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*SCHEDULE*  
*OF*  
*IMPLEMENTATION PROCEDURES*

U.S./PEOPLE'S REPUBLIC OF CHINA  
BILATERAL AIRWORTHINESS AGREEMENT

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## INTRODUCTION

This document contains the procedures developed by the Federal Aviation Administration (FAA) and the General Administration of Civil Aviation of China (CAAC) to implement the Agreement between the Government of the United States of America (U.S.) and the Government of the People's Republic of China (P.R.C.) concerning the airworthiness certification, approval, or acceptance of imported aeronautical products effected by exchange of notes at Beijing, P.R.C., October 14, 1991. This Schedule of Implementation Procedures replaces the earlier Schedule dated October 19, 1991.

These Procedures are intended to facilitate the mutual cooperation, and technical assistance for aircraft and other aeronautical products being manufactured in the U.S. and in the P.R.C. These Procedures also provide for designated officials within the FAA and CAAC to make special arrangements as they deem necessary in unique situations to implement this Schedule.

This Schedule may be jointly reviewed at any time at the request of either the FAA or CAAC and will be reviewed periodically, taking into account improvements, additions, or changes suggested by either the FAA or CAAC, by U.S. or P.R.C. aviation industry associations or their member companies, or by other interested parties, to ensure that the Procedures remain current. Amendments and revisions shall be co-developed and signed by the FAA Director of Aircraft Certification Service and the CAAC, Director General of the Aircraft Airworthiness Department.

Suggestions for improvement are welcomed and can be addressed to either of the addresses below, which are responsible for the administrative process of keeping this document current. All changes to these Procedures, including Appendices, will be jointly administered by the FAA Aircraft Certification Service, AIR-4, and the CAAC Aircraft Airworthiness Department, Airworthiness Liaison Division.

FAA address:

Aircraft Certification Service, AIR-4  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591  
USA

Telephone: (1-202) 267-9559  
Fax: (1-202) 493-5144

CAAC address:

Flight Standard Department  
General Administration of Civil  
Aviation of China  
155 Dong Si Street, West  
Beijing 100710  
P.R.C.

(86-10) 6404-8817  
(86-10) 6403-0972

# SCHEDULE OF IMPLEMENTATION PROCEDURES

## U.S./PEOPLE'S REPUBLIC OF CHINA BILATERAL AIRWORTHINESS AGREEMENT

### CHAPTER 1. GENERAL

10. Purpose. This Schedule sets forth procedures agreed upon between the Federal Aviation Administration (FAA) and the General Administration of Civil Aviation of China (CAAC) to carry out the objectives of the Agreement between the United States of America and the People's Republic of China, hereinafter referred to as the Contracting States, concerning the airworthiness certification of imported civil aeronautical products, effected by exchange of notes at Beijing, P.R.C., October 14, 1991.

11. Basis. The basis for this Schedule, which is authorized by Article 8 of the Bilateral Airworthiness Agreement (BAA), is stated in Section 2 of the BAA.

12. Objectives. The objectives of this Schedule are to carry out the Purpose and Scope clauses of the BAA and are intended to address:

120. Design approvals. The procedures for the approval of the type design of a product, changes to the type design of a product, and the design approval for appliances, and replacement and modification parts, to establish compliance with the applicable airworthiness standards of the importing State civil airworthiness authority (importing authority) or criteria determined by the importing authority to provide a level of safety equivalent to its own.

121. Export Certificates of Airworthiness. The procedures for Export Certificates of Airworthiness for an aircraft, aircraft engine, or propeller to facilitate acceptance by the importing authority to establish that the product conforms to the importing authority's approved type design and is in a condition for safe operation.

122. Certificates of airworthiness for export. The procedures for certificates of airworthiness for export (airworthiness approval tags) for appliances, parts and materials to facilitate acceptance by the importing authority to establish that the product conforms to the importing authority's approved design.

123. Continued airworthiness. The procedures for the continued operational safety of exported products to be taken by each civil airworthiness authority to ensure that in-service safety issues are addressed and resulting corrective actions are carried out in a timely manner.

124. Accountability. The procedures for each civil airworthiness authority's responsibility to each other for the products imported and exported under this BAA, to ensure that safety issues which may arise with regard to the product in service will be satisfactorily resolved in a timely manner.

125. Mutual cooperation and technical assistance. The procedures which enable the FAA and the CAAC to exchange appropriate information needed to understand and conduct the approval and monitoring processes within the scope of the BAA and to cooperate when technical assistance is needed by either civil airworthiness authority in fulfilling its national airworthiness regulatory duties.

126. Special arrangements. The procedures which provide for the resolution by the FAA and the CAAC by special arrangement, as necessary, of urgent or unique situations not envisaged in this Schedule, provided the situation falls within the scope and purpose of the BAA.

13. Scope. This Schedule covers:

- P.R.C. acceptance of FAA Export Certificates of Airworthiness for aircraft, aircraft engines, and propellers and certificates of airworthiness for export for appliances, parts, and materials for which the FAA is the exporting authority,
- U.S. acceptance of CAAC Export Certificates of Airworthiness for small airplanes (with a maximum certificated take-off weight of 12,500 lb. or less) and commuter category airplanes (up to 19 passengers with a maximum certificated take-off weight of 19,000 lb. or less) designed and manufactured in the P.R.C.,
- U.S. acceptance of CAAC export airworthiness approvals, as specified in Appendix A, for aircraft appliances manufactured in the P.R.C. and that have been found to meet the performance standards of an applicable U.S. Technical Standard Order (TSO) under an FAA letter of TSO design approval, and
- U.S. acceptance of CAAC export airworthiness approvals for replacement and modification parts designed and manufactured in the P.R.C. by the holder of the U.S. type certificate or the holder of the FAA letter of TSO design approval.

*Note:* Provisions to implement licensing agreements to be co-developed in the future:

- U.S. acceptance of CAAC airworthiness certification of products for which the P.R.C. manufacturer produces under a licensing agreement with a U.S. manufacturer who holds an FAA type design approval.

14. Definitions. For the purpose of this Schedule, the definitions in Article 4 of the BAA shall apply. As used in this Schedule, the following definitions are provided to supplement those definitions contained in Article 4 of the BAA.

(a) “Additional Technical Conditions” means the terms notified by the importing authority for the acceptance of the type design of an aeronautical product to account for differences between the importing and exporting authorities in:

- (i) airworthiness and environmental standards, applications, policies, and guidance materials;
- (ii) Special Conditions relating to novel or unusual design features of the product which are not covered by the airworthiness and environmental standards;
- (iii) application of exemptions or equivalent safety findings from the airworthiness and environmental standards;
- (iv) operational requirements; and
- (v) mandatory airworthiness action taken to correct unsafe conditions.

(b) “Appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, aircraft engine, or propeller.

(c) “Compliance” means that, after examination by analysis and/or test, the type design of a product is found to satisfy the importing authority’s type certification basis.

(d) “Component” means a part, material, or subassembly intended for use on an aeronautical product.

(e) “Conformity” means that a product is examined and inspected to the requirements of the pertinent type design, test, and quality control data and is found to meet those requirements.

(f) “Equivalent Safety Finding” means a determination that the design, while not meeting the specific requirements of the regulations, does provide a level of safety equal to that established by the regulations.

(g) “Exemption” means noncompliance or deviation found to be acceptable after being processed through the appropriate regulatory procedure by the authority and found to be in the public interest and not to have an adverse effect on safety.

(h) “Exporting Civil Airworthiness Authority” means the national organization within the exporting State, charged by the laws of the exporting State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The exporting civil airworthiness authority will be referred to herein as the exporting authority.

(i) “Familiarization” means the process whereby the importing authority obtains information and experience on an aeronautical product designed in the exporting State.

(j) “Finding” means the result of a review, investigation, inspection, test, analysis, etc., to determine compliance of a design with a law, regulation, standard, or requirement, or conformity of a product with approved type design data.

(k) “Importing Civil Airworthiness Authority” means the national organization within the importing State, charged by the laws of the importing State with regulating the airworthiness and environmental certification, approval, or acceptance of civil aeronautical products. The importing civil airworthiness authority will be referred to herein as the importing authority.

(l) “Manufacturer” means the person responsible for the final assembly, test, and acceptance of a product under the civil airworthiness authority-approved quality assurance/control system which ensures conformity of the product to an approved type design and is in a condition for safe operation.

(m) “Person” means an individual, firm, partnership, corporation, company, association, joint-stock association, or government entity. It includes a trustee, receiver, assignee, licensee, or similar representative of any of them.

(n) “Product” means any civil aircraft, aircraft engine, propeller, subassembly, appliance, material, part, or component to be installed thereon.

(o) “Quality Assurance (including quality control)” means a systematic process of manufacturing, assembly, and testing which provides confidence that aeronautical products will conform to the approved type design and will be in a condition for safe operation.

(p) “Special Condition” means a specific safety standard issued by an authority for a product when, because of a novel or unusual design feature of the product, the established airworthiness standards do not contain adequate or appropriate safety standards to establish a level of safety equivalent to that established by the airworthiness standards.

(q) “Standard Category Airworthiness certification” means the issuance of a standard category airworthiness certificate for aircraft type certificated in the normal, utility, acrobatic, commuter, or transport categories.

(r) “Supplier” means a person who contracts to provide a subassembly, appliance, material, part, or component to a product manufacturer to be incorporated into the manufacturer's civil aeronautical product.

The following definitions also appear in the BAA and are repeated here for the benefit of the user.

“Product Airworthiness Approval” means the issuance of an airworthiness certificate, approval, or acceptance, as appropriate, by a civil airworthiness authority for a particular civil aeronautical product to permit operation or use of the product under the laws, regulations, standards, and requirements of the issuing State.

“Type Design Approval” means the certification, approval, or acceptance by the issuing civil airworthiness authority of the design of a product including its performance, operating characteristics, and operating limitations.

15. Termination. Either Party may terminate this Schedule upon six months written notice to the other Party.

## CHAPTER 2. DESIGN APPROVALS

20. General. Approval of the type design of a product, changes to the type design of a product, and the design approval for appliances, and replacement and modification parts by the importing authority shall be based, to the maximum extent practicable, on technical evaluations, tests, inspections, and compliance certifications made by the exporting authority. The appropriate form of design approval may be issued by the importing authority for an imported product if the exporting authority, after consultation with the importing authority, certifies to the importing authority that the product has been examined, tested, and found to meet the airworthiness criteria prescribed by the importing authority.

21. Type Design Approval Application Considerations.

210. United States. An FAA type design approval for a product is a prerequisite:

- (a) For issuance of a U.S. standard category airworthiness certificate;
- (b) To permit a non-U.S.-registered aircraft to be operated under lease by a U.S.-certificated air carrier or commercial operator under FAR Parts 121 or 135; or
- (c) To permit a related product (aircraft engines and propellers) and appliances to be installed on an aircraft having a U.S. standard category airworthiness certificate.

The FAA will assign a higher priority to applications for type design approval of an import product when one of the above situations is shown to exist. The FAA does not generally grant type design approvals for products manufactured outside the U.S. which are not intended for U.S. utilization, except for products to be installed on U.S.-

manufactured products. Therefore, Chinese applicants for design approval should provide the FAA, through the CAAC, evidence of intended U.S. utilization or installation on a U.S.-manufactured product at the time of application. Any exceptions to this policy must be approved by the Director, Aircraft Certification Service.

211. People's Republic of China. A CAAC type design approval for a product is a prerequisite:

- (a) For issuance of a P.R.C. airworthiness certificate;
- (b) To permit a non-P.R.C.-registered aircraft to be operated under lease by a P.R.C.-certificated air carrier or commercial operator under Chinese Civil Aviation Regulations; or
- (c) To permit a related product (aircraft engines and propellers) and appliances to be installed on an aircraft having a P.R.C. airworthiness certificate.

The CAAC will assign a higher priority to applications for type design approval of an import product when one of the above situations is shown to exist. The CAAC does not generally grant type design approvals for products manufactured outside the P.R.C. which are not intended for P.R.C. utilization, except for products to be installed on P.R.C.-manufactured products, or registered aircraft. Therefore, U.S. applicants for design approval should provide the CAAC, through the FAA, evidence of intended P.R.C. utilization or installation on a P.R.C.-registered aircraft or manufactured product at the time of application. Any exceptions to this policy must be approved by the Director General, Aircraft Airworthiness Department.

22. Type Design Approval Procedure for Aircraft. Both the FAA and the CAAC issue type certificates (TC) to convey approval of the type design of aircraft. The following procedures apply to such product type designs to be type certificated by the FAA or by the CAAC for standard category airworthiness certification. Non-standard category aircraft, and engines and propellers for non-standard category aircraft, will be dealt with on a case-by-case basis through the special arrangements provision in Chapter 7 of this document.

220. Application. An applicant for type design approval shall make application through its own authority with a request that the application and related information be forwarded to the importing authority.

- (a) All Chinese applications for FAA type design approval shall be sent by the CAAC to the Small Airplane Directorate (ACE-100), 601 East 12th Street, Kansas City, MO 64106.
- (b) All U.S. applications for Chinese type design approval shall be sent to the nearest FAA Aircraft Certification Office (ACO) in the applicant's geographical area, and the FAA ACO will forward the application to the accountable FAA Aircraft Certification

Service Directorate. The accountable Directorate will send the application to CAAC, Aircraft Airworthiness Department, Beijing, China. Appendix B contains a list of addresses for FAA Aircraft Certification Offices, FAA Manufacturing Inspection Offices, FAA Aircraft Certification Service Directorates, CAAC Regional Airworthiness Offices, and CAAC Aircraft Certification Centers.

- (c) Applications should include a general description of the product including:
  - (i) A three-view drawing for aircraft;
  - (ii) A statement of the applicable airworthiness and environmental standards for design approval as established by the exporting authority for its own domestic design approval;
  - (iii) Any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of either FAA or CAAC special conditions;
  - (iv) Any expected exemptions or equivalent safety findings relative to the exporting authority's airworthiness standards for type design approval; and
  - (v) The estimated date of completion.

221. Initial familiarization briefing. On major projects, as soon as practicable after the application has been received and accepted by the importing authority, and when the design is sufficiently defined, a familiarization briefing on the product may be requested by the importing authority. The briefing shall be held at a mutually agreeable location for attendance by the importing authority, the exporting authority, and the applicant. The primary purposes of the briefing will be to permit:

- (a) The applicant to describe the design to the importing authority. This briefing (or series of briefings) shall cover all aspects of the design. Emphasis should be placed on any novel, unusual, or critical design features which might necessitate issuance of either importing authority or exporting authority special conditions or new applications of existing standards;
- (b) The importing authority to engage in detailed technical discussions with the exporting authority and the applicant on the design, including particular applications or interpretations of the airworthiness standards of the exporting State and the importing State; and
- (c) For products with a prior service history, the applicant and the exporting authority to brief the importing authority on the product service history, including corrective measures to preclude occurrence of incidents or accidents.

222. Establishment of the type certification basis by the importing authority.

(a) The importing authority shall establish the type certification basis for the product design in accordance with its own domestic airworthiness and environmental standards for a similar product, giving consideration to the standards which were in effect in the importing State at the time that application was received for the approval of the product type design by the exporting authority.

(b) Also, additional technical conditions may be specified by the importing authority to establish a level of safety equivalent to the importing authority's own domestic standards for a similar product.

(c) Additional technical conditions may include any or all of the following:

(i) Additional airworthiness conditions based on differences in the airworthiness standards, applications, policies, and guidance materials between the two States. In the case of the U.S., the airworthiness standards are set out in the Federal Aviation Regulations (FAR) Part 23 through 35. In case of the P.R.C., the airworthiness standards are set out in the Civil Aviation Regulations of China (CCAR) Parts 23 through 35;

(ii) Special Conditions to establish certification standards for novel or unusual design features of the product which are not covered by the airworthiness standards of the exporting authority;

(iii) Airworthiness conditions based on an evaluation of equivalent safety findings and exemptions granted by the exporting authority to the applicant for domestic certification; and

(iv) Mandatory airworthiness actions (e.g., Airworthiness Directives) directed by the exporting authority to correct unsafe conditions experienced during the operation of the product prior to application to the importing authority.

(d) Any anticipated exemptions or equivalent level of safety (ELS) determinations should be documented in issue papers (see Paragraph 225 of these Procedures). Upon granting of the exemption or the finding of ELS, they, along with any operating limitations, should become part of the type certification basis, and are to be incorporated by reference on the Type Certificate Data Sheet.

(e) After the importing authority has established the type certification basis, the airworthiness and environmental standards program for type certification by the importing authority shall be developed jointly by the importing authority and exporting authority so as to:

(i) Give maximum credit to the exporting authority's domestic certification program; and

(ii) Provide the importing authority a basis to find compliance with its own national airworthiness standards or to find that equivalent criteria have been met.

(f) At the option of the applicant, operational requirements may also be evaluated during the type certification program. In so doing the applicant would be facilitating the issuance of the operational approvals for the aircraft required by the aircraft operators in the importing state.

223. Data submittal and design review. Required technical data representing the product will vary with the type and complexity of the product involved. Preceding the issuance of the type certificate, the importing authority may request additional technical design data, may review the product, and may fly the product for familiarization purposes. Also, when deemed necessary by both the exporting authority and the importing authority, the importing authority may fly, or conduct a detailed review of, the product to assure compliance with the type certification basis. Upon occasion, as deemed appropriate by either the importing authority or exporting authority, a joint compliance finding may be conducted for certain airworthiness standards. The applicant shall submit all data to the exporting authority for verification and transmission to the importing authority.

224. Technical meetings. In addition to the initial familiarization briefing, other technical meetings may be necessary to assure that any additional technical conditions that have been communicated to the exporting authority are well understood, and that any outstanding technical issues are resolved. All technical meetings will normally be arranged through the exporting authority. Location of the meetings may vary, depending on the needs and priorities, and will normally have importing authority/exporting authority representatives in attendance. Such meetings (and guidelines for the meetings) may include:

(a) Technical meetings requested by the applicant, the exporting authority, or the importing authority for the purpose of reporting new developments, reviewing changes, or resolving technical compliance questions;

(b) Technical meetings between the importing authority and exporting authority to effect the timely resolution of outstanding issues;

(c) Technical meetings held with the applicant and both authorities to provide the applicant with the importing authority's position with respect to any unresolved technical issues; and

(d) Technical meetings involving flight operations, manufacturing, and maintenance specialists of the importing authority, exporting authority, and the applicant to facilitate operational acceptance of the product by the importing authority for a particular kind or condition of operation.

225. Issue papers. Issue papers may be prepared by the importing authority which describe issues, such as the type certification basis, which need particular attention and resolution before the importing authority can grant a TC or before an aircraft can enter a special type of operation, such as extended-range operations. The exact form and scope of the issue papers will be determined by each civil airworthiness authority and details of their use will be provided to the other authority.

226. Approval of changes to a type design.

(a) Approval of changes to the type design (e.g., model changes) sought by the type certificate holder shall be issued as amendments to the TC by the importing authority. A certification procedure similar to that described in Section 22 shall be applied, but adjusted as appropriate for the magnitude and complexity of the design change. The importing authority retains the right to determine if the proposed change is of such significance as to require a new type certificate for the changed type design, based on how the change would be dealt with for a similar product and circumstances in the importing State.

(b) Routine design changes (such as customer unique items, service bulletin changes, and product improvements), other than those to be dealt with under Section 226(a), shall be considered approved by the importing authority upon approval by the exporting authority under its normal procedures. This information on the changes should be supplied to the importing authority on a timely basis.

23. Design Approvals of Products Other Than Aircraft, Aircraft Engines, and Propellers.

230. Application. An applicant for design approval shall make application through its own authority with a request that the application and related information be forwarded to the importing authority.

(a) All Chinese applications for FAA TSO design approval shall be sent by the CAAC to the Los Angeles Aircraft Certification Office (ANM-100L), 3960 Paramount Blvd. Lakewood, CA 90712.

(b) All U.S. applications for Chinese design approval shall be sent to the FAA Aircraft Certification Office (ACO) in the applicant's geographical area, and they will send the application to CAAC, Aircraft Airworthiness Department, Beijing, China. Appendix B contains a list of addresses for FAA Aircraft Certification Offices, FAA Manufacturing Inspection Offices, FAA Aircraft Certification Service Directorates, CAAC Regional Airworthiness Offices, and CAAC Aircraft Certification Centers.

231. Letters of Technical Standard Order Design Approval. The FAA issues a letter of TSO design approval for appliances of a kind for which a performance standard has been published in an FAA Technical Standard Order (TSO). The CAAC issues a letter of TSO design approval for appliances of a kind for which a performance standard

has been published in a Chinese Technical Standard Order (CTSO) or for which there is a TSO issued by the FAA or Joint Aviation Authorities (JAA). The appropriate form of TSO design approval, within the limits of the scope of this Schedule, may be issued to the applicant by the importing authority after:

- (a) Receipt and review of a certifying statement from the applicant through the exporting authority, with certification by the exporting authority, that the performance of the appliance or article complies with the applicable TSO or other accepted standards of the importing authority;
- (b) Receipt and review of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance;
- (c) Receipt and review of other specific technical data, as jointly agreed between the authorities, needed to demonstrate compliance with a TSO, such as a first-of-a-kind TSO, or unique applications of a TSO appliance; and
- (d) Receipt and review of any approvals of deviations granted by the exporting authority. Deviations must be approved by the importing authority.

Note: A Letter of Design Approval does not constitute an installation approval for the TSO appliance on an individual aircraft. The applicant/installer must obtain installation approval from their national civil aviation authority for use on a U.S./P.R.C.-registered aircraft.

### CHAPTER 3. EXPORT AIRWORTHINESS CERTIFICATION

30. General. Export Certificates of Airworthiness shall be issued by the exporting authority for completed aircraft, aircraft engines, and propellers. Certificates of airworthiness for export shall be issued by the exporting authority for appliances, parts and materials. The importing authority shall give the same validity to these Export Certificates of Airworthiness and certificates of airworthiness for export of the exporting authority as if those certificates had been issued by the importing authority in accordance with its own applicable laws, regulations, and requirements.

31. Production Quality Assurance/Control System Approval. All products exported under the provisions of the BAA shall be produced in accordance with a production quality assurance/control system approved and acceptable to the exporting authority, which assures conformity to the type design approved by the importing authority and ensures that completed products are in a condition for safe operation. Therefore, a separate approval of the manufacturer's production quality assurance/control system by the importing authority is not required, although it is consistent with the intent of the BAA that the importing authority may, on an initial and recurrent basis, become familiar with the manufacturer's production quality assurance/control system.

32. Issuing and Accepting Export Certificates of Airworthiness and Certificates of Airworthiness for Export (Airworthiness Approval Tags).

320. Complete aircraft, aircraft engines, and propellers. The importing authority shall accept the Export Certificate of Airworthiness of the exporting authority on the aircraft, aircraft engine, or propeller when the exporting authority certifies that each product:

- (a) Conforms to a type design approved by the importing authority, as specified in the importing authority's type certificate data sheet;
- (b) Is in a condition for safe operation, including compliance with applicable importing authority mandatory airworthiness modifications and special inspections;
- (c) Meets the special requirements of the importing country; and
- (d) For an aircraft engine or propeller, had undergone a final operational check.

321. Appliances. The importing authority shall accept the certificate of airworthiness for export of the exporting authority on appliances when the exporting authority certifies that each appliance:

- (a) Meets the applicable TSO requirements of the importing country;
- (b) Complies with applicable importing authority mandatory airworthiness modifications and special inspections;
- (c) Is marked in accordance with Sub-paragraph 330(a)(iii) or 331(a)(iii) of these Procedures; and
- (d) Meets the special requirements of the importing country.

322. Parts and materials. The importing authority shall accept the certificate of airworthiness for export of the exporting authority on parts and materials when the exporting authority certifies that each product:

- (a) Conforms to approved design data;
- (b) Is marked in accordance with Sub-paragraph 330(a)(iv) or 331(a)(iv) of these Procedures; and
- (c) Meets the special requirements of the importing country.

323. Export Certificate of Airworthiness exceptions. Any non-conformities to the importing authority's approved type design shall be noted by the exporting authority

as an exception on the Export Certificate of Airworthiness document. Any exceptions noted on the Export Certificate of Airworthiness for an aircraft, aircraft engine, or propeller shall be resolved by the applicant/installer before an aircraft is eligible for a U.S. or P.R.C. airworthiness certificate.

324. Certificate of airworthiness for export exceptions. Any non-conformities to the importing authority's approved design shall be noted by the exporting authority as an exception on the certificate of airworthiness for export. Any exceptions noted on the certificate of airworthiness for export shall be resolved by the applicant/installer before an appliance is eligible for installation on an aircraft having a U.S. or P.R.C. airworthiness certificate.

33. Additional Requirements for Importing Products. The following identifies those additional requirements which must be complied with as a condition of acceptance of products imported into the U.S. or the P.R.C., or for use on U.S./P.R.C.-registered aircraft.

330. U.S. requirements.

(a) Identification and marking.

(i) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in FAR Section 45.11 with the information outlined in FAR Section 45.13.

(ii) Critical components as defined in FAR Section 45.14, used in original manufacturing of the product, or to be used as spare or replacement/modification parts must be identified with a part number (or equivalent) and serial number (or equivalent).

(iii) Appliances and articles of a design approved by an FAA letter of TSO design approval must be marked in accordance with the requirements outlined in FAR Part 21, Subpart O, and any additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance or noted in attached limitations.

(iv) Parts and materials to be used as spare or replacement/modification parts must be identified by a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the parts or materials are eligible for installation must be furnished with the parts or materials.

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.

(c) Maintenance records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in FAR Section 91.417 that reflect the status of required inspections, life limits, etc.

331. P.R.C. requirements.

(a) Identification and marking.

(i) Aircraft, aircraft engines, and propellers must be identified in a manner outlined in CCAR Section 21.56 with the information outlined in CCAR Section 21.56.

(ii) Critical components with a replacement time, inspection interval, or related procedure as specified in the Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness, to be used as spare or replacement/modification parts must be identified with a part number and serial number.

(iii) Appliances and articles of a design approved by a CAAC letter of TSO design approval must be marked in accordance with the requirements outlined in CCAR Part 21, Subpart H, and any additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance or noted in attached limitations.

(iv) Parts and materials to be used as spare or replacement/modification parts must be identified by a part number and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the parts or materials are eligible for installation must be furnished with the parts or materials.

(b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller must be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.

(c) Maintenance records. Each aircraft, including the aircraft engine, propeller, rotor, or appliance, must be accompanied by maintenance records equivalent to those specified in CCAR Section 145.51 that reflect the status of required inspections, life limits, etc.

34. Supplier Provision. As provided in Section 31 of this Schedule, the civil airworthiness authority of the State in which a product manufacturer is located may request conformity certificates of the civil airworthiness authority in the State in which the product manufacturer's supplier is located for specified subassemblies, parts, material, and components produced by that supplier.

340. Request for conformity certifications. Requests for such certifications would be considered when an agreement has been obtained from the civil airworthiness authority in the State in which the supplier is located, following consultations between the two civil airworthiness authorities on the specific work to be performed that may require the development of special procedures, and when:

(a) The product manufacturer has developed and implemented quality assurance/control procedures acceptable to the product manufacturer's civil airworthiness authority to ensure that the supplier-furnished components will meet the pertinent design data and be in a condition for safe operation. This would include provisions for the product manufacturer to make initial on-site supplier capability evaluations and first article inspections and perform any subsequent audits, evaluations, source inspections, etc., at the supplier facility, as necessary, to make the final airworthiness determination.

(b) The product manufacturer civil airworthiness authority--not the product manufacturer--makes the request for conformity certifications when the civil airworthiness authority finds such certifications necessary to ensure that the product manufacturer is demonstrating adequate control of the particular supplier and that products are being manufactured to the approved design and are in a condition for safe operation.

(c) The product manufacturer civil airworthiness authority notifies the supplier civil airworthiness authority of the design, test, and quality assurance/control requirements to which the component must conform.

CAAC requests for conformity inspection will be sent to the appropriate FAA product-specific Directorate Manufacturing Inspection Office, as listed in Appendix B.

FAA requests for conformity inspection will be sent to the CAAC, Aircraft Airworthiness Department, 155 Dong Si Street West, Beijing 100710, P.R.C.

341. Component categories. Requests for conformity certifications should be limited to components that are of such complexity that they are not inspectable by the product manufacturer or importing authority prior to installation in the final product and fall into one of the following categories:

(a) Prototype components to be used for evaluation purposes during a type certification program.

(b) Pre-production components; i.e., component to be used in a completed product submitted for airworthiness certification or approval after a type certificate has been issued but before production privileges have been granted.

(c) First article inspections on production components which fall into a priority part category.

Note: For the U.S., a priority part is any part or assembly in an FAA-approved design, that, if it were to fail, could reasonably be expected to cause an unsafe condition in an aircraft, aircraft engine, or propeller.

(d) Production components, when feedback to the product manufacturer civil airworthiness authority reveals a safety problem, or other specific need.

342. Deviations. The supplier civil airworthiness authority will note any deviations from the requirements notified by the product manufacturer civil airworthiness authority on the conformity certification for the particular subassembly, part, material, or component.

## CHAPTER 4. CONTINUED AIRWORTHINESS

40. General. The exporting authority is responsible for supporting the continued operational safety of the exported product. The importing authority, upon issuance of the import type certificate or letter of TSO design approval, shares in the responsibility to ensure continued airworthiness of the product while operating on its registry. Under the provisions of the BAA, the exporting authority is accountable to the importing authority to resolve in-service safety issues related to design, production, or operation. The exporting authority shall provide applicable information which it has found to be necessary for mandatory modifications, required limitations and/or inspections to the importing authority to ensure continued airworthiness of the product. The importing authority will review and normally accept the corrective actions taken by the exporting authority in the issuance of its own mandatory corrective actions.

At the request of the importing authority, the exporting authority shall, in respect of products designed or manufactured in that State, assist the importing authority in determining action considered necessary by the importing authority for the continued airworthiness of the product. The respective decision as to the final action to be taken lies solely with the importing authority.

41. Service Difficulty Reports. Each authority agrees to provide the other with information on malfunctions, failures, defects, and accidents encountered in service, when requested by the other authority.

*FAA Address for TSO Appliances:*  
Los Angeles Aircraft Certification Office  
ANM-100L  
3960 Paramount Blvd.  
Lakewood, CA 90712  
USA

Telephone: (562) 627-5200  
Fax: (562) 627-5210

*CAAC Address:*  
Flight Standard Department  
155 Dong Si Street, West  
Beijing 100710  
P.R.C.

Telephone: (86-10) 6404-8817  
Fax: (86-10) 6403-0972

*FAA Address for Small Airplanes, Commuter Category Airplanes, Gliders, Airships, and Hot Air Balloons:*

Small Airplane Directorate  
901 Locust, Room 301  
Kansas City, MO 64106  
USA

Telephone: (816) 329-4100  
Fax: (816) 329-4106

*FAA Address for Transport Category Airplanes:*

Transport Airplane Directorate  
1601 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: (425) 227-2104  
Fax: (425) 227-1100

*FAA Address for Rotorcraft:*

Rotorcraft Directorate  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298

Telephone: (817) 222-5100  
Fax: (817) 222-5959

*FAA Address for Aircraft Engines, Propellers, and Auxiliary Power Units:*

Engine and Propeller Directorate  
12 New England Executive Park  
Burlington, MA 01803

Telephone: (781) 238-7100  
Fax: (781) 238-7199

411. Notification of unsafe conditions. When the service experience in the importing State indicates the existence of an unsafe condition associated with the design, manufacture, or operation/maintenance of a product, such information should be provided without delay to the exporting authority. When such information is provided, the exporting authority should give expedient attention to the information and consider appropriate action to correct the condition, and so advise the importing authority.

412. Mandatory airworthiness actions. In the case of mandatory airworthiness actions, each civil airworthiness authority shall keep the other fully informed by telephone or fax without delay of its intent to issue and the final issuance of all mandatory airworthiness modifications, special limitations, or special inspections which are determined to be necessary on products designed or manufactured in either State (see

paragraph 41. for telephone and fax numbers). The issuing civil airworthiness authority shall identify the safety problem (unsafe condition) requiring the mandatory airworthiness action. In the case of emergency airworthiness information, the issuing civil airworthiness authority should ensure special handling so that the other civil airworthiness authority is notified immediately and can take appropriate parallel action within the constraints of the original action.

## CHAPTER 5. ACCOUNTABILITY

50. General. Each civil airworthiness authority has responsibility to the other to ensure both design and manufacturing deficiencies are corrected as specified in this chapter on products which were imported or exported under the BAA and which have current type certificates or design and production approvals issued by that civil airworthiness authority to a person located in its State. When a person in the Contracting State holds only design or manufacturing responsibility, that civil airworthiness authority's responsibility under this chapter is equally limited. These responsibilities include:

501. Communication. There is a need for continuing FAA/CAAC dialogue to ensure that the same or consistent information and requirements are issued on a given product. Both FAA and CAAC agree that the airworthiness documentation exchanged under the BAA will be in the English language.

502. Accident/incident investigation assistance. When an importing authority needs airworthiness information for the investigation of service incidents or accidents involving a product imported under this BAA, the request for the information should be directed to the appropriate exporting authority office. In turn, upon receipt of the request for information, the exporting authority should immediately do everything necessary to make sure the requested information is provided in a timely manner. If urgency requires that the importing authority request the information directly from the manufacturer when immediate contacts cannot be made with the exporting authority, the importing authority shall immediately inform the responsible exporting authority office of this action.

51. Protection of Proprietary Data. Both authorities recognize that data submitted by a design approval holder as being the property of that holder, and release of that data by the CAAC or FAA is restricted. The CAAC and FAA agree that they will not copy, release, or show proprietary data obtained from either authority to anyone outside of the CAAC or FAA without written consent of the design approval holder, provided to one authority by the other.

52. Enforcement Actions. For the U.S., the principal objective of the FAA compliance and enforcement program is to obtain compliance by certificate holders with the Federal Aviation Act of 1958 (FA Act) and applicable regulations issued thereunder.

The FAA and the CAAC, as the exporting authorities, shall notify the other without delay, of any investigation or enforcement action being taken against an exporting production approval holder when such action is related to the initial or continued airworthiness of the exported products. This notification may be combined with, or be independent of, the notification of unsafe conditions discussed in Chapter 4, Paragraph 411.

The FAA and CAAC agree to mutual cooperation and mutual assistance in the investigation of any alleged or suspected violations of CAAC or FAA regulations.

## CHAPTER 6. MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

60. Communications and Meetings. Applicants for product type design approval frequently request technical meetings or correspond directly with the importing authority to discuss and resolve technical issues that commonly arise in the applicants' programs. Because each civil airworthiness authority relies heavily on the other's understanding of its position on such issues, the exporting authority shall be included in any such meetings or correspondence. Also, each civil airworthiness authority shall seek the other civil airworthiness authority's opinions before significant issues regarding an applicant's program are resolved and, accordingly, will generally discourage a meeting with the applicant to discuss and resolve technical issues unless the other civil airworthiness authority is also invited. Similarly, correspondence will generally be coordinated with and answered through the exporting authority.

61. Technical Evaluation Assistance. Upon request and mutual agreement, one civil airworthiness authority may provide to the other civil airworthiness authority, or may provide on behalf of the other civil airworthiness authority, technical evaluation assistance in furtherance of the purposes and objectives of the BAA. Such areas of assistance may include, but are not limited to, witnessing tests, performing inspections, reviewing reports, and obtaining data.

62. Exchange of Information on Standards and Certification Systems. It is recognized that an essential factor in a smoothly operating BAA is a thorough and up-to-date knowledge by the exporting authority of the regulations, policies, practices, and interpretations of the importing authority. Early efforts should ensure that each civil airworthiness authority has in its possession a complete set of the other civil airworthiness authority's written regulations, guidance, policies, practices, and interpretations, or have a source for such information. Since such regulations, policies, practices, and interpretations are continually undergoing review and revision, it is imperative that the exporting authority's maximum practicable involvement in the review and revision process be permitted and encouraged. This should take the form of early and direct notification of all comments resulting, and early notification of the text, impact, and effective date of any adopted changes.

63. Free Access.

(a) CAAC agrees that FAA will have continued free access to participate in CAAC inspections and to conduct independent inspections at FAA approval holders and at suppliers to FAA approval holders located in the P.R.C.

(b) FAA agrees that CAAC will have continued free access to participate in FAA inspections and to conduct independent inspections at CAAC approval holders and at suppliers to CAAC approval holders located in the United States.

64. Significant Changes in Authority Structure. Each authority shall advise the other of any significant changes in its statutory (legal) responsibilities, organizational structure, production oversight, or delegated responsibilities. The other authority has the right to familiarize itself with such changes, including on-site discussions with the other authority and any evaluations deemed necessary to ensure the continued acceptance of these implementation procedures.

## CHAPTER 7. SPECIAL ARRANGEMENTS

It is anticipated that urgent or unique situations will develop--with respect to design, product airworthiness certification or acceptance, or technical assistance--which have not been specifically addressed in these Procedures, but which are anticipated by the BAA. When such a situation arises, it shall be reviewed by the respective FAA Aircraft Certification Service Director and the CAAC Director General of the Aircraft Airworthiness Department, and a procedure developed to address the situation. The procedure shall be mutually agreed upon by the FAA and the CAAC in a separate working arrangements document. If it is apparent that the situation is unique, with little possibility of repetition, then the working arrangement document shall be of limited duration. However, if the situation has anticipated new technology or management developments which will lead to further repetitions, then these Procedures shall be revised accordingly by the FAA Administrator and the CAAC Minister. It should be noted that, when the unique or urgent situation falls within the responsibility of an FAA Aircraft Certification Service Directorate Manager, that Manager will be responsible for developing the necessary procedures. The special arrangements co-developed between authorities are listed in Appendix C.

This Schedule of Implementation Procedures, which replaces the earlier Schedule dated 19 October 1991, has been reviewed and approved by the undersigned.

This schedule is done in both English and Chinese, both texts being equally authentic.

David Hinson  
Administrator, FAA

Chen Guangyi  
Minister, CAAC

March 23, 1995  
Date

March 23, 1995  
Date



Name

TSO Number

Galley Cart, Containers  
And Associated Components

TSO-C85A

FAA: <u>John Hickey</u>	CAAC: <u>Zhang Hongying</u>
Date: <u>April 2, 2008</u>	Date: <u>April 2, 2008</u>

## APPENDIX B

List of Addresses for  
FAA Aircraft Certification Offices, FAA Manufacturing Inspection Offices,  
FAA Aircraft Certification Service Directorates  
and  
CAAC Regional Airworthiness Offices and CAAC Aircraft Certification Centers

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### FAA Headquarters - Aircraft Certification Service

#### International Policy Office

AIR-40  
Room 600W  
c/o Wilbur Wright Building  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-385-8940  
Fax: 1-202-493-5144

#### Aircraft Certification International Policy Branch

AEU-100  
15 Rue de la Loi (1<sup>st</sup> Floor)  
B-1040 Brussels  
Belgium

Telephone: 011-32-2-508-2710  
Fax: 011-32-2-230-6899

#### Aircraft Engineering Division

AIR-100  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-9580  
Fax: 1-202-267-5340

#### Production & Airworthiness Division

AIR-200  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-8361  
Fax: 1-202-267-5580

**FAA Headquarters - Environmental Policy and Regulations**

Office of Environment and Energy

AEE-1  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-267-3576  
Fax: 1-202-267-5594

**FAA Headquarters – Administrative Coordination**

Office of International Aviation

AIA-1  
6<sup>th</sup> Floor, East  
c/o Wilbur Wright Building  
800 Independence Avenue, SW  
Washington, DC 20591

Telephone: 1-202-385-8857  
Fax: 1-202-267-5032

**FAA Mike Monroney Aeronautical Center - Contact Point for FAA Airworthiness Directives**

*Mailing Address*

Delegation and Airworthiness  
Programs Branch  
AIR-140  
P.O. Box 26460  
Oklahoma City, OK 73125

Telephone: 1-405-954-4103  
Fax: 1-405-954-4104

*Office Address*

Delegation and Airworthiness  
Programs Branch  
AIR-140  
ARB, Room 304  
6500 S. MacArthur Blvd.  
Oklahoma City, OK 73169

## FAA Aircraft Certification Service Directorates

### Engine and Propeller Directorate

ANE-100

Regulatory and policy responsibility for all aircraft engines, propellers, and auxiliary power units.

12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7100

Fax: 1-781-238-7199

### Rotorcraft Directorate

ASW-100

Regulatory and policy responsibility for normal and transport category rotorcraft.

2601 Meacham Blvd.  
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5100

Fax: 1-817-222-5959

### Small Airplane Directorate

ACE-100

Regulatory and policy responsibility for:

1. Airplanes weighing less than 12,500 pounds and having passenger configurations of 9 seats or less,
2. Commuter airplanes weighing 19,000 pounds or less, with passenger configurations of 19 seats or less, and
3. Gliders, airships, manned free balloons, and VLA.

901 Locust  
Room 301  
Kansas City, MO 64106-2641

Telephone: 1-816-329-4100

Fax: 1-816-329-4106

### Transport Airplane Directorate

ANM-100

Regulatory and policy responsibility for all transport category airplanes.

1601 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: 1-425-227-2104

Fax: 1-425-227-1100

**FAA Manufacturing Inspection Offices**

**Engine and Propeller Directorate Manufacturing Inspection Office**

For the States of: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

ANE-180  
12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7180  
Fax: 1-781-238-7199

**Rotorcraft Directorate Manufacturing Inspection Office**

For the States of: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

ASW-180  
2601 Meacham Blvd.  
Fort Worth, TX 76137-4298

Telephone: 1-817-222-5180  
Fax: 1-817-222-5136

**Small Airplane Directorate Manufacturing Inspection Office**

For the States of: Alabama, Alaska, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, North Dakota, Ohio, South Carolina, South Dakota, Tennessee, and Wisconsin.

ACE-180  
Room 301  
Kansas City, MO 64106-2641

Telephone: 1-816-329-4180  
Fax: 1-816-329-4157

**Transport Airplane Directorate Manufacturing Inspection Office**

For the States of: Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming.

ANM-108  
1601 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: 1-425-227-2108  
Fax: 1-425-227-1320

**FAA Aircraft Certification Offices**

**Boston Aircraft Certification Office**

ANE-150  
12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7150

Fax: 1-781-238-7199

**Boston Engine Certification Office**

ANE-140  
12 New England Executive Park  
Burlington, MA 01803

Telephone: 1-781-238-7140

Fax: 1-781-238-7199

**New York Aircraft Certification Office**

ANE-170  
1600 Stewart Avenue  
Suite 410  
Westbury, NY 11590

Telephone: 1-516-228-7300

Fax: 1-516-794-5531

**Atlanta Aircraft Certification Office**

ACE-115A  
One Crown Center  
1895 Phoenix Boulevard, Suite 450  
Atlanta, GA 30349

Telephone: 1-770-703-6035

Fax: 1-770-703-6097

**Chicago Aircraft Certification Office**

ACE-115C  
2300 East Devon Avenue  
Room 323  
Des Plaines, IL 60018

Telephone: 1-847-294-7357

Fax: 1-847-294-7834

**Wichita Aircraft Certification Office**

ACE-115W  
1801 Airport Road  
Room 100, Mid-Continent Airport  
Wichita, KS 67209

Telephone: 1-316-946-4106

Fax: 1-316-946-4107

**Anchorage Aircraft Certification Office**

ACE-115N  
222 West 8th Avenue,  
Anchorage, AK 99513

Telephone: 1-907-271-2669

Fax: 1-907-271-6365

**Seattle Aircraft Certification Office**

ANM-100S  
1801 Lind Avenue, SW  
Renton, WA 98055-4056

Telephone: 1-425-917-6400

Fax: 1-425-917-6590

Denver Aircraft Certification Office

ANM-100D

Technical Operations Center (TOC)

26805 E. 68th Avenue, Room 214

Denver, CO 80249

Telephone: 1-303-342-1080

Fax: 1-303-342-1088

Los Angeles Aircraft Certification Office

ANM-100L

3960 Paramount Blvd.

Lakewood, CA 90712

Telephone: 1-562-627-5200

Fax: 1-562-627-5210

Fort Worth Airplane Certification Office

ASW-150

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: 1-817-222-5150

Fax: 1-817-222-5960

Fort Worth Rotorcraft Certification Office

ASW-170

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: 1-817-222-5170

Fax: 1-817-222-5960

Fort Worth Special Certification Office

ASW-190

2601 Meacham Blvd.

Fort Worth, TX 76137-4298

Telephone: 1-817-222-5189

Fax: 1-817-222-5136

## CAAC Regional Certification Offices

### North China

Director, Aircraft Certification Division  
North China Administration of CAAC  
Beijing Capital Airport  
100621 Beijing, P.R.C.

Telephone: (8610) 6459-6413

Fax: (8610) 6459-2258

### East China

Director, Aircraft Certification Division  
East China Administration of CAAC  
Shanghai Hongqiao Airport  
200335 Shanghai, P.R.C.

Telephone: (8621) 6268-8434

Fax: (8621) 5112-6113

### Southwest China

Director, Aircraft Certification Division  
Southwest China Administration of CAAC  
Chengdu Shuangliu Airport  
601202 Chengdu, P.R.C.

Telephone: (8628) 8570-3856

Fax: (8628) 8570-4824

### Northeast China

Director, Aircraft Certification Division  
Northeast China Administration of CAAC  
Shenyang Dongta Airport  
110043 Shenyang, P.R.C.

Telephone: (8624) 8829-4012

Fax: (8624) 8829-3067

### Northwest China

Director, Aircraft Certification Division  
Northwest China Administration of CAAC  
Laodong Nan Lu Zhong Duan  
710082 Xian, P.R.C.

Telephone: (8629) 426-2470

Fax: (8629) 870-1073

South and Central China

Director, Aircraft Certification Division  
South and Center Administration of CAAC  
Guangzhou Baiyun Airport  
6510406 Guangzhou, P.R.C.

Telephone: (8620) 8668-6946

Fax: (8620) 8612-2219

## APPENDIX C

### List of Special Arrangements

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1. Name of Special Arrangement: Federal Aviation Administration (FAA) and Civil Aviation Administration of China (CAAC) Working Procedures Relative to Surveillance of MD-80 Series Aircraft Manufactured in the People's Republic of China (P.R.C.)  
Date of Issue: 27 June 1991 for FAA; 19 October 1991 for CAAC
  
2. Name of Special Arrangement: Working Plan Between Civil Aviation Administration of China (CAAC) and Federal Aviation Administration (FAA) Transport Airplane Directorate - MD-80 Series Aircraft Manufactured in the P.R.C.  
Date of Issue: 27 June 1991 for FAA; 19 October 1991 for CAAC
  
3. Name of Special Arrangement: Working Procedures for Surveillance of MD-80/MD-90 Series Aircraft Manufactured in the People's Republic of China (P.R.C.) Between the Aircraft Airworthiness Department, General Administration of Civil Aviation of China, and Aircraft Certification Service, Federal Aviation Administration, Department of Transportation  
Date of Issue: 10 June 1994 for FAA; 10 June 1994 for CAAC
  
4. Name of Special Arrangement: Working Procedures for Surveillance of Boeing Series Aircraft Products Manufactured in the People's Republic of China (PRC) Between the Aircraft Airworthiness Department, General Administration of Civil Aviation of China, and Aircraft Certification Service, Federal Aviation Administration, Department of Transportation  
Date of Issue: 7 March 1997 for FAA; 7 March 1997 for CAAC
  
5. Name of Special Arrangement: Special Arrangement for Exchange of Continuing Airworthiness Information Between FAA and CAAC.  
Date of Issue: April 1999.

## APPENDIX D

### Clarification of Scope of This Schedule of Implementation Procedures

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Paragraph 13 of this document reads

“ P.R.C. acceptance of FAA Export Certificates of Airworthiness for aircraft, aircraft engines, and propellers and certificates of airworthiness for export for appliances, parts, and materials for which the FAA is the exporting authority.”

In this paragraph, the term “parts” means replacement, and modification parts manufactured under any FAA production approval. This includes replacement and modification parts manufactured by an FAA Parts Manufacturer Approval (PMA) holder.

FAA: <u>John J. Hickey</u> _____	CAAC: <u>Wang Zhong</u> _____
Date: <u>March 5, 2003</u> _____	Date: <u>March 5, 2003</u> _____