

TECHNICAL ARRANGEMENT

ON

**DESIGN APPROVAL, EXPORT
AIRWORTHINESS CERTIFICATION AND POST
DESIGN APPROVAL ACTIVITIES**

BETWEEN

**THE CIVIL AVIATION AUTHORITY OF
NEW ZEALAND**

AND

**THE CIVIL AVIATION ADMINISTRATION OF
CHINA**

1. PREAMBLE

- 1.1. The purpose of this Technical Arrangement is to specify the process for acceptance of airworthiness certifications and design approvals, and provide technical assistance between the Civil Aviation Administration of China (CAAC) and the Civil Aviation Authority of New Zealand (CAANZ).
- 1.2. CAANZ enters into this Technical Arrangement based on section 72B(2)(j) of the Civil Aviation Act 1990, which allows CAANZ to enter into technical or operational agreements with civil aviation authorities of other countries.
- 1.3. CAAC enters into this Technical Arrangement based on CCAR 21 requirements.
- 1.4. This Technical Arrangement is limited to the understandings contained within.

2. GENERAL

- 2.1. CAAC and CAANZ, hereafter referred to in this Technical Arrangement as “the Authorities”, mutually determine the following arrangements on design approval, airworthiness certification and post design approval activities.
- 2.2. The Authorities will work in accordance with this Technical Arrangement from the date on which it is signed.
- 2.3. The Authorities decide that all information, including technical documentation, exchanged or referenced under this Technical Arrangement will be in the English language.
- 2.4. Nothing in this document supersedes the obligations of either Authority under its own regulations.

3. DEFINITIONS

- 3.1. Within this Technical Agreement, the following terms will have the meanings specified:
 - “Airworthiness Standards” means regulations governing the design, performance, materials, workmanship, manufacture, maintenance and modification of civil aeronautical products.
 - “Appliance” means any instrument, mechanism, equipment, part, apparatus or accessory, including communications equipment, that is 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.
 - “Compliance” means that the type design of a product is found to satisfy the specified airworthiness or environmental standards. Analysis or tests may be necessary to ensure compliance.
 - “Component” means a part, material or subassembly intended for use on an aeronautical product.
 - “Conformity” means that a product is examined against pertinent type design, test and quality control data and is found to meet those data.

“Environmental Approval” means a finding that a civil aeronautical product complies with standards concerning noise or exhaust emissions.

“Environmental Standards” means regulations governing designs with regard to noise characteristics and exhaust emissions of civil aeronautical products.

“Environmental Testing” means a process by which a civil aeronautical product is evaluated for compliance with environmental standards.

“Equivalent Level of Safety Finding” means a determination that alternative action taken provides a level of safety equal to that provided by the requirements for which equivalency is being sought.

“Exemption” means allowable noncompliance with a requirement when processed through the appropriate regulatory procedure, found to be in the public interest and found not to have an adverse effect on safety.

“Exporting Airworthiness Authority” means the CAANZ when a product or component is being exported from New Zealand to China, and means the CAAC when a product or component is being exported from China to New Zealand.

“Finding” means the result of a civil aviation authority’s review, investigation, inspection, test, or analysis to determine compliance of a design with a law, regulation, standard, or requirement, or the conformity of a product with approved type design data.

“Importing Airworthiness Authority” means the CAANZ when a product or component is being imported to New Zealand from China, and means the CAAC when a product or component is being imported to China from New Zealand.

“Maintenance” in relation to an aircraft or aircraft component, means all work and inspections performed to ensure the continued airworthiness of the aircraft or aircraft component, and all modifications.

“Manufacturer” means the person responsible for the final assembly of a product under a CAANZ or CAAC approved production quality system, which ensures conformity of the product to an approved type design. Final assembly includes the activities of producing or fabricating, notwithstanding that portions of the product may have been manufactured by other persons at other locations.

“Modification” means a design change that generally results in a change to the configuration of a product, component, or appliance.

“Person” means any individual, firm, partnership, corporation, company, association or governmental entity, and includes a trustee, receiver, assignee or other similar representative thereof.

“Production Quality System” means a systematic process which provides confidence that aeronautical products will conform to the approved type design and will be in a condition for safe operation.

“Special Condition” means an airworthiness standard(s) prescribed by the airworthiness authority when the regulations for the product do not contain adequate or appropriate safety standards due to novel or unusual design features. Special Conditions contain

such safety standards as the airworthiness authority finds necessary to establish a level of safety equivalent to that envisaged by the regulations.

“Type Certificate” includes Type Certificates, Validation of Type Certificate, and Type Acceptance Certificates.

“Type Design Approval” means the issuance of a certificate, approval or acceptance by, or on behalf of, an airworthiness authority for the type design of a product.

4. SCOPE OF THE ARRANGEMENT

This Technical Arrangement applies to:

Export Airworthiness Certificates for class I products manufactured in China and New Zealand;

Export Airworthiness Approval Tags or Authorised Release Certificates for class II and class III products manufactured in China and New Zealand;

Design approvals; and

Technical assistance needed by the Authorities in fulfilling their airworthiness and environmental duties with respect to this Technical Agreement.

5. DESIGN APPROVAL PROCEDURES

5.1. Nothing in this section prevents the Authorities from requiring additional information to Appendix B or Appendix C to be disclosed prior to issuing a Type Certificate or Type Acceptance Certificate or issuing additional conditions on a Type Certificate or Type Acceptance Certificate as each Authority deems necessary.

5.2. Each Authority should, to the extent permitted by its country’s respective laws, obligations and rules, base its approval of the type design of a product or change to the type design of a product on the certifications made by the other Authority.

5.3. Importing requirements regarding Type Design Approval

5.3.1. Any aircraft type exported to New Zealand will have a New Zealand Type Acceptance Certificate to be eligible for a Standard Category Airworthiness Certificate. The Type Certificate Data Sheet that is validated by the Type Acceptance Certificate, becomes the applicable Type Certificate Data Sheet in New Zealand.

5.3.2. Aircraft engines and propellers exported to New Zealand will be covered by a New Zealand Type Acceptance Certificate to be eligible for fitment to a New Zealand registered aircraft. The Type Certificate Data Sheet the Type Acceptance Certificate is based on becomes the applicable Type Certificate Data Sheet in New Zealand.

5.3.3. Aircraft exported to China will have a Chinese Type Certificate to be eligible for registration on the China Registry or to be operated under lease by a China certificated air carrier or commercial operator under Chinese Civil Aviation Regulations. Aircraft with a Chinese Type Certificate that have been modified in accordance with the other Authority’s Supplemental Type Certificate or

equivalent document will have a Chinese Supplemental Type Certificate or equivalent approval.

5.3.4. Aircraft engines and propellers exported to China will have a Chinese Type Certificate to be eligible for installation on any aircraft with a Chinese Type Certificate.

5.3.5. Parts, subassemblies, components or appliances not included in the approved Chinese type design definition will have a Chinese approval or acceptance for installation to be eligible for installation on any product with a Chinese Type Certificate.

5.4. Type Design Approval

5.4.1. CAAC issues Validation of Type Certificates for imported products to grant approval of the type design of aircraft, engines and propellers.

5.4.2. CAANZ issues Type Acceptance Certificates to validate the use of the State-of-Design Type Certificate in New Zealand. The foreign Type Certificate Data Sheet then becomes the Type Certificate Data Sheet applicable in New Zealand.

5.5. Application for Type Design Approval

5.5.1. Applications for Type Design Approval should be made through the applicant's Authority, with a request that the application and related information be forwarded to the importing Authority.

5.5.2. Applications for CAAC Type Design Approval should include all information designated in Appendix B.

5.5.3. Applications for CAANZ Type Design Acceptance should include all information designated in Appendix C.

5.6. If certification is sought for a new category of product, or a product that has a level of complexity that the exporting Authority has not previously certified, the exporting Authority should notify the other Authority as soon as practicable so that the importing Authority may plan the scope of its validation programme.

5.7. The exporting Authority should describe any issues, such as Additional Technical Conditions, that need resolution prior to the granting of a Validation of Type Certificate or Type Acceptance Certificate.

5.8. To expedite the Type Certification or Acceptance of a new product, the Authorities may collaborate in airworthiness criteria and compliance determinations to ensure the product complies with the importing Authority's Type Certification or Acceptance process.

5.9. The Authorities will take proper steps to approve or accept an imported aircraft's flight manual and any further flight manual supplements required by a Supplemental Type Certificate Approval.

5.10. Supplemental Type Certificate Approval or Acceptance

5.10.1. CAAC may issue Validation of Supplemental Type Certificates and Modification Design Approvals to grant approval for major changes to a type design for which a Chinese Type Certificate has been granted. Validation of Supplemental Type Certificates is based on Supplemental Type Certificates issued by CAANZ. Modification Design Approvals are issued to domestic applicants who make design changes on imported aircraft that have been type validated by CAAC.

5.10.2. CAANZ may consider accepting type design changes provided:

5.10.2.1. That the design change has been approved in accordance with the applicable CAAC rules; and

5.10.2.2. The product has been Type Certified by the CAAC, and

5.10.2.3. The product has been Type Accepted by CAANZ.

5.10.3. Application for Acceptance/Validation of Supplemental Type Certificate

Applications for Acceptance/VSTC should be made through the applicant's Authority, with a request that the application and related information be forwarded to the importing Authority. Each application should include all information designated in Section D.1. of Appendix D.

5.10.4. Approval procedures

The importing Authority will review the Acceptance/VSTC application. Additional documentation as listed in Section D.2. of Appendix D will be required for review by the importing Authority, as appropriate. To expedite the approval of the application, the Authorities will collaborate in airworthiness criteria and compliance determinations to ensure that the application complies with the importing Authority's Acceptance/VSTC process.

5.11. Design Approvals of products other than aircraft, engines and propellers

5.11.1. CAANZ may issue a letter of acceptance of the Chinese Technical Standard Order or equivalent approval to approve the design of appliances for use in New Zealand. The CAAC issues a Validation of Design Approval to approve CAANZ Technical Standard Order Authorization (TSOA) appliances for use in China.

5.11.2. The means of acceptance and Validation of Design Approval described in 5.11.1 may not constitute an approval for installation of the TSO appliance on a specific aircraft type. In such cases, an installation approval issued by the State of Registry will be obtained.

6. EXPORT AIRWORTHINESS CERTIFICATION

6.1. For exports to China, New Zealand should produce Export Certificates of Airworthiness for class I products and Authorised Release Certificates for class II and class III products. CAANZ requirements for Export Airworthiness Certificates are specified in CAANZ Civil Aviation Rule Part 21, Subpart L.

- 6.2. For exports to New Zealand, China should produce Export Certificates of Airworthiness for class I products and Airworthiness Approval Tags for class II and class III products.
- 6.3. Chinese import requirements are described in Appendix E.
- 6.4. Because all products exported under this Technical Arrangement are produced in accordance with a product quality system acceptable to the exporting Authority, the other Authority need not issue a separate product quality system approval. This does not prevent the other Authority from familiarising itself on a recurrent basis with the manufacturer's product quality system.
- 6.5. The exporting Authority remains fully responsible for regulatory control and airworthiness certification of completed products and parts being exported from the exporting Authority's country.

- 6.6. When products and parts are produced under a licensing agreement, the relevant Authority should ensure that the products and parts are produced to the same design and production criteria, and that design changes are adequately controlled so that changes required for production in the extension facility are approved by the relevant Authority.
- 6.7. Export Certificates of Airworthiness and Airworthiness Approval Tags or Authorised Release Certificates should be accepted when the exporting Authority certifies that the:
 - 6.7.1. Aircraft, engine or propeller
 - 6.7.1.1. Conforms to a type design approved or accepted by the importing Authority, as specified in the importing Authority's Type Certificate Data Sheet or Type Acceptance Report;
 - 6.7.1.2. Is in a condition for safe operation, including compliance with applicable exporting and importing Authorities mandatory airworthiness modifications and special inspections;
 - 6.7.1.3. Meets the special requirements of the importing Authority or country; and
 - 6.7.1.4. For an engine or propeller, has undergone and passed a final operational check.
 - 6.7.2. Parts or materials
 - 6.7.2.1. Conform to the approved design data;
 - 6.7.2.2. Are marked as required by Chinese or New Zealand import requirements detailed in Appendix E; and
 - 6.7.2.3. Meet any special requirements of the importing Authority or country.
 - 6.7.3. The exporting Authority should notify the importing Authority about non-compliances or exemptions prior to issuing an Export Certificate of Airworthiness, Airworthiness Approval Tag or Authorised Release Certificate.

7. POST DESIGN APPROVAL PROCEDURES

7.1. Continued Airworthiness

- 7.1.1. The importing Authority may request the exporting Authority's assistance in determining necessary action by the importing Authority for the continued operational safety of the product. The importing Authority retains sole responsibility for making such a decision.
- 7.1.2. The Authorities will provide each other with information on malfunctions, defects and accidents encountered in service at the address for service listed in Appendix A of this Technical Arrangement.
- 7.1.3. If an Authority becomes aware of an unsafe condition associated with the design, manufacture, operation or maintenance of a product, the reporting Authority should notify the other Authority without delay. That Authority will give expedient attention to the information and consider appropriate action to correct the condition. The reporting Authority should be advised of this information.

7.2. Approval of changes to a type design

- 7.2.1. Changes to the design of a product should be approved or accepted by the issuance of an amendment to the Validation of Type Certificate or Type Acceptance Report by the importing Authority. The importing Authority should determine whether the proposed change is of such significance as to require a new certificate in order to operate in that country's jurisdiction.
- 7.2.2. Design changes that affect the importing Authority's Type Certificate Data Sheet or Type Acceptance Report should be submitted to the importing Authority for validation through the exporting Authority. The importing Authority will inform the exporting Authority of its approval or acceptance.
- 7.2.3. Major type design changes that have no effect on the importing authority type certificate datasheet should be notified to the importing authority through the exporting authority on a timely basis as determined by both Authorities. The importing Authority will accept the type design change without technical validation on the basis of the exporting Authority's statement of compliance. Notification of approval from the importing Authority is not required for such situations. However, the importing Authority reserves the right to undertake technical investigations and will notify the exporting Authority if such a decision is made.
- 7.2.4. The Authorities may automatically accept minor changes to a design approved by the other Authority that does not affect the Type Certificate Data Sheet or Type Acceptance Report.

7.3. Design data used in support of repairs will be approved by the exporting Authority in the following manner:

- 7.3.1. CAANZ approves structural repairs and major repairs incorporated in individual aircraft either by its own engineering staff or by Design Delegation Holders at Part 146 certificated design organisations. Those individual repairs

should be recorded and substantiated by issuance of the Form 337 Approval of Technical Data or an equivalent form issued by a Part 146 design organisation and accepted for use by CAANZ.

- 7.3.2. CAAC approves structural repair manuals and major repairs incorporated in individual aircraft either by its own structural engineering specialists or by the designated engineering representatives at the manufacturer of the affected product. Those individual aircraft repairs should be recorded and substantiated by issuing Form AAC-039 Type Data Approval Form or Form AAC-085 Major Repair and Modification Report. Repairs and modifications, made in accordance with CCAR 43, are accepted by CAAC.

8. MUTUAL CO-OPERATION AND TECHNICAL ASSISTANCE

- 8.1. The Authorities will provide each other with technical assistance upon request, to further the purposes and objectives of this Technical Arrangement. Such areas of assistance may include, but are not limited to, the provision of standards relating to any additional requirements established for acceptance under this Technical Arrangement, and reports on continued compliance with the requirements of this Technical Arrangement.
- 8.2. The Authorities should provide each other with any regulations, standards, guidance material, check lists, policies, practices and interpretations relevant to this Technical Arrangement, and should ensure that the Authorities are notified of updates to such documents in a timely manner. In addition, each Authority should notify the other Authority of any proposals to amend such documents and provide the other Authority the opportunity to review and comment on those proposals. The Authority in each respective State has the sole responsibility of amending such documents.
- 8.3. The Authorities should, with reasonable prior notice by the other Authority, allow the other Authority to participate in inspections and audits of the companies to which this Technical Arrangement applies as observers to confirm the effective implementation of this Technical Arrangement.
- 8.4. The Authorities should review their respective regulations and standards to identify any changes that may be necessary to facilitate this Technical Arrangement, and notify each other of any action taken because of this review.
- 8.5. Where urgent or unusual situations develop that are within the scope of this Technical Arrangement but are not specifically addressed within it, the Authorities will consult each other, and upon mutual consent take appropriate action, including, where necessary, amendment of this Technical Arrangement.

9. OVERSIGHT AND NOTIFICATION

- 9.1. The Authorities will ensure that its oversight of the companies to which this Technical Arrangement applies includes oversight of the organisation's compliance with the provisions of this Technical Arrangement, and makes the results of these audits and inspections available upon request to the Authorities.
- 9.2. The Authorities will notify each other of any unsatisfactory compliance by the companies to which this Technical Arrangement applies with any applicable regulations or with any condition set forth in this Technical Arrangement that affects the ability of

the companies to which this Technical Agreement applies to comply with the terms of this Technical Arrangement.

- 9.3. The Authorities will promptly advise each other of any investigations, findings or enforcement action, including revocation, suspension or change in the scope of privileges, of the companies to which this Technical Arrangement applies.
- 9.4. The Authorities will promptly advise each other of any investigation or inspection findings, such as those arising from inspections under 9.1, that affect compliance with this Technical Arrangement.
- 9.5. Upon notification, each Authority will take prompt action to ensure compliance with the provisions of this Technical Arrangement.

10. PROTECTION OF PROPRIETARY DATA

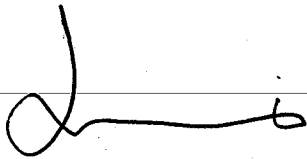
Subject to the laws of their respective jurisdiction, the Authorities may not divulge information received from each other under this Technical Agreement that constitutes trade secrets, intellectual property, confidential commercial or financial information, proprietary data or information that relates to an active investigation. Such information will be considered proprietary and marked as such by the appropriate Authority.

11. ADMINISTRATION AND IMPLEMENTATION

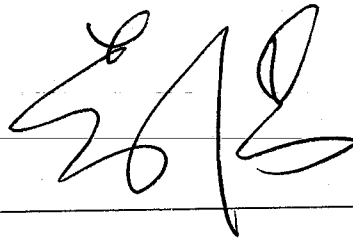
- 11.1. The Director General of the Civil Aviation Administration of China's Aircraft Airworthiness Certification Department and the General Manager Air Transport of the Civil Aviation Authority of New Zealand will be responsible for the administration and implementation of this Technical Arrangement.
- 11.2. The Authorities should advise each other of any significant changes to their internal organisations that affect the administration and implementation of this Technical Arrangement, including the identity of the persons identified in paragraph 11.1.
- 11.3. The Authorities should jointly review this Technical Arrangement from time to time and the Arrangement should be amended as appropriate by mutual written consent.
- 11.4. Any disagreement regarding the interpretation or application of this Technical Arrangement should be resolved by consultation between the persons identified in paragraph 11.1, but may require consultation with or intervention of their respective legal departments to ensure compliance.

12. **ENTRY INTO EFFECT**

This Technical Agreement will come into effect on the date it is signed by representatives from both Authorities. Either Authority may terminate this Technical Arrangement by giving 60 days' written notice of its decision to terminate to the other Authority.



Graeme Harris
Director of Civil Aviation
Civil Aviation Authority of New Zealand



Li Jian
Deputy Administrator
Civil Aviation Administration of China

Signed on the 13th day of December, 2012. Signed on the 13th day of December 2012.

APPENDIX A

LIST OF ADDRESSES FOR CAANZ OFFICE AND CAAC OFFICE

A.1. CAANZ HEADQUARTERS

Civil Aviation Authority of New Zealand

Level 15, Asteron Centre
55 Featherston Street
Wellington 6011
NEW ZEALAND

Postal Address:

Civil Aviation Authority of New Zealand

PO Box 3555
Wellington 6140
NEW ZEALAND
Telephone: 64(4)560-9400
Fax: 64(4)569-2024

A.2. CAAC HEADQUARTERS

Civil Aviation Administration of China
Aircraft Airworthiness Certification Department
155 Dongsu St. West
100710, Beijing
CHINA

Airworthiness Inspection Division
Telephone: 86(10)64091390
Fax: 86(10)64091380

Aircraft Certification Division
Telephone: 86(10)64092331
Fax: 86(10)64092331

Engine Certification Division
Telephone: 86(10)64091308
Fax: 86(10)64033087

A.3. CAAC AIRWORTHINESS CERTIFICATION DIVISION OF REGIONAL OF ADMINISTRATION:

Airworthiness Certification Division
North China Administration of CAAC
Beijing Capital Airport
100621 Beijing, P.R. China
Fax: (8610) 64596413
Phone: (8610) 64590381

ATTN: Director, Airworthiness Certification Division
South and Center Administration of CAAC
Guangzhou Bai Yun Airport
510405 Guangzhou, P.R. China
Fax: (8620) 86304190
Phone: (8620) 86133331

ATTN: Director, Airworthiness Certification Division
East China Administration of CAAC
Shanghai Hong qiao Airport
200335, Shanghai, P.R. China
Fax: (8621) 62688434
Phone: (8621) 51126122

ATTN: Director, Airworthiness Certification Division
Northwest China Administration of CAAC
No.27 Tao Yuan Nan Lu
710082, Xian, P.R. China
Fax: (8629) 88793018
Phone: (8629)88791073

ATTN: Director, Airworthiness Certification Division
Northeast China Administration of CAAC
No.3 Xiao He Yan Lu
110043 Shenyang, P.R. China
Fax: (8624) 88294012
Phone: (8624) 88293067

ATTN: Director, Airworthiness Certification Division
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu, P.R. China
Fax: (8628) 85710155
Phone: (8628) 85710145

ATTN: Director, Airworthiness Division
Xin Jiang Administration of CAAC
No.46 Ying Bin Lu
830016 Wu Lu Mu Qi, P.R. China
Fax: (86991) 3804024
Phone: (8691) 3804026

APPENDIX B

Required documents for a CAAC type design approval application include:

- a) A general technical description of the product;
 - b) A three-view drawing for aircraft or a cross-section drawing for aircraft engines and propellers;
 - c) The Type Certificate and the Type Certificate Data Sheet, if available, or a statement of the applicable airworthiness standards for design approval (including environmental requirements) as established by the exporting Authority for its own domestic design approval;
 - d) Any novel or unusual design features known to the applicant at the time of application which might necessitate issuance of airworthiness special conditions;
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- e) Any expected exemptions or equivalent safety findings relative to the exporting authorities airworthiness standards for type design approval;
 - f) The estimated date of the first delivery;
 - g) A copy of the production certificate, including limitation records;
 - h) A copy of each issue papers as granted by the exporting authority;
 - i) A copy of the Compliance Check List as granted by the exporting authority; and
 - j) Description of operating characteristics, principles and operation limitations for engines and propellers.

APPENDIX C

CAANZ Civil Aviation Rule Part 21 lists the requirements for Type Acceptance Certificates. Applicants should review this Rule Part prior to submitting an application for a Type Acceptance Certificate. Required documents for a CAANZ type acceptance application include:

- a) The state of design Type Certificate and the Type Certificate Data Sheet, or equivalent, and evidence that the Type Certificate is considered valid by the certification authority;
- b) Details of the applicable airworthiness standards for design approval as established by the exporting Authority for its own domestic design approval, including the effective date of the standards, any special conditions imposed by the foreign authority, and equivalent level of safety decisions issued by the foreign authority, and any airworthiness limitations;
- c) Details of the environmental certification, the applicable environmental design standards, and the effective date of the design standards;
- d) A list identifying the data submitted for the issue of the Type Certificate or equivalent showing compliance with the applicable airworthiness design standards (a Compliance Check List);
- e) For each aircraft, a copy of the flight manual approved under the Type Certificate, or where the applicable design standards do not require a flight manual, a flight manual meeting the requirements of NZ Civil Aviation Rule Part 21 Appendix C;
- f) A copy of the maintenance and service information for the product;
- g) A copy of the illustrated parts catalog for the product;
- h) For an aircraft, the information under f) and g) will include the engine and propeller if these are not already separately type accepted in New Zealand.

APPENDIX D

D.1. Each application will provide the following information:

- a) Description of the change, identifying the TC holder and model of the product;
- b) Copy of the exporting Authority approval document and related certification basis;
- c) Information on any equivalent safety findings or exemptions granted by the exporting Authority for the domestic STC or MDA;
- d) A copy of the compliance check list as supplied to the exporting authority;
- e) A copy of the master drawing list or equivalent document;
- f) A letter from the Chinese customer stating that the STC is to be installed on his aircraft; and
- g) The estimated date of the first delivery.

D.2. Additional documentation.

The following documentation will, under normal circumstances, be required for review by the importing Authority, as appropriate:

- a) Compliance checklist;
- b) Aircraft Flight Manual Supplement;
- c) Master Drawing List;
- d) Installation Instructions;
- e) Weight and balance data; and
- f) Instructions for Continued Airworthiness.

D.3 Additional documentation for complex Acceptance/VSTC.

When required by the technical complexity of the design change (e.g., additional technical conditions), it may be necessary to provide additional data such as:

- a) Engineering reports;
- b) Structural analysis;
- c) Flight test data, etc.

APPENDIX E

CHINESE IMPORT REQUIREMENTS

The following identifies those additional requirements that will be complied with as a condition of acceptance of products imported into China, or for use on Chinese-registered aircraft.

- a) Identification and marking.
 - (i) Aircraft, aircraft engines, and propellers will be identified in a manner outlined in CCAR21.341-21.342.
 - (ii) Product components or parts, for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of the manufacturer's maintenance manual or Instructions for Continued Airworthiness, will be identified with a part number (or equivalent) and serial number (or equivalent).
 - (iii) Appliances and articles of a design approved by a CAAC-AAD under a CAAC-TSO specification will be marked in accordance with the requirements outlined in CCAR 21, Subpart 8, and any additional marking requirements specified in the particular CAAC-TSO. Approved deviations will be marked by the holder of the CAAC-TSO design approval on the CAAC-TSO appliance or noted in attached limitations.
 - (iv) Parts to be used as replacement or modification parts will be identified by a part number, serial number if applicable, and the manufacturer's name or trademark.
- b) Instructions for Continued Airworthiness. Each aircraft, aircraft engine, and propeller will be accompanied by instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitation sections.
- c) Maintenance records. Each used aircraft, including the aircraft engine, propeller, rotor, or appliance, will be accompanied by maintenance records equivalent to those specified in CCAR-145.32 and CCAR-121.80 that reflect the status of required inspections, life limits, etc. There should be evidences by logbooks and maintenance records that the aircraft has been properly maintained, altered, and operated using approved procedures and methods acceptable to the CAAC during its service life.