

**TECHNICAL ARRANGEMENT FOR
THE ACCEPTANCE OF AIRWORTHINESS AND
ENVIRONMENTAL
APPROVAL OF CIVIL AERONAUTICAL PRODUCTS**

BETWEEN

DIRECTORATE GENERAL OF CIVIL AVIATION OF INDIA

AND

THE CIVIL AVIATION AUTHORITY OF ISRAEL

DOCUMENT NUMBER – CAAI / DGCA INDIA -001

DATED 06TH MAY 2013

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Handwritten signature/initials

**CAA ISRAEL – DGCA INDIA TECHNICAL
AGREEMENT
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LIST OF EFFECTIVE PAGES

PAGE No	REVISION No.	DATE DD.MM.YYYY	REMARKS
1	NIL	06.05.2013	Title Page
i-vi	NIL	06.05.2013	Contents, List of effective pages, Reason for changes
2	NIL	06.05.2013	
3	NIL	06.05.2013	
3	NIL	06.05.2013	
4	NIL	06.05.2013	
5	NIL	06.05.2013	
6	NIL	06.05.2013	
7	NIL	06.05.2013	
8	NIL	06.05.2013	
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PAGE No	REVISION No.	DATE	REMARKS
18	NIL	06.05.2013	
19	NIL	06.05.2013	
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26	NIL	06.05.2013	
24	NIL	06.05.2013	
25	NIL	06.05.2013	

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RECORD OF SUMMARY OF CHANGES

The initial Agreement signed 20 Feb. 2007

PAGE No	REVISION No.	DATE	REASON
1	1	23.08.2008	Title Page – Incorporate Revision Date
18	NIL	20.02.2007	Appendix 2 - Superseded
18	1	23.08.2008	Appendix 2 - G 150 Fuselage included
19	NIL	20.02.2007	Appendix 2 continuation - Superseded
19	1	23.08.2008	DGCA surveillance and inspection reporting - Incorporated
22	NIL	23.08.2008	Appendix-5 G 150 fuselage detailed parts mandatory inspection list introduced
23	NIL	23.08.2008	Appendix-6 G 150 fuselage Assembly mandatory inspection list introduced
24	NIL	22.08.2008	Appendix-VII List of Key Personnel for G 150 Project Introduced
25	NIL	22.08.2008	Appendix-VII List of Key Personnel for G 150 Project Introduced – Continuation to page 24

1	2	27.07.2009	Title Page – Incorporate Revision Date
26	NIL	27.07.2009	Appendix-7 List of Key Personnel for B737-300/400 Cargo Conversion Kit Project incorporated
27	NIL	27.07.2009	Appendix-8 Contractual arrangement with M/s BEDEK Aviation Group for B737-300/400 main cargo assembly and detailed parts incorporated
28	NIL	27.07.2009	Appendix-8 Continuation
29-46	NIL	27.07.2009	Appendix – 9 List of detailed parts of B737-300/400 Cargo Conversion Kit Project incorporated
47	NIL	27.07.2009	Appendix-10 Mandatory Inspection Requirement of M/s IAI/BEDEK at HAL Introduced

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RECORD OF SUMMARY OF CHANGES

PAGE No	REVISION No.	DATE	REASONS FOR CHANGE
1	3	23.08.2010	Title Page – Incorporate Revision Date
3	1	23.08.2010	Parts definition deleted
10	3	23.08.2010	Paragraph 3.5.4 amended – 8130-3 and DGCA form 1 deleted
13	3	23.08.2010	Appendix 3 incorporated in the text – paragraph 2.4
15	3	23.08.2010	Prevailing Interpretation paragraph amended
18	3	23.08.2010	Appendix 2 – amended to incorporate HPQP (IAI) 002
19	3	23.08.2010	Appendix 2 - Continuation
24	3	23.08.2010	Appendix 7 – B737-300/400 Main cargo door assembly and detailed parts kit details and requirements
25	3	23.08.2010	Appendix 7 Amended to specify the contractual arrangements and inspection requirements of B737-300/400 Main cargo door assembly and detailed parts kit

Revision - Nil. dated the 06th May, 2013

3	NIL	06.05.2013	Parts definition reintroduced
8	NIL	06.05.2013	CAAI – communication address amended
10	NIL	06.05.2013	Export C of A for class one product introduced
13	NIL	06.05.2013	Cross reference to Appendix 2, 3, 4, 5 and 6 made in the agreement
14	NIL	06.05.2013	CAAI – communication address amended
15	NIL	06.05.2013	Paragraph 5 restructured
18, 19, 20	NIL	06.05.2013	Revised and amended. Appendix 8 amalgamated as Part 2 to Appendix 2 and specific reference to Appendix 9 (in part 2) amended with a generic statement
21	NIL	06.05.2013	Appendix 3 DGCA, Bangalore designation change and BEDEK incorporated
22	NIL	06.05.2013	Appendix 4 DGCA, Bangalore designation change and BEDEK incorporated
24	NIL	06.05.2013	Inspection stages Appendix 10 Amalgamated with Appendix 6
25, 26, 27	NIL	06.05.2013	Appendix 7 - Approved personnel list amended
28 to 47	-	-	Earlier Appendix 8,9 and 10 deleted

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The Directorate General of Civil Aviation of India (DGCA) and the Civil Aviation Authority of Israel (CAAI) referred in this document, for convenience, as the Contracting Authorities, considering that:

Each Contracting Authority has determined that the standards used by and the system of the other Contracting Authority for airworthiness and environmental certification, approval or acceptance of the civil aeronautical products, covered by this Technical Arrangement (hereinafter referred to as "Arrangement"), are sufficiently equivalent to its own to make this Arrangement practicable; and

In the interest of promoting aviation safety and preservation of the environment, each Contracting Authority will cooperate to reduce, to the minimum, the economic burden imposed on the Contracting Authorities and the Aviation Industries and Operators by avoiding redundant technical evaluations, tests and inspections.

1. GENERAL**1.1 Purpose**

The purpose of this document is to define the civil aeronautical products, parts, and appliances eligible for import into the India and Israel (See *Section 2 - Scope*), and to define the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products.

1.2 Basis

This Arrangement is based on Contracting Authorities assessment (See *Section 3 – Working Procedures*) of each other's standards and systems relating to the airworthiness and environmental approvals of civil aeronautical products, and as a result, have established an understanding of such standards and systems, and have agreed such standards and systems of the Contracting Authorities are sufficiently equivalent or compatible to make this Arrangement practicable.

Both contracting authorities agree to that all information, including technical documentation, exchanged under this technical arrangement will be in the English language.

1.3 Definitions

For the purposes of this Arrangement, the following definitions apply:

- a) "Airworthiness criteria" means the criteria governing the design, performance, materials, workmanship, and manufacture of civil aeronautical products as prescribed by the Importing Authority to enable it to find that the design, manufacture, and condition of these products comply with the laws, regulations, standards, and requirements of the Importing State concerning airworthiness.
- b) "Appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or

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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) "Design-related operational requirements" means the operational requirements affecting either the design features of the product or data on the design relating to the operations of the product that make it eligible for a particular kind of operation in a State.
- d) "Environmental standards" means regulations governing designs with regard to noise characteristics and exhaust emissions of civil aeronautical products.
- e) "Environmental Approval" means a finding that a civil aeronautical product complies with standards concerning noise and/or exhaust emissions to be imported, as prescribed by the importing authority.
- f) "Exporting 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 aeronautical products. The exporting airworthiness authority will be referred to herein as the exporting authority.
- g) "Importing 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 airworthiness authority will be referred to herein as the importing authority.
- h) "Product airworthiness approval" means the airworthiness certification, approval, or acceptance, as appropriate, by or on behalf of an authority for a particular civil aeronautical product to permit operation or use of the product under the laws, regulations, and standards.
- i) "Type design," means the description of all characteristics of a product, including its design, manufacture, limitations, and continued airworthiness instructions, which determine its airworthiness and environmental characteristics.
- j) "Type design approval" means the certification, approval, or acceptance of the type design of a product, by or on behalf of an authority.
- k) "Manufacturer" means the person who, by DGCA or CAAI regulation, is responsible for determining that all products or parts thereof produced within the quality control system conform to a DGCA or CAAI-approved design or established government or industry standard and are in a condition for safe operation.
- l) "Finding," means the result of a civil aviation authority 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
- m) "Parts" means aircraft components other than those classified as product or appliances.

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- a. "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, part, or component to be installed thereon.
- o) "Production Quality System" means a systematic process which meets the requirements of the exporting authority and ensures that products will conform to the approved design and will be in a condition for safe operation.
- p) "Mutual Agreed Activity" means accompanying of representative of other Authority to the Contracting Authority's employee in performing his duties, such as, but not limited to, an audit of a quality system of manufacturer or its sub-contractor, issuance of airworthiness approvals or conducting conformity inspection.

2. SCOPE OF COVERAGE

This Arrangement applies to:

- a) The acceptance by the Importing Authority of the type design approval, including changes to the type design, and the findings of compliance made by the Exporting Authority with the Importing Authority design-related operational requirements, for civil aeronautical products for which the exporting authority responsible for the type design;
- b) The acceptance by the Importing Authority of the airworthiness and environmental certification, approval or acceptance of civil aeronautical products for which either contracting authorities is State of design or State of manufacture.
- c) Cooperation and assistance on the continuing airworthiness of in-service products;
- d) Technical co-operation and assistance, including the exchange of information, towards maintaining sufficiently equivalent airworthiness and environmental standards and certification systems between the Contracting Authorities; and
- e) Cooperation in providing technical evaluation assistance to the other Authority.

3. WORKING PROCEDURES

3.1 General

3.1.1 Each Contracting Authority will accept the procedures of other Authority for granting airworthiness and environmental certification to imported civil aeronautical products whose Authority is defined as State of design or, where applicable, State of manufacture so as to give maximum practicable credit for technical evaluations, tests results, inspections, quality assurance system monitoring, conformity statements, conformity records and certificates accepted or issued by the Exporting Authority in granting its own domestic certification for such civil aeronautical products.

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3.1.2 Each Authority will accept the procedures of other Authority related to the approval of Production Approval Holder and verify its implementation by "Shadow Activities".

3.1.3 Each Contracting Authority shall make available to the other Contracting Authority all data, drawings, reports, norms, specifications, instructions, guidelines, policies, and other information necessary to perform the activities referred to in paragraphs 3.2 - 3.6.

3.1.4 By mutual agreement, a Contracting Authority may participate, with the other Contracting Authority, on production control and engineering activities as necessary, and to participate periodically to audits on the quality assurance system of the other Contracting Authority.

3.2 Type Design Approval

3.2.1 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.

3.2.2 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 will 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) will 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;
- 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 applied to preclude occurrence of incidents or accidents.

3.2.3 Establishment of the type certification basis by the importing Authority

- a) The importing Authority will establish a Type Certification Basis for the product design in accordance with its own domestic airworthiness standards and procedures

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in effect for a similar product, on the basis of the standards which were in effect in the importing State at the time the application was received for the approval of the product type design by the exporting Authority.

- b) Once the importing Authority Type Certification Basis has been established, the airworthiness criteria for type certification by the importing Authority will be developed jointly by the importing Authority and the 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, based on an exporting Authority certification of compliance with the agreed airworthiness criteria.
- c) The airworthiness criteria defined by the importing Authority will consist of the airworthiness standards as applied by the exporting Authority under its own domestic certification system, plus any additional technical conditions and mandatory design-related operational requirements specified by the importing Authority to establish an equivalent level of safety with its own domestic standards for a similar product.

3.2.4 Additional technical conditions.

The additional technical conditions may include any or all of the following:

- a) Additional airworthiness conditions based on differences, between the two States. In the basic airworthiness standards, interpretations, applications, policies, and guidance materials giving consideration to the importing authority airworthiness standards in effect on the date of application for importing type certificate.
- b) Special Conditions related to novel or unusual features of the product design which are not covered by the airworthiness standards of the exporting Authority;
- c) Airworthiness conditions based on an evaluation of equivalent safety findings and exemptions granted by the exporting Authority to the applicant for domestic certification;
- d) Actions deemed necessary for continued safe operation in the importing State as a result of the importing Authority review of the service history and the actions taken by the exporting Authority to correct unsafe conditions on products of a type design previously certified by the exporting Authority and having accumulated a documented service history.

3.2.5 Design-related operational requirements

Operational requirements of the importing Authority for a particular kind or condition of operation, which would affect the design or performance of the product, could include the provision of additional equipment, as well as supplementary advisory information in the

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aircraft flight manual and maintenance information. Mandatory design-related operational requirements will be notified by the importing Authority at the time of each validation process.

3.2.6 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 type certification, the importing Authority may request additional technical design data, may review the product, and may fly the product for its certification and familiarization purposes. Also, when deemed necessary, the importing Authority may fly, or conduct a detailed review of the product to ensure compliance with the additional technical conditions. The applicant will submit all data, as required by the importing authority, to the exporting Authority for verification and transmission to the importing Authority.

3.2.7 Technical meeting

In addition to the initial familiarization briefing, other technical meetings may be necessary to ensure that any additional technical conditions and mandatory design-related operational requirements 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 both Authorities' 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 both Authorities for timely resolution of outstanding issues;
- c) Technical meetings held with the applicant to provide the applicant with the importing Authority's position with respect to any unresolved technical issues; and
- d) Technical meetings involving flight operations and maintenance specialists of both Authorities, and the applicant to facilitate operational acceptance of the product by the importing Authority for a particular kind or condition of operation

3.2.8 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. Each civil airworthiness authority will determine the exact form and scope of the issue papers and details of their use will be provided to the other authority.

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3.2.9 Approval of Aircraft Flight Manual

The importing authority will review the aircraft flight manual and, after acceptance, will request the exporting authority to approve the flight manual for individual imported aircraft on its behalf in according to the type design approval of importing authority.

3.3 Approval of changes to a type design.

3.3.1 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. Changes to a type certificated design which are not great enough to require new application for a type certificate may also be approved through the issuance of a STC. A certification procedure similar to that described in Section 3.2 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. Examples of change that are significantly affecting the approved type design are provided in Appendix 1.

3.3.2 Routine design changes (such as customer unique items, service bulletin changes, and product improvements), other than those to be dealt with under Section 3.3.1, 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

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

3.4.1 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 Indian applications for CAAI ITSO (equivalent to FAA TSO) design approval shall be sent by the DGCA to the CAAI:

Golan House, Golan St. P.O.B 1101

Airport City 70100 Israel

Telephone + 972 3 9774550; Fax +972 3 9774592

b) All Israel applications for Indian design approval shall be sent by CAAI to

Airworthiness Certification Division Aircraft Airworthiness Certification Department of DGCA:

DGCA address: The Director General of Civil Aviation,

Technical Center, Opposite to Safdarjung Airport.

NEW DELHI – 110003

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Telephone + 91 11 24620784 FAX + 91 11 24652760, 91 11 24629221

3.4.2 Letters of Technical Standard Order (ITSOA) Design Approval

The CAAI issues a letter of ITSOA design approval for appliances of a kind for which a performance standard has been published in an FAA Technical Standard Order (TSO). The DGCA issues a letter of TSO design approval for appliances of a kind for which a performance standard has been published in a Indian Technical Standard Order (ITSO). 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; an
- d) Receipt and review of any approvals of deviations granted by the exporting authority. The importing authority must approve deviations.

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 an aircraft registered in India/Israel.

3.5 Acceptance of Product, Appliances and Parts Airworthiness Approvals.

3.5.1 All products, parts, and appliances exported under the provisions of these Arrangement shall be produced in accordance with a production quality system which ensures conformity to the approved design of the importing authority and ensures that completed products are in a condition for safe operation. This production quality system covers the fabrication of products, parts, and appliances within and outside of the country of export. When these fabrication and/or production activities occur outside of the country of export, the associated products or parts shall be considered as being manufactured in the exporting country.

3.5.2 The DGCA and CAAI, as exporting authorities, shall conduct regulatory surveillance of production approval holders and their suppliers in accordance with the exporting authority's specific policies, practices, and/or procedures. Both ongoing and scheduled evaluations should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products, appliances, and parts which fully conform to the approved design, and are in a condition for safe operation. The correction of all deficiencies should be verified by the

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exporting authority.

When a production approval has been granted or extended by the DGCA or CAAI, as exporting authorities, to include manufacturing sites and facilities in each other's countries or in a third country, the exporting authority remains fully responsible for the surveillance and oversight of these manufacturing sites and facilities.

The production approval holder may not use a supplier in a country where the authority of the production approval holder is denied unimpeded access, by either the supplier or the supplier's civil airworthiness authority, to the supplier's facility to perform surveillance activities. The production approval holder also may not use a supplier located in a country if that country denies entry to the authority of the production approval holder.

3.5.3 Export Certificates of Airworthiness (CAAI Form EN 806 or Export C of A) shall be issued by the exporting authority for completed aircraft, aircraft engines, and propellers (export class I products) whose manufacture is under Production Approval of the Exporting Authority .

3.5.4 Certificate of Airworthiness for Export (Airworthiness Approval tags – CAAI Form 8130-3 and DGCA Form 1) shall be issued by the exporting authority for appliances and parts (export class II and III products) whose manufacture is under Production Approval of the Exporting Authority .

3.5.5 Complete aircraft, aircraft engines, and propellers.

3.5.5.1 Complete aircraft

The importing authority shall accept the Export Certificate of Airworthiness of the exporting authority on the aircraft 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, as notified

3.5.5.2 Aircraft engine or propeller

The importing authority shall accept the Export Certificate of Airworthiness of the exporting authority on 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;

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- c) Meets the special requirements of the importing country, as notified, and
- d) For an aircraft engine or propeller, had undergone a final operational check (was run and is working within the approved limits).

3.5.2 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 applicable requirements; and
- d) Meets the special requirements of the importing country.

3.5.7 Parts

The importing authority shall accept the certificate of airworthiness for export of parts when each new part exported to other Authority will have airworthiness approval issued by exporting Authority. The airworthiness approval tags on new modification and/or replacement parts have to be produced by an exporting Authority production approval (i.e., under Type Certificate, Production Certificate, Technical Standard Order Authorization, or a Parts Manufacturer Approval). The exporting Authority shall certify, by issuance of Airworthiness Approval Tag, that each part:

- (1) Is eligible for installation in a product or appliance which has been granted an importing Authority design approval;
- (2) Conforms to importing authority approved design data and is safe for installation;
- (3) Is marked in accordance with applicable requirements;
- (4) Meets all additional requirements prescribed by the importing Authority, as notified.

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

- a) Conforms to approved design data;
- b) Is marked in accordance with applicable requirements; and
- c) Meets the special requirements of the importing country.

3.5.8 Export Certificate of Airworthiness exceptions.

The exporting authority as an exception on the Export Certificate of Airworthiness document shall note any non-conformity to the importing authority's approved type design. Any exceptions noted on the Export Certificate of Airworthiness for an aircraft, aircraft engine, or propeller must have a written acceptance from the importing authority before

aircraft is eligible for an Israel or India airworthiness certificate.

3.5.9 Certificate of airworthiness for export exceptions.

Any non-conformity 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 must have a written acceptance from the importing authority before an appliance is eligible for installation on an aircraft having a Israeli or India airworthiness certificate.

3.5.10 Additional requirements for importing product.

Additional inspection may be made or specified by the Importing Authority, as it deems necessary, at the time of its airworthiness and environmental certification, approval or acceptance of a civil aeronautical product.

3.5.11 The DGCA is responsible for surveillance and oversight of Indian production approval holders subcontractors located in Israel. Routine surveillance and oversight may be performed by the CAAI on behalf of the DGCA through the provisions of Paragraph 3.6. The CAAI is responsible for surveillance and oversight of CAAI production approval holders subcontractors located in India. Routine surveillance and oversight may be performed by the DGCA on behalf of the CAAI through the provisions of Paragraph 3.6.

3.6 Routine Production Surveillance and Oversight

Upon request and after mutual agreement, and as resources permit, the DGCA and CAAI may provide routine production surveillance and oversight to each other when significant activities are conducted in either the India or Israel. These activities will help to avoid the undue burden imposed on the exporting authority in the undertaking of its regulatory surveillance and oversight functions at locations outside of the country of export. These supporting technical assistance activities shall in no way relieve the exporting authority of the responsibilities for regulatory control and airworthiness certification of products, appliances, and parts manufactured at facilities located outside the exporting country. Each authority will use its own policies and procedures when providing routine production surveillance and oversight to the other authority, unless other special arrangements are agreed upon. Types of assistance may include, but are not limited to, the following:

(a) Determination of Compliance.

- (1) Witnessing tests;
- (2) Performing compliance and conformity inspections;
- (3) Reviewing reports; and
- (4) Obtaining data.

(b) Surveillance and Oversight.

By mutual agreement, a Contracting Authority will, on behalf of the other Contracting Authority:

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1. Monitor the quality assurance system for the production of civil aeronautical products, accepted by both Authorities, to evaluate the need for improvement, to initiate corrective action and/or to assure conformance to the approved type design; and to satisfy both authorities as to manufacturers' compliance with quality requirements specified by the contractor and accepted by its authority. Both authorities will verify that the supply definition of the parts and appliances is well defined in the documents mentioned in the appendices of this Arrangement.
2. The authority of the subcontractor will verify that the subcontractor:
 - 2.1.1 Produces and/or assembles parts and appliances according to design, production and quality requirements specified in the appendices of this Arrangement;
 - 2.1.2 Delivers parts and appliances according to supplied definition specified in the contractor's purchase orders.
 - 2.2 Both authorities shall ensure respectively the implementation of the necessary corrective actions by the subcontractor and the contractor.
 - 2.3 The authority of the subcontractor will employ its own methods and procedures to carry out surveillance of the subcontractor, unless notified otherwise by the authority of the contractor in the relevant appendix of this Arrangement.
 - 2.4 Conduct conformity inspection of parts assembly and subassembly to support the issuance of Airworthiness Release Certificate CAAI Form 8130-3 or DGCA equivalent as defined in Appendix 5, 6, and record the results of the above mentioned inspection on forms mentioned in Appendices in 3 and 4 in respect of projects covered under Appendix 2.
- (c) Witnessing of Tests During Design Approval.

(1) The airworthiness authority of the country in which a design approval applicant is located may request assistance in the witnessing of tests from the airworthiness authority of the country in which a design approval applicant's supplier is located.

(2) Only authority-to-authority requests are permissible and authorities will not respond to a test witnessing request from the manufacturer or supplier. Witnessing of tests will be conducted only after consultations between the two airworthiness authorities on the specific work to be performed and agreement has been obtained from the airworthiness authority in the country in which the supplier is located. The airworthiness authority of the country in which the design approval applicant is located makes the written request for witnessing of tests.

(3) Approval of the design approval applicant's test plans, test procedures, test specimens, and hardware configuration remains the responsibility of the airworthiness authority of the country in which the design approval applicant is located. Establishing the conformity of each test article prior to the conduct of the test is the responsibility of the design approval applicant.

(4) Requests for witnessing of tests must be specific enough to provide for identification of the location, timing, and nature of the test to be witnessed. An approved test plan must be provided by the requesting authority at least two weeks prior to each scheduled test.

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(d) Conformity Certifications During Design Approval.

(1) The airworthiness authority of the country in which a design approval applicant is located may request conformity certifications from the airworthiness authority in the country in which the design approval applicant's supplier is located for prototype parts produced by that supplier.

(2) Only authority-to-authority requests are permissible and authorities will not respond to a conformity certification request from the manufacturer or supplier. Certifications will be conducted only after consultations between the two airworthiness authorities on the specific work to be performed, and agreement has been obtained from the airworthiness authority in the country in which the supplier is located. Requests for conformity certifications should be limited to prototype parts that are of such complexity that they are not inspectable by the manufacturer or its airworthiness authority prior to installation in the final product. Conformity certifications may require the development of a working procedure based on the complexity of the requested certifications. At the discretion of the authority in receipt of such requests, conformity certifications may be delegated to authorized designees or delegated organizations.

4. MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

4.1 Continuing Airworthiness

4.1.1 Each Contracting Authority shall provide full support in analyzing airworthiness aspects of accidents and incidents occurring on civil aeronautical products to which this Arrangement applies and which would raise questions concerning the airworthiness of such products. The exporting authority is accountable to the importing authority to resolve in service safety issues related to design production or operation.

4.1.2 The Exporting Authority shall, in respect of civil aeronautical products designed or manufactured in its State, specify any appropriate action it deems necessary to correct any unsafe condition that may be discovered after such product is placed in service, including any actions in respect of components designed and/or manufactured by a supplier under contract to a prime contractor.

4.1.3 The Exporting Authority shall, in respect of civil aeronautical products designed or manufactured in its State, assist the Importing Authority in determining any action considered to be necessary by the Importing Authority for maintaining the continuing airworthiness of such product.

4.1.4 Each Contracting Authority shall keep the other Contracting Authority informed of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions which it deems necessary for maintaining the continuing airworthiness of relevant products designed or manufactured in either States and that have been imported or exported under this Arrangement, or prior to the effective date of this Arrangement.

4.1.5 Each authority agrees to provide the information on malfunctions, failures and defects and accidents encountered in service when requested by the other Authority.

CAAI address: Civil Aviation Authority of Israel
Golan House, Golan St. P.O.B 1101
Airport City 70100 Israel
Telephone + 972 3 9774550; Fax +972 3 9774592
Email : grandelp@mot.gov.il

Phone: +972-3-9774540
Fax: +972-3-9774592

DGCA address: The Director General of Civil Aviation,
Technical Center, Opposite to Safdarjung Airport.
NEW DELHI – 110003

Email : dgoffice.dgca@nic.in

Telephone No. 91 11 24620784
FAX No. 91 11 24652760, 91 11 24629221

4.2 Technical Assistance and Cooperation.

4.2.1 At the request of the Importing Authority, the Exporting Authority shall, in respect of civil aeronautical products designed or manufactured in its State, assist the Importing Authority in determining whether the design of major changes or repairs made under the control of the Importing Authority comply with the airworthiness and environmental standards under which such product was originally approved by the Exporting Authority.

4.2.2 Each Contracting Authority shall make available to the other Contracting Authority all its relevant airworthiness and environmental laws, regulations, standards and requirements, and its system for airworthiness and environmental certification or approval.

4.2.3 Each Contracting Authority shall, to the maximum extent practicable, ensure that the other Contracting Authority is notified of proposed significant revisions to its standards and system for airworthiness and environmental certification or approval, that may affect the terms of this Arrangement; offer the other Contracting Authority an opportunity to comment; and give due consideration to the comments made by other Contracting Authority on the proposed revisions.

4.2.4 By mutual agreement and upon request, each Contracting Authority shall, as practicable, provide technical evaluation and assistance to the other Contracting Authority.

4.2.5 Both Contracting Authorities may undertake joint type design approval projects in respect of products covered by this Arrangement when it is in the interest of both Contracting Authorities.

5. PREVAILING INTERPRETATION

Interpretation: In the case of conflicting interpretations of laws, the airworthiness or environmental regulations / standards / criteria or design-related operational requirements

or acceptable means of compliance the interpretation of the Importing Authority shall prevail prescribed by the Importing Authority pertaining to certification, approval or acceptance of civil aeronautical product under this Arrangement, the interpretation of the Importing Authority shall prevail.

6. ACCOUNTABILITY

6.1 Implementation

The Director General of Aircraft Airworthiness Certification Department of DGCA (DGCA) and Deputy Director of CAAI for Airworthiness will be in charge of the Authority and implementation of the provisions of this Arrangement.

6.2 Organizational Changes

The Contracting Authorities will advise each other of any significant change to their organization affecting the Authority and implementation of the provisions of this Arrangement, including the identity of the persons identified in paragraph 6.1.

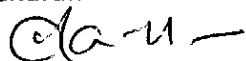
7. ENTRY INTO FORCE

The DGCA and CAAI agree to the provisions of this Arrangement as indicated by the signature of their duly authorized representatives.

Joint Director General
Directorate General Civil Aviation of India

Director, Airworthiness
Civil Aviation Authority of Israel

Charan Dass



Grandel Pavel



Date: 06th May, 2013

Date: 06th May, 2013

APPENDIX - 1

EXAMPLES OF CHANGES THAT SIGNIFICANTLY AFFECT THE APPROVED TYPE DESIGN

The following changes are considered to significantly affect the type design approved by the Importing Authority:

- a) Significant changes to the cabin interior configuration;
- b) Having an effect on the importing authority type certification basis;
- c) Involving new interpretation of the requirements,
- d) Introduction of configurations characteristics or aircraft limitations (e.g. weight or thrust increases or the introduction of new take-off or landing configurations) not previously approved by the importing Authority.
- e) Modifications which would result in changes to the Importing Authority Type Certificate Data Sheet;
- f) Modifications which would result in changes to the Limitations Section of the AFM;
- g) Modifications which result in aircraft configurations not addressed in the Importing Authority's accepted Flight Manual (including supplements);
- h) Modifications which result in changes to the Airworthiness Limitations of the Instructions For Continued Airworthiness;
- i) Modifications which have an impact on any Additional Technical Conditions prescribed by the Importing Authority;
- j) Modifications requiring (or affecting) Exemptions or Findings of Equivalent Safety or novel methods of compliance; and
- k) Other modifications considered necessary by the importing authority or the Exporting Authority.

Note: A method of compliance would be considered to be "novel" if it had not been applied previously in a similar context by both authorities.

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APPENDIX - 2

Expand Para. 3.6(b) – PART 1

Content of the contract between
Commercial Aircraft Group (CAG) and
Hindustan Aeronautics Limited (HAL)

Contracts:**B737-300 Kit Production Contract Between**

For series production aircraft (Including parts subassembly and assembly) :

Assy.Door Surround Struc.

Assembly- Main Deck Cargo Door

9G Safety & Floor Mod.

Aircraft Systems Mod.

Quality plan covering these productions

Product Quality Plan Ref. HAL DOC No. HPQP(IAI) 001 Rev.1 and HPQP(IAI) 002 (or later issue approved by IAI and reviewed by CAAI)

G-150 AFT Fuselage Top Assembly 25G3173002-401.

~~First 5 sets of AFT Fuselage top assembly and its parts as per MOD G15-10020 shall be subjected for sampling conformity inspection based on manufacturing technology (Appendix 5).~~

~~From ship set 6 and further mandatory inspection in accordance to Appendix 6~~

Quality plan covering these productions

Product Quality Plan Ref. HAL DOC No. HPQP(IAI) 002 Issue "NIL" (or later issue approved by IAI and reviewed by CAAI)

G150 AFT Fuselage Top Assembly 25G3173002-401 contain IAI Mandatory Inspection per Appendix -6

Address of the Contractor

Commercial Aircraft Group,
Israel Aircraft Industries, Ben Gurion
Airport, ISRAEL

Address of the Sub-Contractor

Hindustan Aeronautics Limited, Aircraft Division
POST BAG NO. 1788
Bangalore – 560017, India

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APPENDIX - 2

Expand Para. 3.6(b) – PART 2

Content of the contract between

BedeK Aviation Group (BAG) and

Hindustan Aeronautics Limited (HAL)

Address of the contractor:

BedeK Aviation Group,
Israel Aerospace Industries, Ben
Gurion Airport, ISRAEL

Address of the subcontractor:

Hindustan Aeronautics Limited, Aircraft Division
POST BAG NO. 1788
Bangalore 560017 India

Authority in charge of the approval of the design data : CAAI**Contracts :****B737-300/400 Cargo Conversion Kit**

Assembly – Main Deck Cargo Door- 365-52-30-92222-105

List of Parts and Subassembly for B737-300/400 approved by the contractor and
corresponding Aviation Authority.

Quality plan covering these productions :

Product quality plan ref. HAL DOC No. HPQP(IAI) 003 Rev. NIL (or later issue approved by IAI
and reviewed by CAAI).

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APPENDIX - 2

Requirements:

Following the meeting of familiarization with the Authority procedures and organization structure and shadow audit of the implementation of the procedures, DGCA, as the Authority of the subcontractor, will conduct the production surveillance according to the procedures in paragraph 3.6(b) on behalf of CAAI, the Authority of the contractor.

(1) DGCA is requested by CAAI to monitor the quality system of M/s HAL in production of above items and communicate its findings

(2) DGCA is requested by CAAI to review and verify the accuracy of description, cause and corrective actions mentioned in each deficiency report (MRB forms) issued by HAL inspections in the absence of M/s IAI / BEDEK / CAG representative. The verification of DGCA should be indicated by its representative signature on each report.

(3) CAAI will provide technical support and training for DGCA to perform the work if necessary.

(4) DGCA representative, stationed in Bangalore will send a quarterly report of his activities at HAL, concerning the project mentioned in the appendices.

This report, (form in Appendix 3), will be signed by the DGCA official and transferred by e-mail or by fax to Manager manufacturing department of CAAI including but not limited to:

- 1) Result of quality system audit of M/s HAL
- 2) Conformity inspection of parts and record its results on Appendix 4.

Prior to the export of the aft fuselage, door assembly or parts the DGCA official will send CAAI the signed conformity inspection record (form in Appendix 4) of:

- a) Final inspection of the assembly and / or parts for export (whenever applicable)
- b) Inspection performed prior to removal of the assembly from the jig (whenever applicable)

DGCA or Personnel Authorized by DGCA mentioned in Appendix 7 will carry out the above mentioned conformity inspection.

Date of exchange of information between DGCA and CAAI: March annually or upon request of one of the Authorities

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APPENDIX – 3
Quarterly Report Format

Office of the Dy Director General of Civil Aviation Civil Aviation Department Bangalore, India			Project Number :	M/s IAI / BEDEK - HAL Quarterly Report No.:
				Date:
Sl.No	Date	Activity	Areas / Product inspection Details	Remarks
Signature				
Name				
Designation				

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APPENDIX – 4
Conformity Inspection Report Format

Office of the Dy. Director General of Civil Aviation Civil Aviation Department Bangalore, India		1. Project Number :	2. Model		IAI / BEDEK - HAL Product Conformity Inspection Report No. Date:	
3. Applicant / Manufacturer:		4. Inspected By:				
5. TIA/Request Date:	6. Beginning Date:	7. Completion Date:				
8. Item No.	9. Nomenclature of the Item Inspected	10. Drawing, Document, Specification etc.	11. Revision/ Issue/ Date	12. No. of Items Inspected & Status		13. Remarks
				SAT	UNSAT	
Signature						
Name						
Designation						

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APPENDIX – 6
Conformity Inspection Matrix - Assemblies

Expand Para. 3.6(b)
Content of the contract between
Commercial Aircraft Group (CAG) and
Hindustan Aeronautics Limited (HAL)

IAI Mandatory Inspections: G150 AFT Fuselage Top Assembly 25G3173002-401 - Project
To 25G3173100-501 Frame 49 Assy
25G3173130-501 Frame 49 Beam Assy
25G3173200-503 Frame 51 Assy
25G3173220-501 Beam Isth. AFT Eng. Support
25G3173290-501 Frame 54 Assy
25G3173330-501 Frame 56 Assy
25G3173070-401 Frame 47 Sub Assy
25G3173009-501 Joining Barrel Cone AFT Fus.
25G3173002-501 AFT Fuselage Structural Assy

Expand Para. 3.6(b)
Content of the contract between
Bedek Aviation Group (BAG) and
Hindustan Aeronautics Limited (HAL)

IAI/BEDEK Mandatory Inspections:

Main Deck Cargo Door	- 365-52-30-92222-105
Electrical Test	- 365-52-30-92222
Hydraulic Functional Test	- 365-52-30-92222
Remove Door Assy From Jig	- 365-52-30-92222
Dimensional Check Of Hinges Position	- 365-52-30-92222
Hinges Alignment Check	- 365-52-30-92222
Final Inspection	- 365-52-30-92222

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APPENDIX – 5
Conformity Inspection Matrix – Detail Parts

PART TYPE	FUSELAGE-1	FUSELAGE-2	FUSELAGE-3	FUSELAGE-4	FUSELAGE-5
	25G3173011-001	25G3173053-001	25G3173072-001	25G3173102-003	25G3173251-001
SHEET METAL	25G3173012-001	25G3173054-001	25G3173091-001	25G3173158-001	25G3173271-001
	25G3173031-001	25G3173055-001	25G3173092-001	25G3173159-001	25G3173291-001
	25G3173032-001	25G3173071-003	25G3173101-005	25G3173201-003	25G3173311-001
CONVENTIONAL MACHINE PARTS					
	25G3173019-001				
		25G3580155-003			
			25G3173041-001		
				25G3173024-001	
					25G3173427-003
COMPOSITE PARTS	25G3173088-503	25G3173088-503	25G3173088-503	25G3173088-503	25G3173088-503
	25G3173539-501	25G3173539-501	25G3173539-501	25G3173539-501	25G3173539-501
	25G3170561-505	25G3170561-505	25G3170561-505	25G3170561-505	25G3170561-505
PIPE BENDING	25G3573084-005	25G3173520-001	25G3573042-001	25G3573045-001	25G3573084-001
	25G3172823-001	25G3170371-005	25G3573043-001	25G3573054-001	25G3573161-003
CNC – PARTS					
	25G3173765-001				
		25G3572109-001			
			25G3173304-003		
				25G3173812-001	
					25G3173145-003

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APPENDIX – 7

A. List of Approved Personnel – B737-300/400 Project

Issue No II

CAA I ISRAEL – DGCA INDIA TECHNICAL

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APPENDIX - 7

KEY PERSONNEL OF HAL AIRCRAFT DIVISION (B-737-300/400 CARGO CONVERSION KIT PROJECT)*					
#	NAME	STAMP		CATEGORY OF APPROVAL	SIGNATURE
		IMPRESSION	NUMBER		
1	G.BHASKER		HAL 2420	1. CONVENTIONAL MACHINING 2. NC MACHINING INSPECTION	
2	M.L.KUSHWAHA		HAL 2424	SHEET METAL INSPECTION	
3	M. VIJAYAKUMAR		HAL 2145		
4	B.P.HARISH		HAL 2262	HEAT TREATMENT INSPECTION	
5	S. VIMALAN		HAL 2358	PROCESS SHOP INSPECTION	
6	M.B.KULKARNI		HAL P 24	FLUORESCENT PENETRANT TESTING	
			HAL M 24	MAGNETIC PARTICLE INSPECTION	
7	M.S.HARY HARAN		HAL 2355	ASSEMBLY INSPECTION	

*The above list may be amended from time to time upon mutual agreement between Project Manager, CAAI and DGCA – Bangalore.

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APPENDIX – 7

A. List of Approved Personnel – G150 Project

Issue No: II

CAA I ISRAEL – DGCA INDIA TECHNICAL


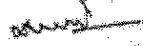







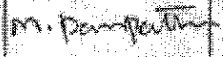

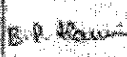







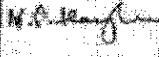




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APPENDIX-7

KEY PERSONNEL OF HAL AIRCRAFT DIVISION (G-150 AFT FUSELAGE PROJECT)*					
#	NAME	STAMP		CATEGORY OF APPROVAL	SIGNATURE
		IMPRESSION	NUMBER		
1	D. DIANAPAL		HAL 2265	COMPOSITES AND NON METALLIC PARTS	
2	G. BHASKER		HAL 2426	1. CONVENTIONAL MACHINING 2. NC MACHINING INSPECTION	
3	M.L. KUSHWAHA		HAL 2424	SHEET METAL INSPECTION	
4	M. VIJAYAKUMAR		HAL 2145		
5	M. PASUPATHI		HAL 2390	WELDING & PIPE BENDING INSPECTION	
6	B.P. HARISH		HAL 2263	HEAT TREATMENT INSPECTION	
7	S. VIMALAN		HAL 2356	PROCESS SHOP INSPECTION	
8	M.B. KULKARNI		HAL P 24	FLUORESCENT PENETRANT TESTING	
			HAL M 44	MAGNETIC PARTICLE INSPECTION	
9	M.S. HARY HARAN		HAL 2355	ASSEMBLY INSPECTION	
10	B.N. SRINIVASA REDDY		HAL UT 145	ULTRASONIC TESTING OF COMPOSITE PARTS	
11	DURGA SRINIVAS MUDRAGADA		HAL CMD 174	COMPOSITE DETAIL PART INSPECTION	

*The above list may be amended from time to time upon mutual agreement between Project Manager, CAAI & DGCA-Bangalore

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