



Working Arrangement

between

**The General Civil Aviation Authority (GCAA) of the
United Arab Emirates**

and

The European Aviation Safety Agency (EASA)

**The European Aviation Safety Agency (EASA) and the General Civil Aviation
Authority of the United Arab Emirates (GCAA),**

Considering the common interest of EASA and GCAA to achieve a high uniform level of civil aviation safety and environmental compatibility;

Recognising the emerging trend toward multinational design, production, maintenance and interchange of civil aeronautical products;

Having noted the growing number of European civil aviation products imported into, and the development of design, production and maintenance activities, in the United Arab Emirates;

Taking note that GCAA have decided to implement the same rules and requirements than EASA in these fields and recognising the need to provide it with sufficient awareness of EASA rule changes to maintain uniformity;

Desiring to avoid duplicating certification tasks already done by either party when issuing their own certificates;

Recognising the expertise acquired by EASA in executing such certification tasks and the support it can bring to GCAA while it builds its own capabilities;

Have, consistent with the Memorandum of Understanding on Aviation Safety and Airworthiness signed in Abu Dhabi by Mr. **Mohammed Ghanim Al Ghaith**, Director General of GCAA and Mr. **Patrick Goudou**, Executive Director of EASA on 7 February 2006, agreed the present Working Arrangement.

1. OBJECTIVES

This Working Arrangement is intended to accomplish the following objectives:

1.1. To reduce the economic burden imposed on aviation industries and operators by avoiding redundant technical evaluations, tests and inspections in the field of airworthiness and environmental protection through relevant procedures which give maximum practicable credit to technical evaluations, test results, inspections, conformity statements, marks of conformity and certificates issued by EASA or GCAA as appropriate.

1.2. To encourage co-operation and assistance in achieving common safety objectives by establishing and maintaining airworthiness standards and certification systems that are as similar as is practicable



2. SCOPE

The Working Arrangement applies to:

a) The acceptance by the Importing Party of:

- the design approval, including changes to a design and
- the findings of compliance made by the Exporting Party with the importing party's design related operational requirements, of civil aeronautical products, parts and appliances for which the Exporting Party is the type certifying authority;

b) The acceptance by the Importing Party of the airworthiness certification of civil aeronautical products, parts and appliances that may be exported from each Contracting Party;

c) The co-operation and assistance on continued airworthiness of in-service products, parts and appliances;

d) The co-operation, assistance, and exchange of information regarding safety and environmental standards and certification systems without prejudice of Regulation (EC) 1049/2001 of the European Parliament and the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents.

e) The co-operation in providing technical evaluation assistance

f) The assistance to one authority for the oversight of maintenance of products under the regulatory oversight of the other authority; and

g) The exchange of information in aviation safety matters and the involvement of **GCAA** in **EASA** rulemaking activities.

3. IMPLEMENTATION

This Working Arrangement shall be implemented in accordance with technical procedures mutually agreed. Such procedures shall be consistent with the principles specified in the present Working Arrangement.



4. RULEMAKING CO-OPERATION

4.1 Programming

EASA will systematically send its rulemaking programme to **GCAA** so that it is aware of its rulemaking intentions.

4.2 Notification

Each **EASA** Notice of Proposed Amendment will be made available to **GCAA** at the time of its publication. All routine communication will take place between the rulemaking focal points (see Annex I). The list of focal points will be amended as agreed by the parties, by exchange of letters.

4.3 Co-operation

EASA will take into account **GCAA** comments as much as feasible. It will in particular include such comments in its Comment Response Documents and provide answers to each of them.

4.4 Notification of differences

EASA will notify **GCAA** of its final rule. In case **GCAA** intends to deviate, it will notify so to **EASA**, specifying in particular the exact nature of its differences and the reasons therefore.

5. MISCELLANEOUS

Maintenance review board

The **GCAA** will accept the Maintenance Review Board report or the Maintenance Planning Document, resulting from the **EASA** certification process, as the basis for determining **GCAA** maintenance requirements.

6. COMMUNICATION

The parties will consult regularly about the implementation of this Working Arrangement, in particular if the parties disagree about the content of special conditions or the intend to issue different rules.

In case of persistent disagreement the parties will decide the conditions under which this Working Arrangement and its implementing procedures may be continued and amend it as appropriate.

All communications between **GCAA** and **EASA** will be made in the English language.



7. ENTRY INTO FORCE, AMENDMENT, DURATION AND TERMINATION

7.1 Entry into force and interpretation

This Working Arrangement shall enter into force at the date of signature by the Authorities.

Any disagreement regarding the interpretation or application of this Working Arrangement shall be resolved by common accord by consultation between the EASA and the GCAA.

7.2 Amendment

This Working Arrangement and may be amended by mutual consent between the EASA and the GCAA. Such amendments will be written and made effective by the signatures of the duly authorized representatives or their designees

7.3 Duration and termination


Either Authority may at any time give written notice to the other Authority of its decision to terminate this Working Arrangement. This Working Arrangement shall terminate three months following the date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

Signed in Abu Dhabi on 22/1/ 2008 in duplicate in English language,
on behalf of the:


European Aviation Safety Agency

The General Civil Aviation
Authority of the UAE

By


P. Goudou
Executive Director

By


Mohamed Abdullah Al Salami
Deputy GCAA Chairman
Director General

ANNEX I

Rulemaking Focal Points (Issue 1)

FOR EASA	FOR GCAA
Rulemaking Directorate	Regulations & Investigation Section
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