



ENAC

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Schedule of Implementation Procedures
for the
Agreement between Russian Federation and Italy
applicable to aircraft Sukhoi RRJ-95



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Federal Air Transport Agency (hereinafter referred as FATA) and Ente Nazionale per l'Aviazione Civile (hereinafter referred as ENAC):

1. Considering the Agreement concerning the airworthiness and environmental certification, approval, or acceptance of imported civil aeronautical products and cooperation on this matter between the Union of Soviet Socialist Republics and Italy entered into by exchange of letters by the Ministries of Foreign Affairs of both aforementioned countries on 30.11.1989, hereinafter referred to as the Agreement;
2. Considering the Schedule of Implementation Procedures (IP) referring to the Agreement above and signed on 11/7/1994 between Aviation Register of Interstate Aviation Committee and Registro Aeronautico Italiano (RAI);
3. Considering that RAI on 1997 merged into Ente Nazionale per l'Aviazione Civile (ENAC) according to Legislative Decree 250/1997 and that ENAC, pursuant to Art. 687 of Air Navigation Code, is the competent authority for civil aviation in Italy;
4. Considering that the European Aviation Safety Agency (EASA), established by Regulation EC n.1592/2002 of the European Parliament and of the Council of 15.07.2002 and repealed by EC n.216/2008 is the authorised body in charge on behalf of EU Member States for the execution of all tasks related to the design of aeronautical products, parts and appliances designed, manufactured or used under the regulatory oversight of EU Member States;
5. Considering the Schedule of Implementation Procedures for the Agreement between Russian Federation / Italy applicable to the aircraft Sukhoi RRJ-95 signed between IAC AR and ENAC on 19th April 2013;
6. Considering that FATA is the competent authority in the Russian Federation for the aircraft type design certification on the basis of the Russian Federation Government decree n. 1283 dated 28th of November 2015;
7. Considering that FATA is the competent authority in Russian Federation for the approval of design and production organization on the basis of the Russian Federation Government decree n. 1011 dated 7th of October 2016

Have agreed on the following:

1. General

The Schedule of Implementation Procedures for the Agreement between Russian Federation / Italy applicable to the aircraft Sukhoi RRJ-95 signed between IAC AR and ENAC on 19th April 2013 is repealed by the present document. A new Schedule of Implementation Procedures for the Agreement between Russian Federation and Italy applicable to aircraft Sukhoi RRJ-95 is introduced herein to



provide with the necessary procedures applicable for the Sukhoi RRJ-95 in conformity to the Regulation EC n.216/2008 as amended.

The Schedule of Implementation Procedures for the Russian Federation / Italy Agreement is applicable to new products, new parts and appliances eligible to be installed in products certified by EASA.

The applicability of the provisions of the present Schedule of Implementation Procedures is limited to the aircraft Sukhoi RRJ-95.

2. Design approval

For the purpose of this Schedule of Implementation Procedures, in recognition of the above, in the field of design approval, the Importing Authority is intended for Italy to be EASA being, in light of the Regulation EC n. 216/2008, the Technical Agent for Italy.

2.1 Definitions

The definitions are those provided in the applicable European Union Regulations.

2.2 Design Certification

EASA carries out, on behalf of Italy, the function and tasks related to design approval. The applicable regulations are those established by the European Union Regulations. Therefore Design Type Certification means EASA Design Type Certification. The applicable airworthiness and environmental standards are those established by the European Aviation Safety Agency.

3. Airworthiness Certification or Acceptance

3.1 Product Airworthiness Certification

3.1.1 The importing Authority shall accept the certification of the exporting Authority on the airworthiness of an aircraft in making that the aircraft is eligible for an airworthiness certificate.

FATA shall issue an "Export Certificate of Airworthiness" for a new aircraft certifying that the aircraft:

- i. conforms to a type design approved by the EASA as specified in the relevant TCDS;
- ii. conforms to a type design approved as modified by each STC and design change by EASA;
- iii. has undergone a final operational check;
- iv. is in a condition for safe operation, including compliance with applicable EASA Airworthiness Directives;
- v. meets all additional import requirements prescribed by EASA as notified;



- vi. is marked in accordance with Subpart Q of Aviation Regulations Part 21 “Certification procedures for aeronautical products, developers and manufacturers” entered into force by the Order of the Ministry of Transport of the Russian Federation of December 19, 2013 № 474, equivalent to Subpart Q of the Part 21 (Annex I to the Regulation EU n. 748/2012 as amended).

3.1.2 Each aircraft exported into Italy with FATA airworthiness approval will have an Export Certificate of Airworthiness (FATA Form E-01), issued in accordance with the requirements of Subparts H and L of Aviation Regulations Part 21 “Certification procedures for aeronautical products, developers and manufacturers” entered into force by the Order of the Ministry of Transport of the Russian Federation of December 19, 2013 № 474, and the Instruction about issuance of the Export Certificate of Airworthiness dated April 4th, 2017, revision 1 or later.

FATA Form E-01 shall contain the following statement:

“This certifies that the product identified below is of the type certificated design (Type Certificate # _____) has been examined and as of the date of this certificate is considered airworthy and is in compliance with special requirements of the importing country, listed in the bilateral agreement between the Russian Federation and Italy. This certificate does not attest compliance with any agreements between vendor and purchaser, nor does it constitute authority to operate an aircraft. The aircraft covered by this certificate has been examined, tested, and found to conform to the Type design approved under EASA Type Certificate №. IM.A.176 as defined in TCDS IM.A.176 Issue 3 (or later approved revision) and to be in condition for safe operation”.

3.1.3 FATA shall also provide a statement or declaration in attachment to the Export Certificate of Airworthiness with the identification of any exception from the approved EASA Type design. The exception shall be coordinated with ENAC in accordance with paragraph 3.1.4.

3.1.4 Where FATA identifies a non-compliance to the approved EASA type design and intends to identify these as exceptions to its export certification, FATA shall, prior to issuing its Export Certificate of Airworthiness, notify ENAC of such non compliance. This notification by FATA should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.

3.2 Products other than complete aircraft

The importing authority shall accept the evaluations made by the exporting authority in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the importing authority. The exporting authority makes a certification that the product conforms to a type design approval issued by EASA and is in a condition for safe operation, including compliance with any applicable mandatory airworthiness modifications, special inspections, and special requirements of the importing authority.



3.3 New parts and appliances exported to the importing Country

All parts exported to the importing Country with FATA airworthiness approval shall have FATA Airworthiness Approval Tag Form “E-02” issued in accordance with the “Methodical recommendations about issuance of Airworthiness Approval Tag” № MR21.E-02 revision 1 or later”, which will become effective starting from 1st January 2018 to allow sufficient time for the industry for its implementation.

FATA Airworthiness Approval Tag Form shall certify that each part designed and manufactured is eligible and intended for installation in aircraft which has been granted an EASA Type Certificate. It is issued:

- i. when conforms to EASA approved design data, is in condition for safe operation, and meets all additional requirements prescribed by the EASA, as notified, and
- ii. when is marked in accordance with Subpart Q of Aviation Regulations Part 21 “Certification procedures for aeronautical products, developers and manufacturers” entered into force by the Order of the Ministry of Transport of the Russian Federation of December 19, 2013 № 474, equivalent to Annex I to Regulation EU n. 748/2012, as amended, Part 21 Subpart Q.

During the period necessary for the implementation of the «Methodical recommendations about issuance of Airworthiness Approval Tag» the Authorized Release Certificate Form, identified on the FATA letter №Исх-23221/03 dated 10th October 2017, may be used until 31st December 2017.

4. Accountability

For Italy, ENAC is accountable for the issuance of individual certificate of airworthiness aspects, while EASA is accountable for the design aspects and continuing airworthiness including mandatory airworthiness actions.

5. Mutual Cooperation and Technical Assistance

FATA and EASA are responsible for the exchange of information relevant to the design aspects. FATA and ENAC are responsible for the exchange of information relevant to the production aspects and issue of export certificate of airworthiness.

6. Italian Special Requirements

Italian special requirements are identified in Annex I to the Regulation EU n. 748/2012, as amended, Part 21 Subpart Q.

7. Monitoring and Communications

FATA and ENAC monitor the implementation of the agreement through periodic meetings and joint visits at the undertakings of the manufacturer of the aircraft RRJ95 and relevant subcontractors.



8. Interpretation, Entry Into Force, Termination

Should the need arise to clarify any part of this Schedule of the Implementation Procedures such clarification will be made by revising this document. Any amendment to the present Schedule of the Implementation Procedures will enter into force upon a written consent of both Parties.

These Implementation Procedures enter into force on the date of the signature. Either ENAC or FATA may terminate the implementation of these procedures upon receipt of thirty (30) days written notice by the other Authority. Termination will take effect at the expiry of the thirty (30) days notice.

Done in Rome, Italy on 6th of November 2017 in two original copies.

**FEDERAL AIR TRASPORT
AGENCY**

**Director General
Alexander Neradko**

**ENTE NAZIONALE PER
L'AVIAZIONE CIVILE**

**Director General
Alessio Quaranta**