

**WORKING ARRANGEMENT  
ON TYPE VALIDATION AND CONTINUED  
AIRWORTHINESS FOR  
UNMANNED AIRCRAFT SYSTEM (UAS)**

between

**DIRECTORATE GENERAL OF CIVIL AVIATION  
(DGCA) INDONESIA**

and

**CIVIL AVIATION ADMINISTRATION OF CHINA  
(CAAC)**

## **I. PURPOSE**

The purpose of this Working Arrangement between Directorate General of Civil Aviation (DGCA), Ministry of Transportation, Republic of Indonesia and the Civil Aviation Administration of China (CAAC) is to define the working relations between the DGCA and the CAAC for DGCA UAS validation of TC for Unmanned Aircraft System (UAS) designed and produced in China.

This Working Arrangement is promulgated in accordance with the Memorandum of Understanding (MOU) on the Acceptance of Airworthiness Statements for Aeronautical Products between Directorate General of Air Communications the Republic of Indonesia (current name is Directorate General of Civil Aviation) and Civil Aviation Administration of China the People's Republic of China signed on 22 May 2000.

## **II. OBJECTIVE**

This arrangement is intended to accomplish the following objectives:

1. To establish working procedures and describe the respective responsibilities of each authority.
2. To enhance the timely identification and communication of issues and concerns related to UAS certification.
3. To reduce duplication of certification efforts.
4. To facilitate the transfer of knowledge pertaining to technical cooperation.
5. To promote the harmonization of applicable airworthiness and operational requirements.

## **III. SCOPE**

This arrangement is intended to support the DGCA UAS validation of Type Certificate. The provisions of the arrangement are structured, where possible to give credit to the inspections, tests, demonstrations, evaluations, and approvals granted by the CAAC.

For that purpose, in addition to the provisions defined in the MOU on the Acceptance of Airworthiness Statements for Aeronautical Products between DGCA, the Republic of Indonesia and CAAC, the People's Republic of China, specific project procedure has been developed for this project to take account, where possible, of the results of the DGCA UAS validation of Type Certificate model. This arrangement is in addition to, and it is not intended to supersede any duties and responsibilities levied upon the signatories by other regulations upon (i.e MOU, directives, or contractual provisions). The Unmanned Aircraft Systems (UAS) eligible to apply for a Validation Type Certificate are listed in the Appendix 1 to this Working Arrangement.

## **IV. DEFINITIONS**

The following notions are defined for purpose of this document:

1. The DGCA List of Differences (DGCA LOD):

Means the list of those conditions in the DGCA Certification Basis which are different from the CAAC Certification Basis that are necessary to account for all differences between the applicable certification regulations of the DGCA and the CAAC

requirements, associated technical policy material and means of compliance.

**2. The DGCA List of important Differences:**

Means the list of those conditions in the DGCA Certification Basis which are different from the CAAC Certification Basis that are necessary to account of the CAAC and the DGCA requirements, associated technical policy material and means of compliance. A difference will be considered as important if it affects design or will require additional compliance demonstrations.

**3. Certification Action Items (CAI):**

Means a method for describing and tracking the resolution of type certification items requiring special attention occurred during the DGCA validation program and post TC activities.

CAI shall be developed and issued for the following:

- a) To review the suitability of a proposed demonstration of compliance with specific requirements.
- b) To identify areas and justify extent of direct involvement in the compliance finding process by the DGCA team.
- c) To provide the CAAC adequate material to verify compliance demonstrations with DGCA Differences.

**4. Validation:**

Means Type Certification, or equivalent, of an aircraft following a simplified investigation process by the DGCA Team on behalf of the National Aviation Authorities, based on CAAC Type Certification and focusing on the DGCA LOD.

**5. Certification Review Item (CRI)/Issue Paper (IP):**

Means a major certification subject and will be raised in the following cases:

- a) To record the process followed to define and record the content of the DGCA certification basis identifying the nature of each requirement.
- b) To develop and administer DGCA Special Conditions.
- c) To administer new DGCA policies, e.g. means of compliance, interpretations.
- d) To administer exceptions, equivalent level of safety findings or exemptions.
- e) To identify the DGCA LOD items.
- f) To deal with novel and unusual design features.
- g) To record the application of new DGCA requirements, if different from CAAC requirements.
- h) To record controversial subjects.
- i) To list specific design changes required for compliance with the DGCA certification basis.
- j) To record Additional National Design Requirements.

**6. CAAC findings of Compliance**

Means the normal CAAC certification and approval process of evaluating the UAS to verify compliance with applicable DGCA regulations.



## **V. VALIDATION OF TYPE CERTIFICATE ACTIVITIES**

### **CAAC/DGCA COMMUNICATIONS AND PROCEDURES.**

All formal correspondence between the CAAC and the DGCA shall be conducted between the CAAC UAS Project Certification Manager (PCM) and the DGCA Project Manager (PM). Direct informal discussions between technical specialists are encouraged and may include the exchange of technical information. The outcomes of such discussions should be communicated to the CAAC UAS PCM and the DGCA PM. Any meetings conducted by the DGCA with UAS manufacturers regarding certification matters shall require prior coordination among the DGCA, the CAAC, and the affected UAS manufacturers. The DGCA shall endeavor to identify meetings for which CAAC participation is particularly warranted. The CAAC retains the right to attend such meetings.

## **VI. DGCA RESPONSIBILITIES**

1. Considering the Specific Procedures to be applied for that project (see item SCOPE above), DGCA Certification Basis will be established for the UAS with the principles below:
  - a) The DGCA shall establish a certification basis for the product design in accordance with DGCA airworthiness standards and environmental protection requirements for similar product, giving consideration to the standard which were in effect in the DGCA at the time that application was received for the product type design approved by the CAAC.
  - b) The certification basis defined by the DGCA will consist of airworthiness standards and environmental protection requirements as applied under CAAC certification system, plus any additional technical condition specified by the DGCA to establish an equivalent level of safety in accordance with CASR Part 21 and will be finalized via the agreed Issue Paper for DGCA certification basis.
2. DGCA and CAAC encourage the VTC applicant, together with any potential customer if applicable, to consider fully the operational requirements in Indonesia during the validation process and incorporate the relevant design in the configuration to be validated.
3. The DGCA certification basis will be notified to the UAS manufacturers and the CAAC in the DGCA Issue Paper (IP).
4. The DGCA will establish DGCA LOD starting from the DGCA initial LOD. DGCA will notify the CAAC and UAS manufacturers in writing of the DGCA initial LOD and any subsequent changes. The DGCA will provide the CAAC with appropriate interpretative material to enable the CAAC to make finding of compliance, on behalf of the DGCA, with these conditions.
5. The DGCA and CAAC will agree upon a deadline by which the delegation to the CAAC for findings of compliance with the DGCA LOD items must be completed.



6. For administering findings of compliance (e.g. interpretations to be applied, agreed means of compliance, the stage at which the compliance finding was delegated to the CAAC) with DGCA LOD items, the DGCA may issue Certification Action Items (CAI).
7. The DGCA will identify as early as possible those DGCA LOD items and other relevant matters in which to be directly involved during the compliance demonstration process and will inform the CAAC in writing of its conclusions following its investigation.
8. The DGCA shall notify the CAAC and relevant UAS manufacturers of any test witnessing activities it elects to participate in regarding Additional Technical Conditions. Such notification shall ordinarily specify in the Certification Application Instrument (CAI):
  - a) the DGCA Level of Involvement (LOI); and
  - b) any other items requiring DGCA participation for the demonstration of compliance findings.
9. The DGCA will provide a Summary List and a copy of all CRI, IP and CAI, and revisions thereof, to the CAAC, including copies of DGCA correspondence with UAS manufacturers relating to CRI, IP and CAI and special interest issues.
10. The DGCA will notify the CAAC (with copy to the UAS manufacturers) the status of each CRI, IP or CAI and will request formal CAAC and UAS Manufacturer position statements.
11. The DGCA will provide UAS manufacturers and the CAAC with List of Important Difference. The only purpose of this list is to have an accessible overview of all important Difference as noted by the DGCA for the Type Certification of the UAS which is produced by UAS manufacturers.
12. The DGCA will process the validation of the TC upon receipt of the CAAC endorsement letter and the UAS manufacturer's application. The DGCA will also support knowledge transfer and regulatory harmonization activities.

#### **VII. CAAC RESPONSIBILITIES**

1. CAAC shall assess compliance with the DGCA LOD items using the interpretative materials provided by the DGCA, as outlined in DGCA Responsibilities.
2. CAAC shall provide comments on CRI, IP, and CAI in either of the following circumstances:
  - a) when the Directorate General of Civil Aviation (DGCA) has formally requested CAAC position statements; or
  - b) when the CAAC deems such commentary appropriate.
3. CAAC will provide DGCA with a formal written attestation confirming that the CAAC has determined compliance with the DGCA certification basis.



4. CAAC will ensure that any substantiating document deemed necessary to find compliance provided in English.
5. CAAC will support the transfer knowledge and regulation harmonization activities.

#### **VIII. SPECIFIC TESTS FOR WHICH DGCA WILL BE INVOLVED**

1. The DGCA shall notify the CAAC and UAS manufacturers when requesting CAAC to witness tests for Additional Technical Conditions on DGCA's behalf. Such notification shall include identification of the DGCA-approved test program to be utilized for compliance demonstration.
2. CAAC will verify the reported certification test results and will forward them to the DGCA. DGCA will review these test results and notify CAAC (with copy to UAS manufacturers) of their conclusions.
3. The DGCA may request CAAC to approve the test program and/or the test results report on behalf of the DGCA.

#### **IX. POST TYPE CERTIFICATION ACTIVITIES**

##### **Continued Airworthiness**

1. In accordance with ICAO Annex 8, CAAC will promptly inform DGCA of all mandatory airworthiness modifications, special inspections, special operating limitations or other actions necessary for maintaining the continuing airworthiness of the UAS, including any remote pilot stations, engines and propellers, and making any applicable Airworthiness Directive available to DGCA in time.
2. DGCA will promptly notify CAAC and UAS manufacturer of any unsafe condition associated with the design, manufacturing or maintenance of products that are in service in the Republic of Indonesia.
3. CAAC will notify DGCA, where appropriate, of any action it deems necessary to correct any unsafe conditions in the type design that may be discovered after the validation, including any actions in respect of components designed or manufactured by a supplier under contract to UAS manufacturers.
4. CAAC, upon request, will assist DGCA in establishing procedures deemed necessary by DGCA.
5. CAAC will notify DGCA any revocation, suspension, or transfer of the CAAC Type Certificate, and be responsible as state of design to do evaluation for any matters regarding the continuing airworthiness for the product.
6. The DGCA could determine the continuing airworthiness of an aircraft in relation with the airworthiness requirement in force to that aircraft



## **X. OPERATIONAL DATA AVAILABILITY**

The CAAC will ensure the applicant provides a complete set of operational data and any updates to this data to Indonesian operators before it is required for use by training organizations or operators in Indonesia.

## **XI. DESIGN CHANGES**

1. According to DGCA procedures, DGCA recognized without further investigation of the CAAC approval of design changes or modifications which do not affect Type Certificate Data Sheet (TCDS). DGCA reserves the right to conduct technical validations. The DGCA shall formally notify the UAS manufacturers and the CAAC of such validation requirements. When investigation is completed for these changes, DGCA will notify CAAC and UAS manufacturers of their approval. CAAC will make available any applicable CAAC's Issue Papers applicable to such changes to DGCA.
2. At the request of the DGCA, the CAAC will assist the DGCA in determining whether the design of alterations, modifications or repairs made under the control of the DGCA, complies with the DGCA certification basis before the change is approved and implemented.

## **XII. DOCUMENTS**

### **DOCUMENTS ASSOCIATED WITH TYPE CERTIFICATION REQUIRING FORMAL APPROVAL**

During the validation process, there are documents which require formal approval as necessary, included are:

1. Approved Airplane Flight Manual
2. Approved Airworthiness Limitations, or equivalent
3. Certification Maintenance Requirements, or equivalent
4. Instruction for Continued Airworthiness, or equivalent

Other documents will be added, as appropriate.

## **XIII. UAS MANUFACTURERS DATA**

All data received by the DGCA during the validation process and which is the property of UAS manufacturers will be protected from disclosure to third parties or persons in accordance with the laws pertaining to and regulations of the DGCA.

## **XIV. AMENDMENTS**

This arrangement or appendix can be changed with the mutual agreement of the parties. Any changes in the services provided or provisions must be submitted at least 120 days before the Working Arrangement is ended and formalized with appropriate written amendment signed by both parties. Amendments to the Appendix will not require the main body of the arrangement to be resigned. The amendments to Appendix 1 will be initiated by CAAC with recommendation letter of a new application. DGCA will reply a letter to CAAC to confirm the amendment. The amendments to Appendix 2 will be initiated by CAAC or DGCA and completed through letter exchange if any information related needs to be updated.

**XV. ENTRY INTO FORCE, DURATION, TERMINATION**

1. This Working Arrangement shall enter into force upon signature of both Parties and shall remain in force until terminated.
2. This Working Arrangement remains valid for the entire UAS certification process until both parties agree to change it in writing. Certain important terms will continue even after termination.
3. Each Party may terminate this Working Arrangement at any time by giving to the other Party written notifications at least 60 (sixty) days in advance.

The expiration of the term or termination hereof will automatically discontinue any on-going activities or projects made under this Working Arrangement, unless the Parties decide otherwise.

**XVI. AUTHORITIES**

The DGCA and the CAAC agree to the provisions of this working arrangement as indicated by the signature of their duly authorized representatives.

Signed in duplicate at \_\_\_\_\_, on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, in the English Language.



Sokhib Al Rokhman  
Director of Airworthiness &  
Aircraft Operations  
DGCA-Indonesia

Xu Feng  
Director General  
Aircraft Airworthiness Certification  
Department  
CAAC

Date 21 October 2025

Date 14/11-2025

## Appendix 1

The Unmanned Aircraft Systems (UAS) eligible to apply for a Validation Type Certificate as follow:

1. UAS Model HY100, by URSA Aeronautical Technology Co., Ltd
2. UAS V2000CG, by Shanghai Autoflight Co., Ltd.



## Appendix 2

### Address

#### CAAC:

Director General of Aircraft Airworthiness Certification Department

No. 155, Dongsixidajie, Beijing, China-100710

Tel: (+8610) 64091329

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Email: [xufeng@caac.gov.cn](mailto:xufeng@caac.gov.cn)

#### DGCA:

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