

**Technical arrangement on  
Eurocopter 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 Eurocopter aircraft models, 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 the Eurocopter aircraft models :

EC120  
AS350B2  
AS332L and L1  
EC155B and B1

## **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 will accept the EASA certification basis for the aircraft models, with additional requirements as established by comparison with CCAR 27 or 29 effective at the date of the application. 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 Eurocopter.

- 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 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). For Major changes classified as non significant, compliance found against EASA requirements shall be considered adequate for the purpose of showing compliance to CAAC requirements. If the change is approved via a Supplemental Type Certificate (STC), it will be (either directly or through EASA at request of CAAC) 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 Eurocopter and EASA accordingly. For these changes, CAAC will notify EASA and Eurocopter 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.

#### **7.2 Service Bulletin approval**

All service bulletins issued by EUROCOPTER contain a statement of approval under the DOA (Design Organisation Approval) issued to EUROCOPTER by the EASA. This statement may be interpreted for a Chinese operator as “approved by CAAC”.

### **8. AIRWORTHINESS SUPPORT ACTIVITIES**

#### **8.1 Individual product deliveries**

- a) For each helicopter 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 helicopter complies with the CAAC approved type design and CAAC special requirements which are identified in VTCDS.  
In case of “non conformity” to the type design approved by CAAC, the “non conformity” will be clearly identified in the declaration of compliance for Export. CAAC acceptance of this “non conformity” will be requested by the EASA before the release of the declaration of compliance for Export.
- 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) A Rotorcraft Flight Manual (RFM) in the English language will be provided for each aircraft to be delivered to China. The RFM 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 Eurocopter 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 Eurocopter.
- 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**

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*for*

**Dr. Wang Zhang  
General Director**

## APPENDIX 1

### POINTS OF CONTACT

FOR EASA	FOR CAAC
<p data-bbox="240 667 539 701"><u>Certification Directorate</u></p> <p data-bbox="331 734 596 869">Certification Director Postfach 10 12 53 D-50452 Koln Germany</p> <p data-bbox="240 909 443 943"><u>Project Manager</u></p> <p data-bbox="331 976 734 1043">Mr. Massimo Mazzoletti Rotorcraft Certification Manager</p> <p data-bbox="331 1111 766 1245">Phone: +49 221 89990 4015 Fax: +49 221 89990 4515 Email: <a href="mailto:massimo.mazzoletti@easa.eu.int">massimo.mazzoletti@easa.eu.int</a></p>	<p data-bbox="798 667 1225 701"><u>Aircraft Airworthiness Department</u></p> <p data-bbox="888 734 1214 835">155 Dongsu Street West Beijing 100710 Peoples Republic of China</p> <p data-bbox="798 909 1000 943"><u>Project Manager</u></p> <p data-bbox="888 976 1281 1111">Mr Zhu Xuefeng Program Officer Airworthiness Certification Div. CAAC-AAD.</p> <p data-bbox="888 1144 1284 1245">Phone: +86 10 64092302 Fax: +86 10 64092331 Email: <a href="mailto:zhuxf@CAAC.gov.cn">zhuxf@CAAC.gov.cn</a></p>