# *WORKING ARRANGEMENT*

For

# *Initial and Continuing Airworthiness*

Between

# *CAAC and GCAA*

Under the Memorandum of Understanding between
the General Civil Aviation Authority of United Arab Emirates
and the Civil Aviation Administration of China
for
Promotion of Civil Aviation Safety

**Original Revision**

Date: March 2026

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# *WORKING ARRANGEMENT*

for

# *INITIAL AND CONTINUING AIRWORTHINESS*

## *SECTION I GENERAL*

1.1 Authorization

This Working Arrangement (WA) is authorized by Article 3 of the Memorandum of Understanding (MOU) between the General Civil Aviation Authority of United Arab Emirates (UAE) and the Civil Aviation Administration of China for Promotion of Civil Aviation Safety, dated 9th February 2026. In accordance with Article 3 of the MOU, the General Civil Aviation Authority of United Arab Emirates (GCAA) and the Civil Aviation Administration of China (CAAC) (individually, the "Authority", and collectively, the "Authorities") may develop Working Arrangement, in the areas within their scope of competencies, as necessary to assure effective cooperation and assistance procedures.

1.2 Purpose

The purpose of this WA is to:

1.2.1 facilitate and outline cooperation in the field of initial and continued airworthiness of aeronautical products and articles between CAAC and GCAA;

1.2.2 define procedures by which the CA will support the VA in approving aeronautical products and articles exported to each other;

1.2.3 enable the acceptance or facilitate the recognition of findings of compliance made and certificates issued by both Authorities, its approved organizations or its accredited persons or organizations;

1.2.4 define the civil aeronautical products and articles eligible for import into China and UAE as Importing State, the process for obtaining eligibility for import, and the means for providing continued support of those civil aeronautical products and articles after import; and

1.2.5 set forth the procedures for cooperation between CAAC and GCAA in other areas, including service difficulty reporting, accident or incident investigation, technical assistance, and others.

1.3 Principles

1.3.1 A finding of compliance made by one Authority, in accordance with the applicable laws, regulations, and the provisions of this WA, shall be accepted by the other Authority as having the same validity as its own finding. This reflects the core principle of this WA, to enable both Authorities to rely, where appropriate, on each other's certification systems to demonstrate compliance with their respective airworthiness and environmental requirements.

1.3.2 Each Authority recognizes and accepts the other's system of accreditation and organizational approvals as an integral part of its respective aircraft certification framework. To the maximum extent permitted by this WA and by each Authority's

applicable regulations, the findings, compliance determinations, and approvals made through such systems shall be given the same validity as those made directly by either the CAAC or the GCAA.

1.3.3 Each Authority shall keep the other informed of any direct interactions with individuals accredited by, or organizations approved under, the other Authority's certification system, to the extent such interactions are relevant to activities conducted under this WA.

1.3.4 Data and documents exchanged between CAAC and GCAA under this WA will be in the English language as specified in Article 5 of the MOU. Data and documents to be provided to the operators under this WA, which include, but are not limited to, the certificate or other approval document, Aircraft Flight Manual, Instruction for Continued Airworthiness, and Master Minimum Equipment List, will be in the English language also. English translation shall be agreed by the CA.

1.4 Changes in the Authority Certification Systems

1.4.1 The Authorities may conduct meetings when appropriate either online or physical face-to-face to monitor this WA and ensure its continued validity. Every effort should be made to alternate the location if these meetings are physical face-to-face between China and UAE.

1.4.2 CAAC and GCAA will keep each other informed of significant changes within those systems, such as changes in:

1.4.2.1 Statutory responsibilities;

1.4.2.2 Organizational structure (e.g., key personnel, management structure, technical training, office location);

1.4.2.3 Significant revisions to airworthiness, certification, and environmental standards and procedures; and

1.4.2.4 Delegated functions, or the kinds of individuals and organizations to which functions have been delegated.

1.5 Governance

1.5.1 The governance of this WA is to be carried out jointly by the management representatives from both CAAC and GCAA. The management representatives are responsible for the effective functioning, implementation, and continued validity of this WA, including revisions and amendments thereto.

1.5.2 The CAAC management representative is the Director General of the Aircraft Airworthiness Certification Department of CAAC, and the GCAA management representative is the GCAA Assistant Director General - Aviation Safety Affairs.

NOTE: Hierarchical superiors of the management representatives may eventually assume the function of approving this WA, its subsequent revisions and amendments.

1.5.3 The management representatives shall establish, when necessary and/or convenient, work procedures or roadmaps for improvement of cooperation between Authorities.

1.6 Interpretations and Resolution of Conflicts

1.6.1 In the case where one Authority has a different interpretation of the other Authority's laws, airworthiness or environmental regulations/standards, requirements, or acceptable means of compliance pertaining to certifications, approvals, or acceptance under this WA, the interpretation of the Authority whose laws, regulations, standards, requirements, or acceptable means of compliance are being interpreted shall prevail.

1.6.2 Any disagreement regarding the interpretation or application of this WA and any disputes will be resolved by consultation between the Authorities or any other mutually agreed-upon means and no dispute arising under this WA will be referred to any court, international tribunal or any third party for settlement.

1.6.3 Every effort should be made to resolve the disputes at the working staff level before elevating issues through the responsible management hierarchy.

1.7 Cooperation on Investigation or Enforcement Action

Both CAAC and GCAA agree to cooperate and assist each other in the investigation of any alleged or suspected violations of CAAC or GCAA laws or regulations. Both Authorities will cooperate in sharing information needed for any investigation or enforcement action, including its closure. The sharing of information shall be subject to the laws and regulations of China and UAE that govern the disclosure or sharing of the requested information.

1.8 Revisions, Amendments, and Points of Contact

1.8.1 Should either Authority seek to amend or review this WA, the Authorities will negotiate in good faith. Such revisions will be made effective by signature of the duly authorized representatives of the Authorities.

1.8.2 The designated focal points for revisions or amendments to this WA are:

1.8.2.1 For CAAC; Airworthiness Regulation & Standards Division, Aircraft Airworthiness Certification Department, and

1.8.2.2 For GCAA; Airworthiness Department.

1.8.3 Contact information for the identified offices is listed in Appendix A .

1.9 Entry Into Force, Termination and Cancellations

1.9.1 Entry Into Force

This WA enters into force upon signature by duly authorized representatives of both Authorities, and will remain in force unless terminated by either Authority according to 1.9.2 below.

1.9.2 Termination

Either Authority may terminate this WA at any time by giving written notice of its decision to the other Authority.

This WA will terminate 60 days following the date of receipt of such notice, unless the said notice is withdrawn by mutual consent before the expiry of the 60-day period.

Such termination shall not affect the validity of activities conducted under this WA prior to the termination.

1.9.3 Cancellations

[Reserved]

1.10 Costs and Expenses

The Authorities shall each bear their own costs and expenses incurred in connection with the maintenance of this WA. Applicants shall bear the costs imposed by the Validating Authority in connection with the validating activities.

1.11 Legal and Financial Liabilities

1.11.1 Where it is not otherwise inappropriate to do so, the Authorities agree to liaise with one another with a view to addressing any legal issues that may arise as a consequence of actions taken under this WA.

1.11.2 Neither Authority shall hold the other Authority liable for any claim in any suit or proceeding against the other Authority arising out of the issuance or acceptance of any approval under this WA. Nothing in this WA operates to preclude or supersede liabilities otherwise arising as a matter of international or national law.

1.11.3 The Authorities agree that under this WA there will be no fees charged for the provision to each other of any material or documentation referred to in this WA.

1.11.4 This WA does not affect the right of either Authority to collect fees from natural or legal persons who apply for services under its jurisdiction. Each Authority may charge the applicable fees, in accordance with its national regulations, for certification, validation, oversight, or other services provided to applicants or organizations.

1.12 Protection of Proprietary Data

Both Authorities recognize that data submitted by an Applicant is the intellectual property of that Applicant, and release of that data by CAAC or GCAA is restricted. CAAC and GCAA agree that they will not copy, release, or show proprietary data obtained from either Authority to anyone other than a CAAC or GCAA employee without written consent of the DAH or other data submitter. This written consent should be obtained through the Authority having jurisdiction over the Applicant and provided to the other Authority.

1.13 Definitions

For the purpose of this WA, the following definitions shall apply:

1.13.1 "Acceptance" means the acceptance by the Validating Authority (VA) of the CA's approval, certificate, or finding of compliance as satisfactory evidence that a product or design complies with the VA's applicable standards and the VA will not issue its own equivalent approval.

1.13.2 "Additional Technical Condition", for the purpose of design approval, means any requirement in the VA's certification basis that is in addition to, or any variation of, the airworthiness and environmental standards defined in the CA's certification basis to ensure that the CA's:

(a) airworthiness standards provide a level of safety equivalent to that provided by the applicable airworthiness requirements of the VA; and

(b) environmental standards provide noise, fuel venting, and exhaust emission levels that are no higher than those provided by the applicable environmental requirements of the VA.

1.13.3 "Aircraft Flight Manual (AFM)" means an authoritative document prepared for each aircraft type by the type certificate holder containing matters specified in the appropriate design standards and approved by the CA.

1.13.4 "Airworthiness Approval" means a finding that a civil aeronautical product conforms to its approved design that has been found to meet the applicable standards by the Authorities and is in a condition for safe operation. This finding may be in a form of an approval document issued by the Authority.

1.13.5 "Airworthiness Directive (AD)" means a mandatory instruction issued by CAAC, GCAA or another foreign Authority which requires corrective action to restore or maintain the airworthiness of an aircraft or component.

1.13.6 "Airworthiness Standards" means the regulations of CAAC or GCAA, as the case may be, governing the design and performance of civil aeronautical products and articles.

1.13.7 "Approved Manuals" means manuals, or sections of manuals, requiring approval by CAAC or GCAA as part of a certification program. These include, but are not limited to, the AFM, the airworthiness limitation section of the Instructions for Continued Airworthiness (ICA), the engine and propeller installation and operating instructions manuals, and the certification maintenance requirements.

1.13.8 "Article" means any appliance, part, component, material, software or process installed or to be installed on any civil aircraft, aircraft engine or aircraft propeller.

1.13.9 "Certificating Authority (CA)" means CAAC or GCAA when fulfilling, under its national regulations, the functions of the State of Design (SoD), State of Design of Modification (SoDM), and/or State of Manufacture (SoM), as defined in ICAO Annex 8. These functions may include the regulation of design, airworthiness approvals, environmental certification, and production approvals of civil aeronautical products and articles within its jurisdiction. .

1.13.10 "Certification Basis" means the set of airworthiness and environmental standards established by an Authority that form the basis for approving the type design of a civil aeronautical product, or any change to that design. The certification basis may also include additional requirements determined by the Authority, such as special conditions, findings of equivalent level of safety, and exemptions.

1.13.11 "Civil Aeronautical Product" or "product" means any civil aircraft, aircraft engine or propeller to be installed thereon, including unmanned aircraft system.

1.13.12 "Compliance Determination" means the determination by an Authority´s system, during the certification process, that the applicant has demonstrated compliance with identified individual airworthiness, environmental, or other standards.

1.13.13 "Design Approval" means a type certificate, supplemental type certificate (including amendments thereto), the approval of design under a TSOA or PMA, and any other design approval document.

1.13.14 "Environmental Approval" means finding that a civil aeronautical product complies with applicable noise, fuel venting, and/or exhaust emissions standards.

1.13.15 "Environmental Standards" means regulations or standards governing designs with regard to noise characteristics, fuel venting, and exhaust emissions of civil aeronautical products and articles.

1.13.16 "Equivalent Level of Safety (ELOS) Finding" means a finding that alternative action taken provides a level of safety equivalent to that provided by the requirements for which equivalency is being sought.

1.13.17 "Exemption" means a grant of relief from requirements of a current regulation when processed through the appropriate regulatory procedure by an Authority.

1.13.18 "Exporting Authority (EA)" means CAAC or GCAA, when acting in their respective capacity as the authority responsible for certifying and verifying that civil aeronautical products and articles exported from their State comply with the applicable airworthiness requirements of the Importing Authority, and for issuing the associated export documentation. .

1.13.19 "Importing Authority (IA)" means CAAC or GCAA, when acting in their respective capacity as the authority responsible for determining that civil aeronautical products, parts, or appliances imported into their State meet the applicable airworthiness and environmental requirements, and for accepting or issuing the necessary approvals or certificates for operation or use within their jurisdiction.

1.13.20 "Modification Design Approval" means an approval issued by the CAAC for design changes. Before July 01, 2017, applies to major or minor design changes to imported products only. On or after July 01, 2017, applies only to third party minor design change approvals, for both domestic and imported products.

1.13.21 "Multi-National Consortium" means a group of manufacturers from multiple countries who have agreed to form a single company for the design and/or production of a particular product.

1.13.22 "New Aircraft" means an aircraft that is still owned by the manufacturer, alteration station or dealer, if there is no intervening other owner or lease, and the aircraft has only made flights necessary for production flight, crew training flight conducted by the manufacturer, or delivery flight.

1.13.23 "Parts Manufacturer Approval (PMA)" means a combined design and production approval issued by CAAC for modification or replacement articles. It allows a manufacturer to produce and sell these articles for installation on type certificated/validated products.

1.13.24 "Production Approval" means a document issued by CAAC or GCAA to a person that allows the production of a product or article in accordance with its approved design and approved quality system, and can take a form of a Production Certificate, a Production Organization Approval, a Parts Manufacturer Approval (PMA), or a Technical Standard Order Authorization (TSOA).

1.13.25 "Production Certificate Extension" means an extension by CAAC of a Production Certificate to a facility located in another country or jurisdiction.

1.13.26 "Restricted Category Aircraft" means an aircraft intended for a special purpose operation that:

(a) complies with the applicable airworthiness requirements of a standard category aircraft, except for those requirements determined to be inappropriate for its intended special purpose;

(b) demonstrates compliance with applicable environmental protection standards; and

(c) has no design feature or characteristic that makes it unsafe when operated within the limitations prescribed for its intended use.

1.13.27 "Special Conditions" means additional airworthiness standards prescribed by the Authority when the existing airworthiness standards for the applicable product category do not contain adequate or appropriate safety requirements due to novel or unusual design features. Special Conditions include the safety standards that the Authority considers necessary to achieve a level of safety equivalent to that intended by the applicable regulations.

1.13.28 "Standard Part" means a part that may be acceptable for use on aircraft and is manufactured in conformance with an established government or industry accepted specification, which contains design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part, and must be published so that any person or organization may manufacture the part.

1.13.29 "Supplemental Type Certificate (STC)" means an approval granted to an applicant for a change to the type design of an aircraft, aircraft engine, or propeller that has already been type certificated. The STC demonstrates compliance with the applicable airworthiness design standards specified in the laws and regulations of the Authority, and includes the approved data defining the change.

1.13.30 "Supplier" means a person at any tier in the supply chain who provides a product, article, or service that is used or consumed in the design or manufacture of, or installed on, a product or article.

1.13.31 "TC/PC Split" means a product for which the Authority having regulatory responsibility for the type design and continued airworthiness of the product or article is different from the Authority having regulatory responsibility for the production and airworthiness of a civil aeronautical product or article.

1.13.32 "Technical Standard Order (TSO)" means a minimum performance standard for specified articles issued by an Authority. Each TSO covers a certain type of article.

1.13.33 "Technical Standard Order Authorization (TSOA)" means a design and production approval issued by an Authority to the manufacturer of an article that has been found to meet a specific TSO. A TSOA is not an approval to install and use the article in the aircraft. It means that the article meets the specific TSO and the applicant is authorized to manufacture it.

1.13.34 “Used Aircraft” means an aircraft that is not a new aircraft.

1.13.35 “Validating Authority (VA)” means the GCAA or CAAC, charged by their respective laws to fulfill the ICAO responsibilities of a State of Registry (SoR) to regulate the design, production, and airworthiness approval and environmental certification of civil aeronautical products and articles imported from the other Authority.

1.13.36 “Validation” means the VA’s process for issuing or granting a Design Approval for a design certified by the CA.

1.13.37 “Validation Program” means the full scope of activities undertaken by the Validating Authority (VA) to conduct the validation process, leading to the issuance of a new or amended design approval document, or to acceptance, when deemed appropriate by the VA.

# *SECTION II SCOPE OF THIS WORKING ARRANGEMENT*

## 2.1 General

2.1.1 This WA applies to aircraft type designs that are type certificated or to be type certificated by one Authority acting as the Certificating Authority (CA) and validated by the other Authority acting as the Validating Authority (VA), provided such aircraft are eligible for standard airworthiness certification under the regulations of both Authorities, except as described in 2.1.3.

2.1.2 Each Authority issues standard airworthiness certificates for aircraft in categories defined under its national regulations. These categories typically include normal, utility, aerobatic, commuter, and transport, and may also extend to other categories such as manned free balloons and special classes of aircraft which include airships, gliders, and other non-conventional aircraft.

2.1.3 This WA applies to restricted category aircraft although both Authorities agree that restricted category aircraft are not eligible for a standard airworthiness certificate. Other aircraft for which a special airworthiness certificate is issued by CAAC or GCAA may be dealt with on a case-by-case basis through the special arrangements provision in Section IX of this document.

## 2.2 Design Approvals and Airworthiness Certification

This WA covers the products and articles identified below, their approvals, and the provisions set forth in subsequent sections:

2.2.1 Design Approvals

2.2.1.1 Type Certificates (TCs) and amended TCs for which China is the SoD;

2.2.1.2 Supplemental Type Certificates (STCs) and amended STCs, and Modification Design Approvals (MDAs) for which China is the SoDM and for products that have been issued both a CAAC and GCAA type design approval and China is the SoD;

2.2.1.3 CAAC TSOA and PMA approvals;

2.2.1.4 CAAC civil aviation chemical products design/production approval letter; and

2.2.1.5 Any other design change or data approved under the CA's system as specified in Section III of this WA.

NOTE 1: The term "amended" TC, or STC, refers to an approved design that has undergone a level of change by the holder that was subsequently approved by the CA and reissued at the next revision or issue number.

NOTE 2: This WA will be revise to include the relevant GCAA design approvals when the capability is established by GCAA and familiarized by CAAC.

2.2.2 Export Certificates of Airworthiness

Export Certificates of Airworthiness issued by CAAC or GCAA for aircraft that conform to a type design approved by the Importing Authority (IA), provided that the conditions detailed in 7.2 (as applicable) are satisfied, including:

2.2.2.1 New and used aircraft for which China or UAE is the SoD or the SoM; and

2.2.2.2 New and used aircraft for which a third State is the SoD and also the SoM.

2.2.2.3 New and used aircraft with different SoD and SoM for which a third State is the SoD and another third State is the SoM, provided that the TCDS issued by the SoD lists all production approvals

2.2.3 Authorized Release Certificate / Airworthiness Approval Tag (or equivalent):

2.2.3.1 New aircraft engines and propellers conform to a type design approved by the Importing Authority (IA), provided that the conditions detailed in 7.3 (as applicable) are satisfied;

2.2.3.2 New CAAC TSO articles;

2.2.3.3 New CAAC PMA parts for installation on products certified or validated by the IA; and

2.2.3.4 New civil aviation chemical products that conform to the design approved under a CAAC civil aviation chemical products design/production approval letter.

2.2.3.5 New replacement and modification parts that conform to an IA Design Approval and that are eligible for installation in a product or article which has been granted an IA design approval.

2.2.4 Standard Parts

New standard Parts conforming to established government or industry accepted specifications are generally delivered by the manufacturer with a Certificate of Conformity and are accepted by both the CAAC and the GCAA providing they do conform to established government or industry accepted specifications, and are identified by the approved design data of the products or articles in which they are installed.

2.3 Continued Airworthiness

The scope of this WA includes continued airworthiness, as detailed in Section IV.

2.4 Production and Surveillance

The scope of is WA includes production and surveillance, as detailed in Section VI.

2.5 Provisions for Technical Assistance

The types of technical assistance activities within the scope of this WA are specified in SECTION VIII.

2.6 Provisions for Special Arrangements

This WA provides for designated officials within CAAC and GCAA to make special arrangements – with respect to design approval, post-design approval, or technical assistance – in situations that have not been specifically addressed in this WA, but which are anticipated by the MOU, according to SECTION IX.

## *SECTION III DESIGN APPROVAL PROCEDURES*

3.1 General

3.1.1 The principles and procedures of this Section apply to the acceptance or validation of the initial design approval for civil aeronautical products and articles, including subsequent design changes, as well as the approval or acceptance of design data used to support of repairs.

3.1.2 These procedures establish the process for the acceptance or validation of CA's compliance determinations and approvals. The procedures in this section are not intended to limit their respective access to, or rights regarding, type design information necessary to discharge their oversight obligations.

3.1.3 Products and articles may be accepted or approved by the VA for use within its jurisdiction through two distinct processes:

3.1.3.1 Acceptance (see 3.2 and 3.3); and

3.1.3.2 Validation (see 3.4 and 3.5).

3.2 Acceptance Principle

3.2.1 Certain approvals may benefit from automatic acceptance without the need for a validation application or the issuance of a separate approval by the Validating Authority (VA), unless otherwise specified in 3.3. The following types of approvals issued by the Certificating Authority (CA) shall be accepted by the VA under this automatic acceptance policy:

3.2.1.1 Design changes made by the design approval holder, approved under CAAC system, that do not require the VA to issue a Type Acceptance Certificate or Type Certificate Data Sheet (TCDS) or to issue a Supplemental Type Certificate or amended STC (refer to 3.3.1);

3.2.1.2 Minor changes approved under the CA's system (refer to 3.3.2);

3.2.1.3 TSOA approvals under CAAC system (refer to 3.3.3); and

3.2.1.4 PMA approvals under CAAC system (refer to 3.3.4); and

3.2.1.5 Civil aviation chemical products design/production approval letter under CAAC system (refer to 3.3.5).

3.3 Acceptance Procedures for Specific Design Approvals and Articles

The CA´s design approvals identified below shall be automatically accepted by the VA as equivalent to its own approval, solely on the basis of the CA's approval, without the need for submission of an application for validation to the VA:

3.3.1 Design Changes made by the Design Approval Holder, approved under CAAC system

For a validation project in which a design approval holder introduces a major design change to an approved design, the following criteria apply:

3.3.1.1 If the change does not require the VA to issue a new or revised TC, Type Acceptance Certificate, TCDS or STC, then the design change shall be

automatically accepted by the VA. In such cases, the CA will approve the design change in accordance with its own procedures, and no application for validation is required.

3.3.1.2 If the change requires the VA to issue a new or revised TC, Type Acceptance Certificate, TCDS or STC, then an application for validation of the design change must be submitted to the VA.

3.3.1.3 Design changes falling under 3.3.1.2 shall be incorporated into the design approval holder's type design definition.

3.3.2 Minor changes approved under the CA's system

The VA will accept minor changes, including data generated in support of design approvals for minor repairs, approved under CA´s jurisdiction, regardless of the SoD of the civil aeronautical product, provided the approval was granted in accordance with CA's design approval procedures.

These minor changes include Modification Design Approvals issued by CAAC on or after July 01, 2017

NOTE: The design approval procedures include those governing approvals under the CA's accreditation system or approved design organizations.

3.3.3 TSOA Approvals under CAAC System

A TSOA approval issued by the CA shall be treated as equivalent to an approval issued by the VA.

Both Authorities recognize and agree that a TSOA approval is a design and production approval of the TSO article only and does not constitute an approval for installation of the article on any product. The installer must obtain installation approval from their Authority for use on a product registered in that State

3.3.4 PMA Approvals under CAAC System

3.3.4.1 PMA parts to be installed on products for which the EA is the SoD;

3.3.4.2 PMA parts to be installed on products for which the EA is not the SoD, provided that the design approval basis is STC or identicality with a licensing agreement;

3.3.4.3 PMA parts to be installed on products for which the EA is not the SoD, provided that the design approval is based on test and computation.

3.3.4.4 No application is required and the PMA is accepted by the VA without any involvement.

3.3.5 Civil aviation chemical products design/production approval letter under CAAC system

A civil aviation chemical products design/production approval letter issued by the CA shall be treated as equivalent to an approval issued by the VA.

3.4 Validation Principles

3.4.1 For all CAAC´s design approvals that do not meet the criteria for Acceptance according to 3.2 and 3.3, the Validation procedure set forth in 3.5 shall be followed.

3.4.2 The CA will receive requests from any person who holds or intends to hold a Type Certificate or Supplemental Type Certificate issued by the CA, and who seeks validation by the VA.

3.4.3 The VA will rely primarily on the findings of compliance made by the CA and on that basis, the CA shall provide a statement certifying compliance with the VA's certification basis.

3.4.4 The scope of the VA's familiarization with the design to be validated is commensurate with the mutually agreed procedures identified in 3.5.3, including the option of accepting the CA approval without any involvement by the VA.

3.4.5 The satisfactory completion of the validation program is contingent upon the CA providing support to the VA, which will facilitate the VA's issuance of a corresponding design approval.

3.4.6 Applications for VA approval are limited to civil aeronautical products and articles certified to applicable airworthiness standards. Products and articles that are intended only for military use are not eligible for the VA validation.

3.4.7 DAHs are required to hold relevant design information (e.g., type design data, drawings, processes, materials specifications, operating limitations, test plans, test analysis reports, approved manuals, accepted manuals, and service bulletins) and make them available to CA upon request. Upon written request from the VA to the CA, the DAH shall also provide data and/or other information to support the VA familiarization.

3.5 Design Approval Validation Procedure

3.5.1 Application Process

3.5.1.1 All applications must be submitted electronically by the CA to the VA. The CA will coordinate with the applicant to ensure the application is complete, according to the VA´s requirements.

3.5.1.2 The CA submitting an application shall identify in the letter its project manager responsible for processing the application and communicating and coordinating with its VA counterpart until the validation is concluded.

3.5.1.3 The assigned CA project manager will ensure that the submitted application contains the following:

(a) A brief description of the product or design change to be validated;

(b) The aircraft´s intended use, customer in the importing State, and delivery schedules, if applicable;

(c) A copy of the TC and TCDS and/or CA's design approval document that identifies the certification basis upon which the CA's design approval was based, with evidence of noise certification, if applicable. In the absence of a TCDS, the CA should submit the document that defines the certification basis;

(d) Date of application to the CA, when required, and the applicant's requested date for the VA approval; and

NOTE: For TC, Amended TC and STC validations, the date of application to the CA will be used to determine the applicable amendment level of the associated design standards.

(e) Technical data including but not limited to the following:

(1) Validation plan or equivalent;

(2) Compliance checklist to the VA's certification basis;

(3) Approved Manuals or changes to Approved Manuals, as applicable;

(4) Master Drawing List;

(5) Maintenance/Repair Manual Supplements;

(6) Weight and Balance data; and

(7) Instructions for Continued Airworthiness (ICA).

(f) Any additional data/information for known in-service issues to understand continuing airworthiness implications and how they have been addressed;

(g) Additional data for validation may be submitted as prescribed by the VA (e.g. GCAA Information Bulletin (IB) 06/2006, Validation of Foreign Type Certificates for GCAA).

(h) In addition to the applicable CA's airworthiness requirements, the applicant must demonstrate compliance with the VA's importing requirements:

(1) Related certification requirements as per Annex 6 to the Convention on International Civil Aviation, Part I, Chapter 13 Security;

(2) Marking and Placard requirements (e.g. the Arabic language as required by UAE operational regulations);

(3) Nationality and Registration marks in accordance with applicable requirement (e.g. UAE GCAA CAR Part V, Chapter 1, Section 2 or any other applicable operational regulations;

(4) Noise requirements as per ICAO Annex 16; and

(5) Fuel venting and emissions requirements as per ICAO Annex 16.

NOTE: For the purposes of paragraphs (4) and (5) above, CAAC will verify that the product to be exported is compliant with CCAR-36 and CCAR-34, respectively, which CAAC considers equivalent to the requirements of ICAO Annex 16.

3.5.1.4 VA may agree to receive the application prior to the payment of any fees to advise the applicant on the process for fee payment. Fees charged to industry for VA' services will be published on a fee schedule that is publicly

available on the VA's website (or equivalent). This information will include the manner in which such fees may be paid by the applicant.

NOTE: The validation for UAE Type Validation and information on fees and charges can be found at the GCAA website: www.gcaa.gov.ae.

3.5.2 Acknowledgement of Application

3.5.2.1 The VA will acknowledge receipt of an application within ten (10) working days of receipt of application. The validation process begins with this acknowledgement from the VA:

(a) The VA shall designate a project manager responsible for processing the application and coordinating the validation with their counterpart. The assigned VA project manager will review the application package and request any missing information within thirty (30) working days of receipt of application.

(b) Communication shall be initiated and maintained between the project managers of the CA and the VA for the submitted application until the validation is concluded.

3.5.3 Validation Process

3.5.3.1 The VA may request technical familiarization activities to the CA, according to the following:

(a) The VA may establish a project team as required to complete its validation program and will notify the CA accordingly. The CA will coordinate the technical familiarization.

(b) The VA will notify the CA on the technical familiarization activity necessary to gain sufficient familiarity and knowledge of the type design and, where appropriate, data and processes in support of continuing airworthiness. The CA will arrange any technical familiarization meetings, if requested, between both Authorities and the DAH.

(c) The VA will use the technical familiarization activities to develop and propose its certification basis for both airworthiness and environmental standards, according to 3.5.3.2.

(d) The objectives of technical familiarization can only be fully satisfied when the applicant has presented to the VA the following information:

(1) An overview of the proposed design, intended operational use and, if applicable, relation to previously approved products;

(2) Identification and review of certification issues raised by the CA that the applicant was required to address as part of the compliance showing to the specific aspects of the CA's certification basis; and

(3) A proposed certification basis, including analysis of potential differences.

(e) The VA will focus its attention during technical familiarization on understanding the general compliance methodologies used or to be used by the applicant, including assumptions, boundary conditions, and critical parameters of that methodology;

(f) Further details, including review of test plans or other compliance documents, test witnessing, or other details of the compliance demonstration, are not in the scope of technical familiarization.

3.5.3.2 Establishing Certification Basis

(a) The VA certification basis for the product will consist of the CA´s type certification basis.

(b) The applicable airworthiness standards may be supplemented with Additional Technical Conditions in the interest of safety. These requirements may include actions deemed necessary for continuing airworthiness as a result of service history and actions taken by either Authority to correct unsafe conditions.

(c) Applicants for a TC or STC must also comply with the applicable Environmental Standards.

3.5.3.3 The VA will accept the CA's design data, including manuals, once the CA provides a compliance statement confirming conformity with the VA's certification basis.

3.5.3.4 The aircraft's engine, propeller and engine components are to be VA approved as part of the aircraft TC/STC. Depending on the type of aircraft, the CA will provide additional information, as necessary.

3.5.3.5 Upon completion of the Type Validation Process, and if not already provided in the application, the CA will provide the VA, with a copy of all appropriate TCs, TCDS, and STCs for the aeronautical product or modification.

3.5.3.6 Once the technical familiarization activities and technical visit have been performed, the CA has been issued a certifying statement and provided the VA with a copy of all appropriate TCs, TCDSs, and STCs, and payment of applicable fees have been confirmed, the VA shall issue the corresponding design approval within twenty (20) working days.

3.5.3.7 The VA will transmit the design approval issued under 3.5.3.6 above to the applicant with concurrent notification to the CA.

## *SECTION IV CONTINUING AIRWORTHINESS*

4.1 General

4.1.1 In accordance with Annex 8 to the Chicago Convention, the CA is responsible for resolving in-service safety issues related to design or production. The CA will provide applicable information that it has found to be necessary for mandatory modifications, required limitations and/or inspections to the VA to ensure continuing airworthiness of the product or article. VA will review and normally accept the corrective actions taken by the CA.

4.1.2 At the request of the VA, the CA will assist in determining what action is considered necessary for the continuing airworthiness of the product or article. The VA, as Authority of the SoR, retains sole authority for decisions on final actions to be taken for products or articles under their jurisdiction. CA and VA strive to resolve differences.

4.1.3 The Authorities recognize the importance of the routine sharing of data on continuing airworthiness as a mean to assist in the identification and resolution of emerging airworthiness issues. The Authorities will share such data related to FM&D attributed to design and production issues with each other to assist in their respective oversight of continuing airworthiness.

4.1.4 The VA has the right to seek information from the CA, which includes but is not limited to, design data and findings of compliance. Additionally, once the design is validated, the CA will provide any mandatory continuing airworthiness information necessary to ensure continuing airworthiness of the product registered in the jurisdiction of the VA.

4.2 Failures, Malfunctions and Defects (FM&D) and Service Difficulty Reports (SDR)

4.2.1 The CA agrees to perform the following functions, where appropriate, for the products and articles for which it is the Authority for the State of Design:

4.2.1.1 Tracking of FM&D reports/SDR and accident/incidents;

4.2.1.2 Evaluating FM&D reports/SDR and accident/incidents;

4.2.1.3 Investigating and resolving all suspected unsafe conditions; and

4.2.1.4 Advising the other Authority of all known unsafe conditions and the necessary corrective actions.

4.2.1.5 Upon request, providing the other Authority with the following:

(a) Reports of FM&D/SDR and accidents/incidents;

(b) Status of investigations into FM&D/SDR and accidents/incidents;

(c) Copies of final reports or final assessments, as applicable, reached in its investigation into FM&D/SDR; and

(d) Copies of final reports of investigation into accidents/incidents in accordance with Annex 13 to the Chicago Convention.

4.2.1.6 Making a reasonable effort to resolve issues raised by the VA concerning matters of safety for products registered in its jurisdiction.

4.2.2 The VA, as Authority for the SoR, agree to perform the following functions:

4.2.2.1 Advise the CA of FM&D/SDR and accidents/incidents which are believed to be potentially unsafe conditions;

4.2.2.2 Support the CA in investigations of unsafe conditions and their occurrences; and

4.2.2.3 Advise the CA, if as a result of investigations made by the VA into FM&D/SDR and accidents/incidents, it has determined it will make corrective actions mandatory.

4.2.3 For continuing airworthiness issues related to investigations of Safety Recommendations, Service Difficulty Reports, accidents or incidents on the imported products, parts, or articles, the VA can directly request information from the design approval holder after informing the CA of the investigation.

4.2.4 Copies of FM&D/SDR reports from China and UAE can be requested from the addresses listed in Appendix A.

4.2.5 Unsafe Condition and Airworthiness Directives (AD)

4.2.5.1 The Authorities agree to perform the following functions for the products, articles, and design changes for which they are the CA:

(a) Issue an AD (under CCAR-39 or equivalent GCAA regulation) whenever the CA determines that an unsafe condition exists in a type certificated product or article, and is likely to exist or develop in a type certificated product or article of the same type design. This may include a product that has an aircraft engine, propeller, or article installed on it and the installation causes the unsafe condition to that product.

(b) Ensure that the following information is provided to the VA in support of the AD or directly from the approval holder:

(1) Service information that provides the instructions for how to perform the required corrective actions;

(2) A statement on the availability of parts, if applicable; and

(3) An estimate of the number of labor hours and the cost of parts required for the corrective actions.

(c) Issue a revised or superseding AD when determined that any previously issued AD was incomplete or inadequate to fully correct the unsafe condition.

(d) Provide timely notification to the VA of the unsafe condition and the necessary corrective actions by providing a copy of the AD at the time of publication to the address referenced in Appendix A. Additionally, upon request by the VA, the CA will arrange for copies of all relevant service bulletins referenced in the AD, as well as other supporting

documentation, to be forwarded to the appropriate focal point in the VA, as appropriate.

(e) In the case of emergency airworthiness information, ensure special handling so that VA is notified immediately.

(f) Advise and assist the VA in defining the appropriate actions to consider in the issuance of its own AD.

(g) Provide sufficient information to the VA for its use in making determinations as to the acceptability of an AMOC to ADs.

(h) Maintain a web-based database of ADs that can be accessed by the VA.

4.2.5.2 The Authorities recognize that they may disagree as to the finding of an unsafe condition and propose to issue a unilateral AD. In such a case, the VA should consult with the CA prior to issuing a unilateral AD.

4.2.5.3 The VA agrees to respond quickly to the issuance of an AD by the CA in making its own determination of the need for issuing its own AD that addresses all unsafe conditions on affected products or articles certified, approved or otherwise accepted by the VA.

4.2.5.4 The CA will share information on any changes that affect operating limitations, life limits, or any other airworthiness limitations, to include manual changes and changes to certification maintenance requirements. These changes should be promptly sent to the VA in order to ensure the continuing airworthiness of the aircraft. The Authorities may issue an AD for limitation changes if they are considered an unsafe condition (such as, but not limited to reduced life limit).

4.3 Alternative Methods/Means of Compliance (AMOC) to an AD

4.3.1 The CA will notify the VA of its decision to issue an AMOC of general applicability to an existing AD for its own SoD products.

4.3.2 An AMOC of general applicability issued by the CA for its SoD products is considered automatically accepted by the VA without the need for further approval, unless otherwise determined differently by the VA.

4.3.3 The CA, upon request by the VA, will provide sufficient information to assist in the VA's determination of the acceptability of an AMOC request on an AD issued by the CA for its SoD products, or on an AD issued unilaterally by the VA.

# *SECTION V ADMINISTRATION OF DESIGN APPROVALS*

## 5.1 General

This section addresses procedures for the transfer, revocation, or suspension, of design approval.

## 5.2 Transfer of TCs and STCs

The CAAC and the GCAA will administer the transfer of TCs/STCs only when an applicant agrees to assume responsibility for both a China and a UAE TC/STC and the affected operating fleet. The following paragraphs outline the procedures to be followed for TC/STC transfers.

### 5.2.1 Transfer of a TC/STC with a change in SoD

5.2.1.1 The transfer of the SoD responsibilities per Annex 8 of the Chicago Convention must be agreed upon by both Authorities. If agreement cannot be reached between the two Authorities, then the CA may revoke the certificate and notify the concerned ICAO States that there is no longer a design approval holder.

5.2.1.2 Early coordination between the current TC/STC holder and its Authority, together with the proposed TC/STC holder and its Authority is essential. The transferring Authority will notify the receiving Authority of the proposed transfer and include information about current production status. All information related to the transfer of a TC/STC, including technical documentation, will be in the English language.

5.2.1.3 Upon notification of a change in ownership of a TC/STC holder to a new holder in the State of the receiving Authority, the transferring Authority's responsible office will notify the receiving Authority's responsible office listed in Appendix A. An arrangement may be developed to identify each Authority's responsibilities throughout the transfer process.

5.2.1.4 The transferring Authority will transfer to the receiving Authority the ICAO SoD responsibilities for TCs and STCs within the scope of this WA. The receiving Authority will not assume ICAO SoD functions for models or design changes that have not been found to meet its certification requirements.

5.2.1.5 If the receiving Authority does not already have a corresponding TC/STC, the new holder will have to apply to their Authority for a new TC/STC. The transferring Authority will provide support to establish acceptance of the receiving Authority's TC/STC as showing compliance with the applicable certification requirements of the receiving Authority. This would include providing a statement of compliance that the product meets the certification requirements of the new SoD (receiving Authority). Upon acceptance, the receiving Authority will issue its TC/STC.

5.2.1.6 If the receiving Authority already has a corresponding TC, but that TC does not include all of the models being transferred, the transferring Authority will, if requested, provide support to establish acceptance of the additional

model(s) as showing compliance with the applicable certification requirements. This support would include providing a statement of compliance that the model meets the certification requirements of the new SoD (receiving Authority). Upon acceptance, the receiving Authority will place the additional model on its TC.

5.2.1.7 For STCs, if the original STC does not include a specific certificated model of the product listed on the new STC, the applicability of an STC issued by the receiving Authority will only include those models for which a TC has been validated by the receiving Authority.

5.2.1.8 The transfer of the ICAO SoD responsibilities for the TC/STC to the receiving Authority will be considered complete when the receiving Authority confirms all necessary data have been transferred to the new holder, and the new holder is able to perform the responsibilities required of a design approval holder.

5.2.1.9 If requested by the approval holder, the transferring Authority will issue a validated TC/STC after the receiving Authority issues its TC/STC.

5.2.1.10 If the new SoD's TC only covers a partial list of models from the transferring Authority's original TC and the new holder does not apply for approval of those additional models, the existing holder will continue to hold the data for those additional models and the transferring Authority will continue to fulfill its SoD responsibilities for those additional models.

5.2.2 Upon transfer, or a mutually agreed upon date, the receiving Authority, in carrying out SoD functions, will comply with the requirements of Annex 8 to the Chicago Convention for affected products. For TCs/STCs, the receiving Authority will notify the transferring Authority and all affected ICAO Contracting States (i.e. States of Registry) of the change in SoD responsibility and identify the new TC/STC holder, upon completion of all applicable procedures described above.

5.2.3 Transfer of TCs and STCs with no change in SoD

5.2.3.1 Where there is no change in the SoD, the CA will notify the VA when a TC/STC validated by the VA is successfully transferred to a new design approval holder within the State of the CA.

5.2.3.2 The CA shall provide the VA with a statement confirming the ability of the new holder to fulfill the regulatory responsibilities assigned to a design approval holder. The CA shall assist the VA in facilitating the reissuance of the validated TC/STC to the new holder.

5.2.3.3 The VA, upon completion of its review, will issue a TC/STC in the name of the new design approval holder, and notify the CA accordingly.

5.2.4 Transfer of TCs and STCs to a Third State

When a TC or STC is to be transferred to a third State, the CA will notify the VA prior to the transfer and provide any necessary technical assistance to the VA as needed. Early collaboration is crucial prior to processing such a transfer.

5.3 Revocation or Suspension of TCs or STCs

5.3.1 In the event that either Authority revokes or suspends a TC or STC of a product manufactured for which it is the CA, that Authority will immediately inform the other. The VA, upon notification, will conduct an investigation to determine if action is required. If the revocation or suspension was for cause, and the VA concurs with the CA's certificate action, the VA will initiate revocation or suspension of its TC or STC.

5.3.2 Alternatively, the VA may decide to assume continued airworthiness responsibilities if there is sufficient information for it to support the continued operational safety of the fleet within its jurisdiction. In this case, the CA should obtain and provide type design data as requested to the VA. Final certificate action is at the sole discretion of the VA.

5.3.3 Either Authority may revoke its TC or STC if the continued airworthiness responsibilities would cause an undue burden for that Authority.

# *SECTION VI PRODUCTION AND SURVEILLANCE ACTIVITIES*

6.1 Production Quality System

6.1.1 All products and articles produced in China or UAE and exchanged under the provisions of this WA will be produced in accordance with an approved production quality system that ensures conformity to the approved design and ensures that completed products and articles are in a condition for safe operation.

6.1.2 Surveillance of Production Approval Holders

The CAAC and the GCAA, as authorities for the SoM, will conduct regulatory surveillance of production approval holders and their suppliers in accordance with each Authority's applicable regulations, policies, practices, criteria, and/or procedures. Scheduled evaluations or audits should be conducted to verify that the production approval holder is in continual compliance with their approved production quality system, manufacturing products and articles that fully conform to the approved design, and are in a condition for safe operation. The Authority for the SoM should verify the correction of all deficiencies.

6.2 Extensions of Production Approvals

6.2.1 As the Authority of the SoM, the CAAC and the GCAA may authorize production approval extensions, to include manufacturing sites and facilities in each other's countries or in a third State. The Authority for the SoM remains responsible for the surveillance and oversight of these manufacturing sites and facilities.

6.2.2 Each Authority for the SoM is responsible for surveillance and oversight of its production approval holders' operations located within the jurisdiction of the other Authority. Routine surveillance and oversight may be performed by the CAAC or the GCAA on the other's behalf through the provisions of Section VIII.

6.2.3 Either Authority for the SoM may seek assistance with regulatory surveillance and oversight functions from the Civil Aviation Authority (CAA) of a third State when a production approval has been granted or extended. This should be done only when a bilateral arrangement for technical assistance has been formalized between the CAAC or GCAA and the CAA of the third State.

6.3 Production Approvals Based on Licensing Agreement

6.3.1 The Authorities recognize that some business relationships may result in the licensing of data for products or articles designed under one Authority's approval and manufactured under the other Authority's approval. In such cases, the Authorities will work together to develop an arrangement defining their regulatory responsibilities to ensure accountability under Annex 8 to the Chicago Convention. Such arrangements will address the responsibilities of the SoD and the SoM and will be documented in accordance with Section IX of these Implementation Procedures.

6.3.2 For products and articles, either Authority may grant a production approval in its respective State based on design data obtained through a licensing agreement (i.e., licensing the rights to use the design data) with the design approval holder in the other Authority's State, or in a third State, to manufacture that product or article.

In this case, the Authority granting that production approval should have a validated design approval and ensure the establishment of adequate manufacturing processes and quality control procedures to assure that each part conforms to the approved licensed design data. There must also be procedures to ensure that all changes to be introduced into the design by the production approval holder are approved. These design changes will be submitted to the type design holder who will obtain approval from its Authority using established procedures. Production approvals based on a licensing agreement covered under the scope of these Implementation Procedures will require a Management Plan. For those that are not covered under the scope of these Implementation Procedures, a Special Arrangement and Management Plan may be required, in accordance with Section IX, Special Arrangements and Management Plans.

6.3.3 For any TC/PC split, the CAAC and GCAA will follow the following steps:

6.3.3.1 Applicant to notify both Authorities

6.3.3.2 Both Authorities to communicate and agree on the request

6.3.3.3 SoM to issue the production approval.

6.3.3.4 CA to update TCDS and VA to update VTCDS by adding new production approval

6.3.3.5 Both Authorities to conclude a Management Plan

6.4 Supplier Surveillance – Outside the State of Manufacture (SoM)

6.4.1 The Authority for the SoM will include in its regulatory surveillance and oversight programs a means of surveillance of persons/suppliers, located outside its State. This surveillance and oversight will be equivalent to the program for domestic suppliers. This surveillance activity will assist the Authorities in determining conformity to approved design and if articles are safe for installation on type certificated products.

6.4.2 Each Authority for the SoM is responsible for surveillance and oversight of its production approval holders' suppliers located in the other State's jurisdiction. Routine surveillance and oversight may be performed by the other Authority through the provisions of Section VIII.

6.4.3 Either Authority may request that the other Authority conduct regulatory surveillance on its behalf for facilities located within the other Authority's country. The assisting Authority may either use its own policies, practices and procedures or those of the requesting Authority. Details of this assistance will be documented in a management plan.

6.4.4 The Authority for the SoM may seek assistance with regulatory surveillance oversight functions from the CAA of a third State in which the supplier is located. This may only be done when an agreement/arrangement for this purpose has been formalized between the CAAC or the GCAA and the CAA of the third State.

6.4.5 The production approval holder may not use a supplier in a State where the Authority of the production approval holder is denied unimpeded access, by either the supplier or the supplier's CAA, to the supplier's facility to perform surveillance

activities. The production approval holder also may not use a supplier located in a State if that State denies entry to the Authority of the production approval holder.

6.5 Multi-National Consortia

6.5.1 Approvals may be issued to multi-national consortia for the design and production of products and/or articles in either China or UAE. These consortia clearly designate one SoD and one SoM, for the purposes of regulatory accountability. There may be domestic and international suppliers to the approval holder(s) that produce parts for use in the final product.

6.5.2 The CAAC and the GCAA will continue to conduct regulatory surveillance and oversight of the domestic design and production approval holder and should emphasize surveillance and oversight of parts suppliers. Each Authority will use its regulatory surveillance and oversight programs that best enable it to ensure the consortia suppliers are producing parts that conform to the approved design and are in a condition for safe operation.

# *SECTION VII EXPORT AIRWORTHINESS APPROVAL PROCEDURES*

## 7.1 General

7.1.1 Export Certificates of Airworthiness are issued by the CAAC and the GCAA for completed aircraft. Authorized Release Certificates (Airworthiness Approval Tags), or equivalent, are issued by the CAAC and the GCAA for aircraft engines, propellers, and articles.

7.1.2 The CAAC's requirements and procedures for import are described in CCAR-21 and AP-21-51. The GCAA's requirements and procedures for import can be sought directly from the GCAA Point of Contact in Appendix A.

7.1.3 The CAAC's requirements for issuing export airworthiness approvals are described in CCAR-21, AP-21-51 and AP-21-52. The GCAA's requirements for issuing export airworthiness approvals can be sought directly from the GCAA Point of Contact in Appendix A.

## 7.2 New or Used Aircraft Exported for which a Design Approval Has Been Granted

7.2.1 Except as provided in 7.7, the IA will accept an Export Certificate of Airworthiness on new aircraft and on used aircraft only if a TC holder exists to support continuing airworthiness of such aircraft, identified in 2.2.2 when the EA certifies that each aircraft:

7.2.1.1 Conforms to a type design approved by the IA (including all applicable STCs);

7.2.1.2 Has undergone a final operational check;

7.2.1.3 Is in a condition for safe operation, including compliance with applicable IA ADs;

7.2.1.4 Meets all additional requirements prescribed by the IA in 7.9, as notified; and

7.2.1.5 Additional requirement for Used Aircraft:

(a) Is properly maintained using approved procedures and methods throughout its service life to the requirements of an approved maintenance program as evidenced by logbooks and maintenance records; and

(b) Records which verify that all overhauls, major changes and repairs were accomplished in accordance with approved data.

7.2.2 Each aircraft imported to China or UAE with an EA airworthiness approval will have an Export Certificate of Airworthiness and should contain information equivalent to the following comment: "The [INSERT AIRCRAFT MODEL AND SERIAL NUMBER] covered by this certificate conforms to the type design approved under the TC Number [INSERT TC NUMBER, TCDS REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation," and any other clarifying language as specified in the TCDS. Under certain conditions, the IA may decide that an Export Certificate of Airworthiness is not required for used aircraft.

7.2.3 When a China or UAE SoD used aircraft is to be imported from a third State into the China or UAE, the CAAC or the GCAA, as the SoD Authority will, upon request by the other, assist in obtaining information regarding the configuration of the aircraft at the time it left the manufacturer. The SoD Authority will also provide, upon request, information regarding subsequent installations on the aircraft they have approved.

7.2.4 If a used civil aircraft produced in China or UAE has been used in military service in either country at any time, the EA will consult with the IA to determine if they will accept such an aircraft.

7.2.5 Acceptance of Used Aircraft Being Exported (Returned) to the original SoD

7.2.5.1 Either Authority will accept an Export Certificate of Airworthiness on a used aircraft being exported (returned) to the original SoD for the aircraft, when the conditions of 7.2.1 have been met.

7.2.5.2 If the EA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the IA accordingly.

7.2.6 Acceptance of Used Aircraft for which a third State is the SoD

7.2.6.1 The IA will accept Export Certificates of Airworthiness from the EA for used aircraft for which a third State is the SoD.

7.2.6.2 For used aircraft being imported from UAE to China, or from China to UAE, the conditions of 7.2.1 must be met.

7.2.6.3 If the EA is not in a position to assess whether or not the used aircraft satisfies the above conditions, it will inform the IA accordingly.

7.3 <u>New Aircraft Engines and New Propellers Exported to China or UAE</u>

7.3.1 Except as provided in 7.8, the IA will accept the EA's Authorized Release Certificates, or equivalent, certifying that each new aircraft engine or new propeller identified in paragraph 2.2.3 exported to China or UAE:

7.3.1.1 Conforms to a type design approved by the IA, as specified in the IA's TCDS, and any additional STCs accepted by the IA;

7.3.1.2 Has undergone a final operational check;

7.3.1.3 Is in a condition for safe operation, including compliance with applicable IA ADs; and

7.3.1.4 Meets all additional requirements prescribed by the IA in 7.9.

7.3.2 Each new aircraft engine and propeller exported will have an Authorized Release Certificate, or equivalent, that identifies the IA's approved design data.

7.3.3 For new aircraft engines and propellers, the Authorized Release Certificate, or equivalent, should contain information equivalent to the following statement:

"The [INSERT AIRCRAFT ENGINE OR PROPELLER MODEL AND SERIAL NUMBER] covered by this certificate conforms to the type design approved under the IA's TC Number [INSERT TYPE CERTIFICATE NUMBER, TCDS REVISION LEVEL, AND DATE], and is found to be in a condition for safe operation and has

undergone a final operational check," and any other clarifying language as specified in the IA's TCDS.

7.4 New CAAC TSO Articles

Under the provisions for CAAC TSO articles as detailed in Section III, the IA shall accept the EA's Authorized Release Certificate, or equivalent, for articles only when the EA certifies, that the article:

7.4.1 Conforms to the CAAC TSOA approved design;

7.4.2 Complies with all applicable EA ADs; and

7.4.3 Meets all additional requirements prescribed by the IA in 7.9, as notified.

7.5 New civil aviation chemical products

Under the provisions for civil aviation chemical products approved under CAAC design/ production approval letter as detailed in Section III, the IA shall accept the EA's Authorized Release Certificate, or equivalent, for civil aviation chemical product only when the EA certifies, that the civil aviation chemical product:

7.5.1 Conforms to design approved under the CAAC civil aviation chemical products design/production approval letter;

7.5.2 Complies with all applicable EA ADs; and

7.5.3 Meets all additional requirements prescribed by the IA in 7.9, as notified.

7.6 Modification and Replacement Parts

7.6.1 The IA will accept the EA's Authorized Release Certificates, or equivalent, on modification and/or replacement parts as identified in 2.2.3 only when the EA certifies by issuance of an Authorized Release Certificates, or equivalent, that each part:

7.6.1.1 Conforms to the applicable CAAC or GCAA approved design data and is in a condition for safe operation; and

7.6.1.2 Meets all additional requirements prescribed by the IA, in 7.9, as notified.

7.6.2 When parts are shipped under direct ship authorizations, the accompanying EA's Authorized Release Certificate, or equivalent documentation, must indicate that the responsible manufacturing/production approval holder has authorized direct shipment. This indication may be a supplemental "remark" entry on the Authorized Release Certificate, or equivalent, indicating the authorization to the supplier for direct shipment of parts from the supplier's location.

7.6.3 Each part exported to the importing State with the EA's airworthiness approval will have an EA's Authorized Release Certificate or equivalent.

7.7 Coordination of Exceptions on an Export Certificate of Airworthiness

7.7.1 The EA will notify the IA prior to issuing an Export Certificate of Airworthiness when non-compliance with the IA's approved type design is to be noted exporting approval document. This notification should help to resolve all issues concerning the aircraft's eligibility for an airworthiness certificate.

7.7.2 In all cases, a written acceptance of the exceptions from the IA is required before the issuance of the EA's Export Certificate of Airworthiness. A copy of this written acceptance will be included with the export documentation.

7.8 Coordination of Exceptions on an Authorized Release Certificate

7.8.1 The EA will notify the IA prior to the issuance of an Authorized Release Certificate for an aircraft engine, propeller, or TSO/PMA article when noncompliance with the IA approved design is to be noted in the "Remarks" block of the Authorized Release Certificate. This notification should help resolve all issues regarding the aircraft engine, propeller, or TSO/PMA article's installation eligibility.

7.8.2 In all cases, a written acceptance from the IA is required before the issuance of the EA's Authorized Release Certificate. A copy of this written acceptance will be included with the export documentation.

7.9 Additional Requirements for Imported Products

The following identifies those additional requirements which must be complied with as a condition of acceptance for products and articles imported into China or UAE, for use on a China-registered aircraft or UAE-registered aircraft, respectively:

7.9.1 Identification and Marking

Aircraft, aircraft engines, propellers and articles must be identified in accordance with CCAR-21 and CCAR-45 for China-registered aircraft and CAR-21 and CAR-RCA for UAE-registered aircraft. Identification plates should have the manufacturer's legal name or as it appears in the approved data of the type design.

7.9.2 Instructions for Continued Airworthiness (ICA)

ICA and maintenance manuals having airworthiness limitation sections must be provided by the type certificate holder as prescribed in CCAR 21.50 and CAR-21.

7.9.3 Aircraft Flight Manual, Operating Placards and Markings, Weight and Balance Report, and Equipment List

Each aircraft must be accompanied by an approved AFM, including all applicable supplements. The aircraft must also have the appropriate operating placards and markings, a current weight and balance report, and a list of installed equipment.

7.9.4 Logbooks and Maintenance Records

Each aircraft (including the aircraft engine, propeller, rotor, or article) must be accompanied by logbooks and maintenance records equivalent to those specified in CCAR 91.611 and 91.613 for China-registered aircraft and CAR M.305, and M.401 for UAE-registered aircraft and. The maintenance records must also show that, for a used aircraft, that aircraft has had a 100-hour inspection, or equivalent, as specified in CCAR 21.174 for China-registered aircraft and CAR M.305 for UAE-registered aircraft.

# *SECTION VIII TECHNICAL ASSISTANCE BETWEEN AUTHORITIES*

## 8.1 General

8.1.1 CAAC or GCAA may request technical assistance to the other, that will be provided after mutual agreement, and as resources permit. Each request will be handled on a case-by-case basis.

8.1.2 Each written request should include sufficient information for the task to be performed and reported back to the requestor.

8.1.3 Every effort should be made to have tasks performed locally on each other's behalf. These supporting technical assistance activities do not relieve the requesting Authority of the responsibilities for regulatory control, environmental certificate, and airworthiness approval of products and articles manufactured at facilities located outside of the requesting Authority’s country.

8.1.4 CAAC and GCAA will use their own policies and procedures when providing such technical assistance to the other, unless other special arrangements are agreed upon.

8.1.5 Where the technical assistance is repetitive or long-term, a special arrangement may be needed.

# *SECTION IX SPECIAL ARRANGEMENTS*

## 9.1 General

9.1.1 It is anticipated that situations may arise that have not been specifically addressed in this WA but are within the scope of the MOU. Where such a situation arises, it will be reviewed by the respective responsible persons for the administration of this WA according to 1.5.1, and they will mutually agree to an arrangement to address the situation.

9.1.2 Where a situation is unique, with little possibility of repetition, the arrangement will be of limited duration. However, if a situation has anticipated new technology, or management developments that could lead to further repetitions, then this WA will be revised accordingly by CAAC and GCAA.

9.1.3 Arrangements shall be developed and administered by the focal points for this WA, listed in Appendix A. Special arrangements may be posted on both CAAC and GCAA websites for public viewing, as appropriate.

## *SECTION X AUTHORITY*

10.1 General

10.1.1 The designated focal point offices for the administration and implementation of this WA are identified in Appendix A to this WA.

10.1.2 Any existing understanding or arrangement relating to the acceptance of aviation certification between CAAC and GCAA will be superseded by this WA.

10.1.3 CAAC and GCAA acknowledge that nothing in this WA legally restricts or enlarges either Authority's statutory functions, powers or duties.

10.1.4 The foregoing record represents the understanding reached between the Civil Aviation Administration of China and the General Civil Aviation Authority of United Arab Emirates upon the matters referred to therein.

10.1.5 This WA enters into force as specified in 1.9.1.

10.1.6 CAAC and GCAA agree to the provisions of this WA as indicated by the signature of their duly authorized representatives.

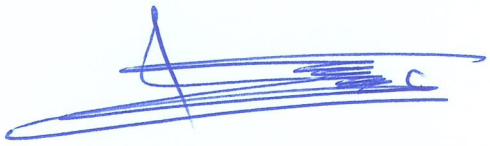
For the Civil Aviation Administration of China

Xu Feng

Director General, Aircraft Airworthiness Certification Department

Date: March 23, 2026

For the General Civil Aviation Authority of United Arab Emirates



Aqeel Ahmad Al Zarouni

Assistant Director General – Aviation Safety Affairs

Date: 6 April 2026

# *APPENDIX A ADDRESSES*

The designated focal point offices for this WA are:

| ***For CAAC*** | ***For GCAA*** |
|---|---|
| Airworthiness Reguation & Standards Division | Department of Airworthiness - Aviation Safety Engineering |
| Aircraft Airworthiness Certificaiton Department | General Civil Aviation Authority (GCAA) |
| Civil Aviation Administraion of China (CAAC) | Marrakech Street |
| Mailing Address and Office Location: | Al Garhoud, Dubai |
| No. 155 Dongsi West Street | United Arab Emirates |
| Beijing 100710 | Email: Airworthiness_Engineers@gcaa.gov.ae |
| China | |
| E-mail: jy_zhao@caac.gov.cn | |

## CAAC Offices

### Key Contacts for this Working Arrangement

### Contact Point for Airworthiness Directives

General Affairs Division
Aircraft Airworthiness Certification Department
No.155 Dongsi West Street
Beijing 100710
China
Tel: 86-10-64091306
Fax: 86-10-64033087
E-mail: cad@caac.gov.cn

### Contact Point for FM&D/SDR

General Affairs Division
Aircraft Airworthiness Certification Department
No. 155 Dongsi West Street
Beijing100710
China
Tel: 86-10-64091306
Fax: 86-10-64033087
E-mail: jy_yu@caac.gov.cn

## CAAC Headquarters
## Aircraft Airworthiness Certification Department

General Affairs Division
No. 155 Dongsi West Street
Beijing 100710
China
Tel: 86-10-64091306
Fax: 86-10-64033087
E-mail: jy_yu@caac.gov.cn

Airworthiness Certification Division
No. 155 Dongsi West Street
Beijing100710
China
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Fax: 86-10-64033087
E-mail: yl_cui@caac.gov.cn

Airworthiness Regulation & Standards Division
No. 155 Dongsi West Street
Beijing 100710
China
Tel: 86-10-64091321
Fax: 86-10-64033087
E-mail: jy_zhao@caac.gov.cn

## GCAA Offices

**Contact Point for GCAA**

Department of Airworthiness - Aviation Safety Engineering
General Civil Aviation Authority (GCAA)
Marrakech Street
Al Garhoud, Dubai
United Arab Emirates
Email: Airworthiness_Engineers@gcaa.gov.ae

# *APPENDIX B LIST OF SPECIAL ARRANGEMENTS*

**[Reserved]**

## *APPENDIX C LIST OF ACRONYMS*

| | |
|---|---|
| AC | Advisory Circular |
| AD | Airworthiness Directive |
| AEG | Aircraft Evaluation Group |
| AFM | Aircraft Flight Manual |
| ALS | Airworthiness Limitations Section |
| AMOC | Alternative Methods/Means of Compliance |
| CA | Certificating Authority |
| CAAC | Civil Aviation Administration of China |
| CCAR | China Civil Aviation Regulations |
| DAH | Design Approval Holder |
| EA | Exporting Authority |
| ELOS | Equivalent Level of Safety or Finding |
| FM&D | Failures, Malfunctions and Defects |
| GCAA | General Civil Aviation Authority of United Arab Emirates |
| IA | Importing Authority |
| ICA | Instructions for Continued Airworthiness |
| ICAO | International Civil Aviation Organization |
| MOU | Memorandum of Understanding between the General Civil Aviation Authority of United Arab Emirates and the Civil Aviation Administration of China on Promotion of Civil Aviation Safety, dated 9th February 2026. |
| SDR | Service Difficult Reports |
| SoD | State of Design |
| SoDM | Sate of Design Modification |
| SoM | State of Manufacture |
| SoR | State of Registry |
| STC | Supplemental Type Certificate |
| TC | Type Certificate |
| TCDS | Type Certificate Data Sheet |
| TSO | Technical Standard Order |
| WA | Working Arrangement |
| VA | Validating Authority |