

**AGREEMENT BETWEEN
THE GOVERNMENT OF THE FRENCH REPUBLIC
AND
THE GOVERNMENT OF THE UNITED STATES OF AMERICA
FOR THE PROMOTION OF AVIATION SAFETY**

The Government of the French Republic and the Government of the United States of America, hereinafter referred as to the Contracting Parties,

Desiring to promote aviation safety and environmental quality,

Noting common concerns for the safe operation of civil aircraft,

Recognizing the emerging trend toward multinational design, production, and interchange of civil aeronautical products,

Desiring to enhance cooperation and increase efficiency in matters relating t civil aviation safety,

Considering the possible reduction of the economic burden imposed on the aviation industry and operators by redundant technical inspections, evaluations, and testing.

Recognizing the mutual benefit of improved procedures for the reciprocal acceptance of airworthiness approvals, environmental testing, and the development of reciprocal recognition procedures for approval and monitoring of flight simulators, aircraft maintenance facilities, alteration and/or modification facilities, maintenance personnel, airmen, and flight operations.

Have agreed as follows:

**ARTICLE I
Purposes**

A. The purposes of this Agreement are:

1. To facilitate the acceptance by each Contracting Party of the other Party's
 - a) airworthiness approvals and environmental testing and/or environmental approval of civil aeronautical products and
 - b) qualification evaluations of flight simulators;
2. To facilitate acceptance by the Contracting Parties of the approvals and monitoring of maintenance facilities, and alteration or modification facilities, maintenance personnel, airmen, aviation training establishments, and flight operations of the other Party;
3. To provide for cooperation in sustaining an equivalent level of safety and environmental objectives with respect to aviation safety.

- B. Each Contracting Party shall designate its civil aviation authority as the executive agent to implement this Agreement. For the Government of the French Republic, the executive agent shall be the General Directorate of Civil Aviation (DGAC). For the United States of America, the executive agent shall be the Federal Aviation Administration (FAA) of the Department of Transportation.

ARTICLE II Definitions

For the purposes of this Agreement:

- A. "Airworthiness Approval" means a finding that the design or change to a design of a civil aeronautical product meets standards established by the civil aviation authority of a Contracting Party or that a civil aeronautical product conforms to a design that has been found to meet those standards, and is in a condition for safe operation.
- B. "Civil aeronautical product" means any civil aircraft engine, or propeller or subassembly, appliance, material part, or component to be installed thereon.
- C. "Alterations or modifications" means making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.
- D. "Environmental approval" means the process by which a civil aeronautical product is evaluated for compliance with a Contracting Party's laws, regulations, standards, and requirements concerning noise and exhaust emissions.
- E. "Maintenance" means the performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a product to assure the continued airworthiness of that product, but excludes alterations or modifications.
- F. "Flight simulator qualification evaluations" means the qualification process by which a flight simulator is assessed by comparison to the aircraft it simulates in accordance with performance standards specified by a Contracting Party's civil aviation authorities.
- G. "Approval of flight operations" means the process by which technical inspections and evaluations of entities providing commercial air transportation of passengers and/or cargo are conducted by the civil aviation authority of a Contracting Party.
- H. "Monitoring" means the periodic surveillance by a Contracting Party's civil aviation authority to determine continuing compliance with the appropriate standards.

ARTICLE III

Scope

A. The Contracting parties' civil aviation authorities shall conduct technical assessments and work cooperatively to develop an understanding of each other's standards and systems in the following areas:

1. Airworthiness approvals of civil aeronautical products;
2. Environmental approval of civil aeronautical products, with regard to noise and exhaust emissions standards and testing procedures;
3. Approval of maintenance facilities, alteration and modification facilities, maintenance personnel, and airmen;
4. Approval of flight operations;
5. Evaluation and qualification of flight simulators; and
6. Approval of aviation training establishments.

B. When the civil aviation authorities of the Contracting Parties agree that the standards, rules, practices, procedures, and systems of both Contracting Parties in one of the technical specialties listed in paragraph (A) of this Article are sufficiently equivalent or compatible to permit acceptance of findings of compliance made by one Contracting Party for the other Contracting Party to the agreed upon standards, the civil aviation authorities shall execute written Implementation Procedures describing the methods by which such reciprocal acceptance shall be made with respect to that technical specialty.

C. The Implementation Procedures shall include at a minimum:

1. Definitions;
2. A description of the scope of the particular area of civil aviation to be addressed;
3. Provisions for reciprocal acceptance of civil aviation authority actions such as test witnessing, inspections, qualifications, approvals and certifications;
4. Accountability;
5. Provisions for mutual cooperation and technical assistance;
6. Provisions for periodic evaluations; and
7. Provisions for the amendments or termination of the Implementation Procedures.

ARTICLE IV
Settlement of Disputes

Any disagreement regarding the interpretation or application of this Agreement or its Implementation Procedures shall be resolved by consultation between the Contracting Parties or the civil aviation authorities, respectively.

ARTICLE V
Entry Into Force, Amendment, and Termination

This agreement shall enter into force upon signature and shall remain in force until terminated by either Contracting Party. Such termination shall be effected by sixty days written notification to the other Contracting Party. Such termination will also act to terminate all existing Implementation Procedures executed in accordance with this Agreement. This agreement may be amended by the written agreement of the Contracting Parties. Individual Implementation Procedures may be terminated or amended by the civil aviation authorities.

ARTICLE VI
Termination of 1973 Agreement

The Agreement relating to the reciprocal acceptance of airworthiness Certifications, effected by exchange of notes at Paris August 29, and September 26, 1973, shall remain in force until terminated by an exchange of notes following completion by the Contracting Parties' civil aviation authorities of the technical assessments and Implementation Procedures concerning airworthiness certification, as described in Article III. In the event of any inconsistency between the agreement of 1973 and this present agreement, the Contracting Parties shall consult.

IN WITNESS WHEREOF, the undersigned, being duly authorized by their respective Governments, have signed this Agreement.

DONE at Paris, this 14th Day of May 1996 in duplicate, each in the French and English language, both texts being equally authentic.

[Original signed by Bernard Pons]
FOR THE GOVERNMENT OF
THE FRENCH REPUBLIC

[Original signed by Pamela Harriman]
FOR THE GOVERNMENT OF
THE UNITED STATES OF AMERICA