiness Information (MCAI)" means the mandatory requirements for the modification, replacement of parts, or inspection of aircraft and amendment of operating limitations and procedures for the safe operation of the aircraft. Among such information is that issued by Contracting States in the form of airworthiness directives.
- 1.12.10 "New Aircraft" is defined differently in China and in Switzerland
- For the CAAC, a New Aircraft means an aircraft that is still owned by the manufacturer, alteration station or dealer, if there is no intervening other owner or lease, and the aircraft has only made flights necessary for production flight, crew training flight conducted by the manufacturer, or delivery flight.
- For the FOCA, a New Aircraft means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner, lease, or time sharing arrangement, and the aircraft has not been used in any pilot school and/or other commercial operation.

- 1.12.11 "Non-TIP Products" are products as defined under section 2.3
- 1.12.12 "Parts Manufacturer Approval (PMA)" (applicable to China only), means a combined design and Production Approval issued for modification and replacement Articles. It allows a manufacturer to produce and sell these Articles for installation on type certificated Civil Aeronautical Products.
- 1.12.13 "Person" means an individual, firm, partnership, corporation, company, association, joint stock association, or government entity, and includes a trustee, receiver, assignee, or other similar representative of any of them.
- 1.12.14 "Production Approval" means a document issued by the CAAC or FOCA to a Person that allows the reproducing of a Civil Aeronautical Product in accordance with its approved design and approved quality system, and can take a form of a Production Certificate (PC), a Production Organisation Approval (POA), a PMA (for CAAC only), or a TSOA.
- 1.12.15 "Production Quality System" means a systematic process which meets the requirements of the authority for the State of Manufacture and ensures that Civil Aeronautical Products will conform to the approved design and will be in a condition for safe operation.
- 1.12.16 "State of Design (SoD)" means the State or territory having jurisdiction over the organisation responsible for the type design and continued airworthiness of a Civil Aeronautical Product.
- 1.12.17 "State of Manufacture (SoM)" means the State or territory having regulatory authority over the organisation responsible for the production and airworthiness of a Civil Aeronautical Product.
- 1.12.18 "Technical Standard Order (TSO)" means a minimum performance standard used to evaluate an article. Each TSO covers a certain type of article. When authorized to manufacture an article to a TSO standard, this is referred to as a TSO Authorization.
- 1.12.19 "Technical Standard Order Authorization (TSOA)" means a design and Production Approval issued to the manufacturer of an article that has been found to meet a specific TSO. A TSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific TSO and the applicant is authorized to manufacture it.
- 1.12.20 "Used Aircraft" means each aircraft that is not a New Aircraft, as defined in paragraph 1.12.10 above.
- 1.12.21 "Validating Civil Aviation Authority" or "Validating Authority (VA)" means the authority that accepts or validates a Certificate issued by the CA.

SECTION II SCOPE

- 2.1 These IPA cover the reciprocal acceptance or validation of design approvals, production approvals and export airworthiness approvals, for new and used aircraft and other new Civil Aeronautical Products, to be imported or exported between China and Switzerland as well as cooperation on continued airworthiness and technical assistance between the CAAC and FOCA.
- 2.2 For the Civil Aeronautical Products within the scope of the Technical Implementation Procedures for Airworthiness and Environmental Certification Between the Civil Aviation Administration of China and The European Union Aviation Safety Agency (hereinafter referred to as the TIP) and for which EASA is the single technical agent in Switzerland for design-related activity (as referred to in section 1.1.2), the TIP will be followed for the reciprocal acceptance or validation of design approvals, production approvals and export airworthiness approvals, as well as cooperation on continued airworthiness and technical assistance.
- 2.3 For Civil Aeronautical Products outside the scope of the above mentioned TIP and for which the CAAC or the FOCA acts as the Certifying Authority (hereinafter referred to as Non-TIP Products), the design approval procedures, continued airworthiness, administration of design approvals, production surveillance, export airworthiness approval procedures, technical assistance and special arrangements prescribed in Sections III through IX of these IPA will be followed.
- 2.4 Civil Aeronautical Products whose reciprocal acceptance and validation procedures are not specified in these IPA will be addressed on a case-by-case basis through the Special Arrangements provision in Section VIII, until the corresponding procedures are made effective in these IPA.

SECTION III DESIGN APPROVAL PROCEDURES (for non-TIP Products only)

3.1 General Principles

3.1.1 Importing requirements regarding type Design Approval

3.1.3.1 Aircraft imported to Switzerland shall have a FOCA Type Certificate Letter of Acceptance to be eligible for registration on the Switzerland Registry. Supplemental Type Certificates issued by the CAAC and intended to be implemented into a Switzerland registered aircraft need to be validated by the FOCA before the implementation.

3.1.3.2 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 the FOCA and intended to be implemented into a Chinese registered aircraft need to be validated by the CAAC before the implementation.

3.1.2 The Authorities will co-operate to give maximum practicable credit to each other's technical evaluations, inspections, conformity statements, certifications and approvals.

3.2 Approval of type design

3.2.1 Application for type design approval

Applications for type design approval shall be made to the VA through the CA. Each application data package should include all information designated in Appendix B. Applications are subjected to corresponding fees and charges of the importing authority.

3.2.2 Approval procedures

The VA will notify the CA of receipt of the application. Upon receipt of payment of any applicable fees, the VA will begin working on the validation project.

The VA will establish a project validation team for the project. The project validation team will familiarize itself with the type design and establish the VA's Certification Basis, with the support of the CA and the applicant.

For the purpose of establishing the VA's Certification Basis, the applicable VA's airworthiness standards and environmental requirements in effect on the date when the application (otherwise known as effective application date) was first made to CA will be applied. The VA may describe any issues, such as Additional Technical Conditions (ATCs), which need resolution prior to the granting of its type design approval.

The project validation team will make its technical review and rely on the CA to conduct finding of compliance against the VA's certification basis as applicable.

3.2.3 Issuance of approval

The VA shall issue its type design approval for a Civil Aeronautical Product when:

- (a) the CA has issued its own Type Certificate for the Civil Aeronautical Product;
- (b) the applicant has demonstrated and declared compliance to the VA's certification basis;
- (c) the CA has issued a statement of compliance to the VA's certification basis; and
- (d) all issues raised during the validation process conducted by the VA have been resolved.

The CAAC type design approval is in the form of Validation of Type Certificate (VTC). The FOCA type design approval is in the form of Type Certificate Letter of Acceptance.

3.3 Validation of Supplemental Type Certificate

3.3.1 Application for Validation of Supplemental Type Certificate

Applications for Validation of Supplemental Type Certificate should be made to the VA through the CA. Each application data package should include all information designated in Appendix C. Applications are subjected to corresponding fees and charges of the VA.

3.3.2 Approval procedures

The VA will review the application data package for Validation of Supplemental Type Certificate. The VA may require the applicant or the CA to provide additional technical documents for review for the purpose of finding compliance.

3.3.3 Issuance of approval

Upon completion of its validation exercise, the VA will issue its approval for the validation of supplemental type certificate. The CAAC approval is in the form of Validation of Supplemental Type Certificate (VSTC). The FOCA approval is in the form of Supplemental Type Certificate Letter of Acceptance.

Note: where Supplemental Type Certificate issued by the CAAC is referenced in this IPA, it includes the Modification Design Approval (MDA) issued by the CAAC for major design change before July 1, 2017.

3.4 Approval or acceptance of changes and repair designs

Changes and repairs designs to the design of a Civil Aeronautical Product must be approved or accepted by the VA.

3.4.1 For changes and repair designs which require the VA to issue a new or revised TC, type certificate datasheet (TCDS) or STC, a formal application for validation should be made to the VA through the CA. The VA will notify the CA of its approval or acceptance.

3.4.2 Major changes and major repairs designs made by the TC or STC holder which do not require the VA to issue a new or revised TC, TCDS or STC should be notified to the VA through the CA on a timely basis as determined by both authorities. The

VA should accept the type design change without technical validation on the basis of the CA's statement of compliance. Notification of approval from the VA is not required for such situations. However, the VA reserves the right to conduct technical investigations. The VA shall notify the CA and provide relevant reasons if such a decision is made. Any other change or repair design made by the TC or STC holder under the validated TC or STC, will be accepted by the VA without any technical investigation or validation exercise, provided it has been approved or accepted under the CA's aircraft certification systems,

3.4.3 Any other change or repair design to the validated TC or STC, except the major changes and major repair designs made by an applicant other than the TC or STC holder, will be accepted by the VA without any technical investigation or validation exercise, provided it has been approved or accepted under the CA's aircraft certification systems.

SECTION IV CONTINUED AIRWORTHINESS (for non-TIP Products only)

- 4.1 The importing authority may request the exporting authority's assistance in determining necessary action by the importing authority for the continued safety of the Civil Aeronautical Product. The importing authority retains sole responsibility for making such a decision.
- 4.2 The authorities will transmit mandatory continuing airworthiness information (MCAI, e.g. airworthiness directives) to the other authority in accordance with the requirements of ICAO Annex 8. The addresses for receiving the MCAI are listed in Appendix A.

SECTION V PRODUCTION SURVEILLANCE (for non-TIP Products only)

- 5.1 All Civil Aeronautical Products produced in China or Switzerland and exchanged under the provisions of these IPA will be produced in accordance with a Production Quality System approved by the CAAC or FOCA that ensures conformity to the approved design and ensures that completed Civil Aeronautical Products are in a condition for safe operation.
- 5.2 Based on the confidence built on each other's production oversight system, the CAAC and FOCA accept each other's production surveillance system within the scope of these IPA for those Civil Aeronautical Products validated or certified in each authority's system.
- 5.3 Situations which are not covered by this section will be addressed on a case-by-case basis through Special Arrangement per Section VIII.

SECTION VI EXPORT AIRWORTHINESS APPROVAL PROCEDURES (for Non-TIP Products only)

6.1 General

- 6.1.1 This section addresses the procedures by which a Civil Aeronautical Product being imported or exported between China and Switzerland will be accepted on the basis of an Export Airworthiness Approval. The importing authority will recognize and accept the Export Airworthiness Approval when issued by the exporting authority in accordance with these IPA.
- 6.1.2 For Civil Aeronautical Products imported or exported between China and Switzerland, the following Export Airworthiness Approvals are recognized and accepted when issued in a form and manner prescribed by the exporting authority, as follows:
- (a) for complete aircraft, an Export Certificate of Airworthiness (CAAC Form AAC-157 and FOCA Form 27) issued by the CAAC or the FOCA; and
 - (b) for a new Civil Aeronautical Product other than aircraft, an Authorized Release Certificate or Airworthiness Approval Tag (CAAC Form AAC-038 and FOCA Form 1) issued by the CAAC or the FOCA.

6.2 Certification for Export

6.2.1 Export of New Aircraft

- 6.2.1.1 The exporting authority will certify that a New Aircraft being exported to China or Switzerland:
- (a) conforms to a type design approved by the importing authority in accordance with Section III.
 - (b) is in a condition for safe operation, including compliance with the applicable airworthiness directives of the importing authority, as notified by that authority;
 - (c) has been subjected to a final operational check by the manufacturer;
 - (d) meets all additional requirements prescribed by the importing authority, in Paragraph 6.4 of this section as notified by that authority, and
- 6.2.1.2 Each New Aircraft imported to China or Switzerland will have an Export Certificate of Airworthiness. The Export Certificate of Airworthiness should contain the following statement: "The [insert AIRCRAFT MODEL] covered by this certificate conforms to the type design approved under [insert CAAC or FOCA] Type Certificate Number [insert TYPE CERTIFICATE NUMBER, REVISION LEVEL and DATE], and is found to be in a condition for safe operation," and/or any other "import requirements" text as specified in the [insert CAAC or FOCA] TCDS.

6.2.1.3 The identification of any exception from the approved type design or notified directives and requirements of the importing authority shall be included in the Export Certificate of Airworthiness of its certification in respect of subparagraph 6.2.1.2 of this section.

6.2.2 Export of Used Aircraft

The importing authority may request inspection and maintenance records, which include:

- (a) records which verify that all necessary overhauls, major changes, and major repairs were accomplished;
- (b) maintenance records and logbook entries which substantiate that the Used Aircraft is properly maintained to the requirements of a maintenance program approved or accepted by the FOCA for Switzerland and approved or accepted by the CAAC for China, and that all known defects have been rectified; and
- (c) where major design changes or Supplemental Type Certificates are embodied in a Used Aircraft, the necessary data for subsequent maintenance should be provided, such as the data describing the installation, the materials and parts used, wiring diagrams for installation on avionic and electrical systems, drawings or floor plans for installations in the cabin, fuel or hydraulic systems, structural changes.

6.2.3 New Civil Aeronautical Products other than aircraft

6.2.3.1 The importing authority will accept the exporting authority's Authorized Release Certificates or Airworthiness Approval Tags on new Civil Aeronautical Products other than aircraft as identified in Section II only when the exporting authority certifies by issuance of an Authorized Release Certificates or Airworthiness Approval Tags that each Civil Aeronautical Product other than aircraft:

- (a) conforms to the applicable FOCA or CAAC approved design data and is in a condition for safe operation; and
- (b) meets all additional requirements prescribed by the importing authority, in paragraph 6.4, as notified.

6.2.3.2 Each Civil Aeronautical Product other than aircraft exported to the importing State with the exporting authority's Airworthiness Approval will have an exporting authority's Authorized Release Certificate or Airworthiness Approval Tags.

6.3 Coordination of Exceptions on Export Certification of Airworthiness

6.3.1 Where the exporting authority identifies a non-compliance to the approved type design, the provisions of this IPA, the notified directives, and the requirements of the Importing authority, and the exporting authority intends to identify these as exceptions on its export certification, the exporting authority will, prior to issuing its

Export Certificate of Airworthiness, notify the importing authority of such non-compliances. This notification by the exporting authority should help to resolve all issues concerning the aircraft's eligibility for an airworthiness Certificate. This notification should be sent to the appropriate office of the importing authority as listed in Appendix A.

- 6.3.2 In all cases, a written acceptance of the exceptions from the importing authority is required before the issuance of the exporting authority's Export Certificate of Airworthiness. A copy of this written acceptance will be included with the export documentation

6.4 Additional Requirements for Imported Civil Aeronautical Products

6.4.1 Additional requirement for the CAAC

The following documentation must be provided as a condition of acceptance of the aircraft being imported:

- 6.4.1.1 Instructions for Continued Airworthiness and maintenance manuals having airworthiness limitation sections for aircraft.
- 6.4.1.2 Each aircraft must be accompanied by an approved Aircraft Flight Manual, including all applicable supplements. The aircraft must also have the appropriate operating placards and marking, a current weight and balance report, and a list of installed equipment.
- 6.4.1.3 Logbooks or maintenance records equipped for each aircraft.
- 6.4.1.4 Identification and marking as specified in CCAR 21

6.4.2 Additional requirement for the FOCA

The following documentation must be provided as a condition of acceptance of the aircraft being imported:

- 6.4.2.1 Instructions for Continued Airworthiness and maintenance manuals having airworthiness limitation sections for aircraft.
- 6.4.2.2 Each aircraft must be accompanied by an approved Aircraft Flight Manual, including all applicable supplements. The aircraft must also have the appropriate operating placards and marking, a current weight and balance report, and a list of installed equipment.
- 6.4.2.3 Logbooks or maintenance records equipped for each aircraft.

SECTION VII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES (for Non-TIP Products

only)

7.1 General

7.1.1 Upon request, after mutual agreement and as resources permit, the CAAC and FOCA may provide technical assistance to each other when significant activities are conducted in either China or Switzerland.

7.1.2 Every effort should be made to have these certification tasks performed locally on each other's behalf. These technical assistance activities will help with regulatory surveillance and oversight functions at locations outside of the requesting authority's country. These supporting technical assistance activities do not relieve the authority of the responsibilities for regulatory control, environmental certification and Airworthiness Approval of Civil Aeronautical Products manufactured at facilities located outside of the requesting authority's country.

7.2 Certification Support

The CAAC and FOCA will use their own policies and procedures when providing such technical assistance to the other, unless other Special Arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:

7.2.1 type certification support, such as conducting investigations of service difficulties;

7.2.2 conformity and surveillance support;

7.2.3 airworthiness certification support, such as:

(a) assistance in the delivery of airworthiness Certificates for aircraft; and

(b) determining the original Export configuration of a Used Aircraft (as it left the manufacturer) when either China or Switzerland is the SoD or SoM.

7.3 Surveillance Assistance and Other Support

The CAAC or FOCA may request surveillance assistance or other types of technical support. Each request will be handled on a case-by-case basis, as resources permit. Each request will be notified in a written form by the requesting authority and include sufficient information for the task to be performed. Where the assistance or support is repetitive or long-term, a Special Arrangement may be needed.

7.4 Protection of Proprietary Data

Both authorities recognize that data submitted by a Design Approval holder is the intellectual property of that holder, and release of that data by the CAAC or FOCA is restricted. The CAAC and FOCA agree that they will not copy, release, or show proprietary data obtained from either authority to anyone other than a CAAC or a FOCA employee without written consent of the Design Approval holder or other data submitter.

This written consent will be obtained by the CAAC or FOCA from the Design Approval holder through the authority of the SoD and will be provided to the other authority.

7.5 New Technologies

Both authorities recognize the importance and emergence of new technologies and new types of operations in civil aviation such as electric propulsion systems, Artificial Intelligence, Machine Learning and Unmanned Aircraft Systems. The CAAC and FOCA agree to support and facilitate to the extent deemed possible the certification and validation of new technologies and the exchange of technical information.

SECTION VIII SPECIAL ARRANGEMENTS AND WORKING ARRANGEMENTS (for non-TIP Products only)

- 8.1 It is anticipated that urgent or unique situations will develop that have not been specifically addressed in these IPA, but which are within the scope of the BASA between the Government of P.R.C. and the Swiss Federal Council. When such a situation arises, it will be reviewed by the CAAC Aircraft Airworthiness Certification Department and the FOCA Safety Division-Aircraft, and a procedure will be developed to address the situation. The procedure will be mutually agreed upon by the CAAC and FOCA in a separate Special Arrangement. If it is apparent that the situation is unique, with little possibility of repetition, then the Special Arrangement will be of limited duration. However, if the situation could lead to further repetitions, then these IPA will be revised accordingly by the CAAC and FOCA.
- 8.2 When detailed terms and explanations of these IPA are needed to carry out activities that fall within the scope of these IPA or a Special Arrangement under these IPA, then those terms and explanations will be set forth in Working Arrangements agreed to by the CAAC and FOCA.

SECTION IX AUTHORITY

The CAAC and FOCA agree to the provisions of these Implementation Procedures for Airworthiness as indicated by the signature of their duly authorized representatives.

Civil Aviation Administration of China
People's Republic of China

Federal Office of Civil Aviation
Switzerland

By



Yang Zhenmei

By



Gianmario Giacomelli

Title Director General
Aircraft Airworthiness Certification
Department

Title Director
Safety Division Aircraft

Date July 7, 2023

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APPENDIX A CONTACT INFORMATION

Designated Focal Point Offices for these IPA

The designated focal point offices for these IPA are:

For CAAC

Airworthiness Regulations and
Standards Division of Aircraft
Airworthiness Certification Department

No.155 Dongsu West Street, Beijing

P.R.C., 100710

Tel: 86-10-64091321

Fax: 86-10-64033087

E-mail: chenye@caac.gov.cn

For FOCA

Federal Office of Civil Aviation of
Switzerland (FOCA)

Division for Aviation Policy and Strategy
Safety

Section Legal and International Affairs

Mühlestrasse 2, 3063 Ittigen

Postal address: 3003 Bern, Switzerland

Tel: +41 (0)58 465 80 39

Fax: +41 (0)58 465 80 32

E-mail: info@bazl.admin.ch

CAAC Key Contact Offices for this IPA

Focal Point for Validation of Type Certificate Applications, Validation of Supplemental Type Certificate Applications, and Validation of Design Approval (Article) Applications

Airworthiness Certification Division of Aircraft Airworthiness Certification Department
No.155 Dongsu West Street, Beijing, P.R.C., 100710
Tel: 86-10-64092311
Fax: 86-10-64033087
E-mail: foreign_application@caac.gov.cn

Focal Point for MCAI exchange

Airworthiness Certification Division of Aircraft Airworthiness Certification Department
No.155 Dongsu West Street, Beijing, P.R.C., 100710
Tel: 86-10-64092311
Fax: 86-10-64033087
E-mail: shs_AD@caac.gov.cn

FOCA Key Contact Offices for this IPA

Focal Point for Validation of Type Certificate Applications, Validation of Supplemental Type Certificate Applications, and Validation of Design Approval (Article) Applications

Safety Division – Aircraft
Section Airworthiness Engineering (STIL)
Mühlestrasse 2, 3063 Ittigen
Postal address: 3003 Bern, Switzerland
Tel: +41 (0)58 465 31 74
Fax: +41 (0)58 465 80 32
E-mail: typecertification@bazl.admin.ch

Focal Point for MCAI exchange

Safety Division – Aircraft
Section Airworthiness (STLB)
Mühlestrasse 2, 3063 Ittigen
Postal address: 3003 Bern, Switzerland
Tel: +41 (0)58 465 07 87
Fax: +41 (0)58 465 80 32
E-mail: airdir@bazl.admin.ch

APPENDIX B INFORMATION REQUIRED FOR THE APPLICATION FOR VALIDATION OF
A TYPE DESIGN

Each application for CAAC Validation of Type Certificate or FOCA Type Certificate Letter of Acceptance will include the following information:

- (a) CA's cover letter;
- (b) Application (for CAAC Form AAC-021 and for FOCA formal letter) prepared by the applicant as required by the VA;
- (c) a general technical description of the aircraft:
 - (i) technical description of the aircraft 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 aircraft, dimensions and areas of wing and empennages, CG range, etc.
 - (ii) basic static schemas of the aircraft (wing, empennages, fuselage, controls, installation of the engine, undercarriage)
 - (iii) figures of strength joints wing-fuselage, empennages-fuselage etc.
- (d) a three-view drawing;
- (e) 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;
- (f) any special condition issued by the CA. If unavailable, any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of special conditions;
- (g) any exemptions, deviation or equivalent level of safety findings relative to the exporting authority's airworthiness standards;
- (h) a copy of the Compliance Check List, if available;
- (i) For Applications to CAAC: Information of general interest for the VA (e.g. the name, place of business, and contact information of the Chinese customer) and proposed delivery schedules.

APPENDIX C INFORMATION REQUIRED FOR THE APPLICATION FOR VALIDATION OF
A SUPPLEMENTAL TYPE CERTIFICATE

Each application for CAAC or FOCA Validation of a Supplemental Type Certificate will include the following information:

- (a) CA's cover letter
- (b) Application form (CAAC Form AAC-021 and FOCA Form Application for Approval of a Change/Repair on Non-EASA products^(*)) filled by the applicant as required by the VA;
- (c) description of the design change;
- (d) copy of the exporting authority approval document;
- (e) applicable Certification Basis including information on any equivalent level of safety findings, exemptions or deviation granted by the exporting authority for its own domestic design change approval;
- (f) a copy of the compliance check list;
- (g) a copy of the master drawing list or equivalent document;
- h) the following information, as appropriate:
 - (i) aircraft Flight Manual Supplement;
 - (ii) installation Instructions;
 - (iii) weight and balance data; and
 - (iv) instructions for Continued Airworthiness.
- i) For Applications to CAAC: Information of general interest for the VA (e.g. the name, place of business, and contact information of the Chinese customer) and proposed delivery schedules.

(*) The form is available on FOCA's website (www.bazl.admin.ch)