Technical arrangement on Dassault Aviation product certification

between

The General Administration of Civil Aviation of China (CAAC)

and

The European Aviation Safety Agency (EASA)

1. PURPOSE

This Technical Arrangement defines the working relationship between the European Aviation Safety Agency (EASA) and the General Administration of Civil Aviation of China (CAAC) hereafter called the "Authorities", to facilitate and accomplish the CAAC type validation of the Dassault Aviation aircraft models Falcon 50, 900 and 2000, and of subsequent type design changes as well as to define the declaration of compliance for Export and continued airworthiness activities.

2. OBJECTIVES

This Technical Arrangement is intended to accomplish the following objectives:

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

a) for the type validation process; and
b) for subsequent post type validation activities.
c) for the acceptance of new and used products produced by the manufacturer as mentioned in the CAAC validation data sheet and for which the CAAC has issued the Validation of Type Certificate.
d) validation of Supplemental Type Certificates approved by EASA.
e) for parts and appliances for these products.

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

3. SCOPE

This Technical Arrangement covers under the provisions set forth in the following paragraphs:

a) the Falcon 50EX (EASA TCDS equivalent to DGAC TCDS 163);
b) the Falcon MF 900, Falcon F900EX, Falcon F900EX EASy (EASA TCDS equivalent to DGAC TCDS 163);
c) the Falcon F 2000, Falcon F2000EX, Falcon F2000EX EASy (TCDS EASA.A.008)

4. REQUIREMENTS AND BASIS

The requirement for this Technical Arrangement results from paragraphs 2.1.4 and 2.4.1 of CAAC AP 21-01R1 dated January 2000 (English version), Validation Procedures for Import of Civil Aviation Products and Parts.

5. COMMUNICATION

5.1 The Aircraft Airworthiness Certification Department (CAAC-AAD) of CAAC and EASA Certification Directorate as Aircraft Certification Authority will be responsible for the implementation of this Technical Arrangement.

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

5.3 The applicant will be the primary source for providing the technical support to CAAC-AAD. When requested, EASA 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.

5.4 All communications between CAAC and EASA related to the activities of this Technical Arrangement will be made in the English language.

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

6. TYPE VALIDATION ACTIVITES

6.1 General

a) The applicant is responsible for showing and verifying the compliance with the CAAC certification basis and for demonstrating this compliance to both Authorities. Subject to paragraph 6.2(c)(ii), any compliance documents provided to CAAC shall be approved by EASA.

b) The CAAC type validation of affected products as listed above must be accomplished in respect of all laws and regulation governing both Authorities.

6.2 Certification basis

a) The certification bases for the aircraft models are the following:

i) For EASA:
As defined in Type Certificate Data Sheets (TCDS) at the latest applicable issue, and

ii) For CAAC:
The CAAC have accepted the EASA certification basis for the aircraft models, with additional requirements as established by comparison with CCAR 25-R3. These additional requirements to the EASA certification basis are referred to as "Additional Technical Conditions (ATC)".

b) CAAC will notify in writing both EASA and the applicant of any ATC necessary for the CAAC type validation.

c) EASA will review the ATC to ensure its understanding thereof. As necessary, CAAC will provide EASA in writing with any interpretative material or any data regarding the means of compliance pertaining to those ATC.

i) EASA, upon request from CAAC, will initiate the process of finding compliance referred to in paragraph 6.4 once the necessary understanding of the particular CAAC ATC has been acquired.
ii) CAAC will perform its own findings of compliance on ATC for which EASA has not acquired sufficient understanding.

6.3 Process of finding compliance

For the CAAC type validation activities, CAAC will define its involvement taking into account paragraph 2.2 of this Technical Arrangement.

6.4 Process of finding compliance to the ATC

Provided that CAAC has not already made findings of compliance with its own ATC according to paragraph 6.2(c)(ii), EASA, upon request, will make the findings of compliance with the ATC on behalf of CAAC. EASA will make the findings of compliance in accordance with the interpretative material and the means of compliance provided by CAAC. In the absence of such interpretative material, EASA will use its own interpretation for the specific ATC.

6.5 Formalisation of the findings of compliance

a) For the purpose of finding compliance with the CAAC certification basis, CAAC may raise Issue Papers (IP) and Action Items (AI).

b) An IP is normally opened to document the ATC (one IP per ATC):
i) to document any controversial technical issue; and
ii) to document differences in interpretative material or the means of compliance.

c) AI are normally opened to record any non-controversial action to be performed by Dassault Aviation.

d) CAAC will notify EASA and the applicant of the status of each IP and AI. CAAC will request the formal EASA position on the IP. All IP and AI must be closed before the issuance of the CAAC type certificate.

6.6 Final statement

At the end of the process EASA will provide, upon request, a formal statement attesting that EASA has found compliance with CAAC certification basis. The CAAC approved type design will be identified in a CAAC VTCDS to be produced by the applicant and to be approved by EASA.

7. POST TYPE VALIDATION ACTIVITIES

7.1 Design change approval

a) Upon request, EASA will verify that design changes affecting the EASA type design which have been introduced after CAAC type validation and embodied on products to be delivered to China, comply with the CAAC certification basis using the Information gained during the type validation activities (see paragraph 6 above). If the change is approved via a Supplemental Type Certificate (STC), it will be validated by CAAC who will notify its approval.

b) Prior to each product delivery, a formal statement of compliance with the CAAC certification basis will be provided by EASA to CAAC for major design changes. These type design changes will normally be approved by CAAC on the basis of the EASA statement of compliance without technical validation. However, CAAC reserves the right to make a technical validation on those design changes that affect the CAAC Validation Data Sheet and will inform Dassault Aviation and EASA accordingly. For these changes, CAAC will notify EASA and Dassault Aviation of their approval.

c) The statement of compliance in b) above is considered sufficient to cover other changes, which are not considered as significantly affecting the approved type design.

8. AIRWORTHINESS SUPPORT ACTIVITES

8.1 Individual product deliveries

a) For each aeroplane to be delivered to China, EASA will issue an EASA declaration of compliance for Export, based on the individual EASA Form 52 issued in accordance with the POA granted by the National Aviation Authority under EC Regulation 1702/2003, stating that the aeroplane complies with the CAAC approved type design and CAAC special requirements which are identified in VTDS.

b) Each part and appliance will be delivered to China with an individual EASA Form One, issued in accordance with the POA granted by the National Aviation authority under Commission Regulation (EC) No 1702/2003, stating

that the part and appliance complies with the CAAC approved type design and is in a condition for safe operation, with a note in Block 13 of EASA Form One that the part and appliance is eligible for Export to China.

c) An Airplane Flight Manual (AFM) in the English language will be provided for each aircraft to be delivered to China. The AFM will be in accordance to the CAAC approved type design, and will be approved by EASA on behalf of the CAAC.

8.2 Continued Airworthiness

a) In accordance with ICAO Annex 8, EASA will promptly inform CAAC of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the continuing airworthiness of the products.

b) CAAC will promptly notify EASA and Dassault Aviation of any unsafe condition associated with the design, manufacturing or maintenance of the products that are in service in China.

c) EASA will notify CAAC, where appropriate, of any action it deems necessary to correct any unsafe condition. In the type design that may be discovered after the type validation, including any actions in respect of components designed or manufactured by a supplier under contract to Dassault Aviation.

d) EASA, upon request, will assist CAAC in establishing procedures deemed necessary by CAAC for maintaining the continuing airworthiness of aircraft models.

9. ENTRY INTO FORCE

This Technical Arrangement shall enter into force at the date of signature by the Authorities.

10. DURATION AND TERMINATION

Either Authority may at any time give written notice to the other Authority of its decision to terminate this Technical Arrangement. This Technical Arrangement shall terminate twelve months following the date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expire of this period.

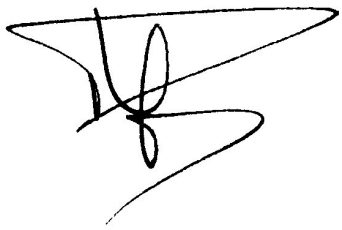
11. AUTHORITIES

The Authorities agree to the provisions of this Technical Arrangement as indicated by the signature of their duly authorised representatives or executive agents.

Signed in Cologne.....on 18.7..... 2005 on behalf of:

European Aviation Safety Agency (EASA)

Patrick Goudou
Executive Director



Signed in .....on 18/8..... 2005 on behalf of:

General Administration of Civil Aviation of China (CAAC)
Aircraft Airworthiness Certification Department

for

Dr. Wang Zhong
General Director

APPENDIX 1

POINTS OF CONTACT

FOR EASA	FOR CAAC
Certification Directorate Certification Director Postfach 10 12 53 D-50452 Koln Germany Project Manager Mr. Pascal Médal Certification Manager Large Aeroplanes Phone: +49 221 89990 4008 Fax: +49 221 89990 4508 Email: pascal.medal@easa.eu.int	Aircraft Airworthiness Department 155 Dongsi Street West Beijing 100710 Peoples Republic of China Project Manager Ms. Wang Hong Director Airworthiness Certification Div. CAAC-AAD. Phone: +86 10 64091331 Fax: +86 10 64092331 Email: wanghong@CAAC.cn.net