

**EXTENDED COOPERATION ARRANGEMENT
ON AVIATION SAFETY**

BETWEEN

**GENERAL CIVIL AVIATION AUTHORITY
OF THE UNITED ARAB EMIRATES**

AND

THE EUROPEAN AVIATION SAFETY AGENCY

The General Civil Aviation Authority of the United Arab Emirates (“GCAA”) and the European Aviation Safety Agency (“EASA”) (hereinafter together referred to as “the Authorities”),

Sharing a common purpose and goal in promoting the safe, orderly and sustainable development of international civil aviation;

Recognising their mutual interest in, and the benefit of, strengthening their partnership and cooperation in enhancing aviation safety;

Considering the decision of the GCAA to implement the European Union rules on aviation safety; and

Mindful of their mutual intentions to continue to develop, enhance and maintain the highest professional qualifications of staff involved in the regulation and oversight of aviation activities;

HAVE REACHED THE FOLLOWING UNDERSTANDING:

Article I – Objectives and status of the Cooperation Arrangement

- 1) The Authorities intend to deepen their cooperation on aviation safety regulation, safety promotion and oversight, professional staff development, and coordination of technical cooperation projects.
- 2) Under this arrangement, EASA will assist GCAA in the implementation of the European Union aviation safety rules in order to further enhance safety levels and to facilitate the exchange of aviation products, services and personnel.

Article II – Scope of co-operation

- 1) The Authorities agree to establish the following areas of cooperation:
 - (a) Rulemaking cooperation
 - (b) Aviation safety promotion and sharing of safety Information;
 - (c) Aviation training and professional staff development;
- 2) The Authorities may decide to add additional areas of cooperation in the future by mutual consent. Such extensions will be executed through appropriate amendments to this arrangement.
- 3) The detailed modalities for the implementation of the above specified areas of cooperation will be defined, as appropriate, in technical Annexes attached to this arrangement.

- 4) Issues related to airworthiness and environmental approval of civil aeronautical products, parts and appliances, as well as their continuing airworthiness aspects are addressed separately by the Authorities and outside the scope of this arrangement.
- 5) Issues related to the participation of the GCAA in the EU Safety Assessment of Foreign Aircraft (SAFA) are covered in a separate Working Arrangement.

Article III – Implementation and Coordination

- 1) The Authorities intend to meet on an annual basis to review the functioning of this arrangement. Such meetings will be preferably held on the occasion of other events organised by either Authority in order to optimise the use of resources.
- 2) Additional *ad hoc* meetings may be organised when justified by the need to review the implementation of selected aspects of cooperation between the Authorities, or to discuss technical issues of common interest.
- 3) As an alternative to face-to-face meetings, discussions via videoconference or other available communications facilities can be organised.
- 4) Each Authority will designate a focal point to facilitate the application of this arrangement. Unless otherwise agreed, all communication between the Authorities will be channelled through the designated focal points.
- 5) All communication under this arrangement will be conducted in the English language.

Article IV – Financial Matters

Unless otherwise agreed, each Authority will bear its own costs for all matters under, and related to, this arrangement.

Article V – Amendments

This arrangement may be amended with the agreement of the Authorities. Such amendment(s) shall be formalised by an appropriate supplementary arrangement signed by the Authorities.

Article VI – Resolution of Differences

- 1) In the spirit of co-operation and friendly relations, the Authorities will resolve any differences that may arise in the implementation of this arrangement through consultations.
- 2) In the case of conflicting interpretation of the laws, regulations, requirements, or acceptable means of compliance which cannot be resolved under point (1) above, the interpretation of the Authority whose law, regulation, requirement, or acceptable means of compliance is being interpreted shall prevail.

Article VII – Confidentiality

Neither Authority will, at any time, disclose to any third party, any confidential information of the other Authority which is acquired within the framework of this arrangement without the prior written consent of the other Authority.

Article VIII – Relationship with other agreements and arrangements

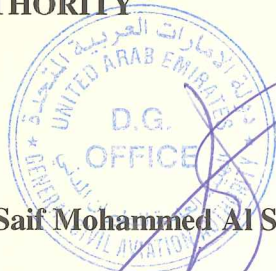
This arrangement has a technical nature and is without prejudice to the provisions of international agreements, or laws and regulations applicable to the Authorities.

Article IX – Entry into Force & Termination

- 1) This arrangement will be applicable as of the date of its signature and will remain in effect, unless discontinued by either Authority giving three months' prior written notice to the other Authority.
- 2) The Authorities should take into account all programmes or arrangements which are on-going at the time of the giving of notice and should endeavour to provide for their completion and/or satisfactory termination with the least possible disruption to each other.

IN WITNESS WHEREOF, the undersigned, duly authorised representatives of the Authorities have signed this arrangement, done in duplicate.

GENERAL CIVIL AVIATION AUTHORITY



Mr Saif Mohammed Al Suwaidi

Director General

Date:

EUROPEAN AVIATION SAFETY AGENCY

Mr Patrick Goudou

Executive Director

Date:

30/7/13

Annex 1

Rulemaking Cooperation

Under this Cooperation Arrangement EASA will support the GCAA in the implementation of the European Union aviation safety rules in the United Arab Emirates.

The scope of the rulemaking cooperation extends to all aspects of aviation safety as covered by Regulation (EU) 216/2008 (as amended) and its implementing rules. It will also cover the issues addressed by EASA Acceptable Means of Compliance (AMC), Certification Specifications (CS) and Guidance Material (GM).

Activities envisaged include the following forms of cooperation:

- 1) GCAA intends to implement a rulemaking process equivalent to the one used by EASA. To support this process:
 - a. EASA will provide information about the structure and principles of the EASA rulemaking processes and procedures;
 - b. GCAA will inform EASA if it has adopted a rule derived from a European Union aviation safety rule or EASA's AMC, CS or GM. When the rule adopted by GCAA differs significantly, GCAA will advise EASA about the nature of the difference and reasons for deviation
- 2) Where appropriate and relevant, EASA will enable the participation of GCAA experts in EASA events, workshops and seminars related to the promotion, implementation and interpretation of the European Union aviation safety rules, EASA AMC, CS or GM;
- 3) GCAA and, EASA may decide to organise joint events in the Gulf region with a view to promoting the European Union aviation safety rules and EASA AMC, CS and GM. In such cases, GCAA will actively contribute to the organisation and implementation of these events, in particular by facilitating the logistical and planning arrangements. The cost sharing for such events will be decided on a case by case basis by EASA and GCAA.

Annex 2

Aviation Safety Promotion and Sharing of Information

EASA and GCAA share the objective of enhancing aviation safety through sharing relevant safety information, promotion of safety enhancement initiatives and conducting research and studies on emerging safety issues.

Activities envisaged include the following forms of cooperation:

- 1) EASA and GCAA will positively consider, while respecting the applicable laws and regulations, each other's requests for providing information on operational and technical incidents and hazards, safety assessments, trend analyses and mitigating measures in cases where mutual safety interests are involved;
- 2) EASA and GCAA will exchange their aviation safety research programmes in order to make each other aware of their respective activities. Based on this information they may also decide to exchange results of research projects or to undertake joint activities;
- 3) GCAA intends to implement in the United Arab Emirates a programme equivalent to the European Strategic Safety Initiative (ESSI). In this respect EASA will enable participation of GCAA experts in the meetings of ESSI and its sub-groups. EASA will also provide information on the principles and arrangements that it put in place to implement the ESSI;
- 4) GCAA and EASA will exchange information on the safety issues of concern and mitigating measures identified in the respective GCAA State Safety Programme and European Aviation Safety Plan (EASp). EASA will also inform GCAA about adoption of the subsequent revisions to the EASp;
- 5) GCAA and EASA may decide to organise joint safety promotion initiatives or events in the Gulf region. In such cases, GCAA will actively contribute to the organisation and implementation of these events, in particular by facilitating the logistical and planning arrangements. The cost sharing for such events will be decided on a case by case basis by EASA and GCAA.

Annex 3

Training and Professional Staff Development

EASA and GCAA share the joint objective to continue to develop, enhance and maintain the highest professional qualifications of their staff involved in the regulation and oversight of aviation activities.

Activities envisaged:

- 1) EASA is currently in the course of development of an 'EASA Academy'. The objective of the project is to set up a centre of technical excellence in order to deliver highest quality training, in particular on European Union aviation safety rules and EASA AMC, CS and GM.

GCAA and EASA intend to explore possible forms of cooperation in order to enable, in the future, access to the training offered by the EASA academy to the United Arab Emirates. This may be addressed in separate arrangements;

- 2) Secondments and staff exchange programmes;
- 3) EASA will make available to GCAA its training curriculum through the EASA Learning Gateway (ELG). Participation of GCAA staff in the ELG training will be possible subject to seat availability, and on a cost recovery basis;
- 4) Subject to availability of resources, exchange of know-how and training on new regulatory and certification concepts, including on issues such as 'Level of Involvement', 'Operational Suitability Data' or 'Maintenance Review Board';