



Federal Aviation
Administration

الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



WORKING PROCEDURE FOR TYPE ACCEPTANCE AND CONTINUED AIRWORTHINESS OF U.S. AERONAUTICAL PRODUCTS

BETWEEN THE

FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

AND THE

GENERAL CIVIL AVIATION AUTHORITY
OF THE
UNITED ARAB EMIRATES

1. Purpose

The purpose of this Working Procedure is to define the procedures by which the Federal Aviation Administration (FAA) of the United States (U.S.) will support the General Civil Aviation Authority (GCAA) of the United Arab Emirates (UAE) in approving aeronautical products and articles exported from the U.S. to the UAE. This document also sets forth the procedures for cooperation between the FAA and the GCAA in the areas of continued airworthiness, including approval of design changes, service difficulty reporting, and accident or incident investigation.

2. Scope

This Working Procedure applies to all U.S. type certificated and manufactured aeronautical products (aircraft, aircraft engines, and propellers), changes to those products, as well as other aeronautical articles (materials, parts, components, processes, or appliances) being exported from the U.S. to the UAE, for which the GCAA requires or requests be issued Export Airworthiness Approvals.

3. Protection of Data

3.1. When the FAA provides information to the GCAA, including but not limited to personal information, pursuant to this Working Procedure and in accordance with applicable U.S. laws and regulations, the FAA will identify whether that information is sensitive or confidential and the nature of that sensitivity or confidentiality. The FAA, subject to U.S. laws and regulations, may impose limitations on the use or disclosure of the information by the GCAA. The GCAA may also impose similar limitations subject to UAE laws, regulations and policies.

- 3.2. The FAA and the GCAA recognize that certain data submitted by a design approval holder is the intellectual property of that holder, and release of that data by the FAA or the GCAA is restricted. The FAA and the GCAA will not copy, release, or show proprietary data obtained from either Authority to anyone other than an FAA or a GCAA employee without written consent of the design approval holder or other data submitter. The FAA or the GCAA will obtain this written consent from the design approval holder through the civil aviation authority of the State of Design and will be provided to the other Authority.

4. Freedom of Information Act (FOIA) Request

The FAA often receives requests from the public under the United States Freedom of Information Act (FOIA) (Title 5 of the United States Code, section 552) (5 U.S.C. 552) to release information that the FAA may have in its possession. The FAA must disclose each record in its possession under the FOIA unless a FOIA exemption applies to that record. Trade secrets and financial or commercial information that is confidential or privileged are examples of criteria that may exempt records from FOIA. Design approval holders' data may include trade secrets or other information that is confidential because release of the information would damage the competitive position of the holder or other person.

5. Type Acceptance

5.1. Application Process

- 5.1.1. The FAA will receive requests from any person who holds or will hold an FAA Type Certificate (TC) or Supplemental Type Certificate (STC) and who seeks GCAA Type Acceptance. The responsible FAA Aircraft Certification Office (ACO) Branch or the Boeing Aviation Safety Oversight Office (BASOO) Branch identified in Appendix A will submit the request to the GCAA Department of Airworthiness. The contact information for the FAA and the GCAA offices for acceptance activities are listed under "Contacts for Acceptance and Continued Airworthiness" in Appendix A.
- 5.1.2. Fees charged to industry for GCAA services will be published on a fee schedule that is publicly available on the GCAA website (or equivalent). This information will include the manner in which such fees may be paid by the applicant to the GCAA.

Note: The application for UAE Type Acceptance and information on fees and charges can be found at GCAA website: www.gcaa.gov.ae.

- 5.1.3. Subject to the availability of resources, the FAA will assist the GCAA in conducting GCAA Type Acceptance of U.S. products.
- 5.1.4. The FAA will coordinate with the applicant to ensure the application is complete, in accordance with the GCAA's requirements. The application package should include a brief description of the product, a copy of the U.S. TC or STC, the Type Certificate Data Sheet ((TCDS) with evidence of noise certification, if applicable, and type certification basis), and the aircraft's intended use and schedule for importation into

the UAE. Additional data may be submitted as described in:

- (a) FAA Advisory Circular (AC) 21-52, *Obtaining Foreign Design Approval/Acceptance of U.S. Products and Articles*, and
- (b) The GCAA letter of initial requirements sent to the TC/STC holder after receiving the application package, and
- (c) GCAA Information Bulletin (IB) 06/2006, *Validation of Foreign Type Certificates*.

Note: The FAA will also refer to FAA Order 8110.52, *Type Validation and Post-type Validation Procedures*, for additional guidance on how the FAA supports the validation by foreign authorities of exported U.S. products.

5.1.5. In addition to the applicable FAA airworthiness requirements, the applicant must demonstrate compliance with the following specific UAE import requirements:

- (a) Compliance with security requirements as per International Civil Aviation Organization (ICAO) Annex 6, chapter 13;
- (b) Compliance with markings and placard requirements in the Arabic language as prescribed in, as applicable, GCAA Civil Aviation Regulations (CAR) OPS 1 or CAR OPS 3 or any other applicable operational regulations;
- (c) Nationality and Registration marks in accordance with CAR Part V Chapter 1, Section 2 or any other applicable regulations;
- (d) Compliance with Noise Requirements as per ICAO Annex 16; and
- (e) Compliance with Fuel Venting and Emission requirements as per ICAO Annex 16.

Note: For the purposes of paragraphs (d) and (e) above, the FAA will verify that the product to be exported is compliant with 14 CFR Part 36 and Part 34, respectively, which the FAA considers equivalent to the requirements of ICAO Annex 16.

5.2. Type Acceptance Process

5.2.1. Type Acceptance is dependent upon effective communication between the FAA, the GCAA, and the applicant. The FAA and the GCAA will communicate with each other early and frequently to achieve concurrence on significant certification issues.

5.2.2. The GCAA will notify the applicant through the appropriate FAA office as indicated in Appendix A:

- (a) Within ten (10) working days that it is in receipt of the application, and
- (b) Within thirty (30) working days if it has identified any missing information required to complete its review.

5.2.3. The GCAA certification basis for the product will consist of the FAA

type certification basis. The GCAA will accept the findings and approvals of the FAA to be the basis for determining whether a GCAA Type Acceptance (TA) certificate or equivalent will be issued. The aircraft's engine, propeller and engine components are to be GCAA-approved as part of the aircraft TC/STC. Depending on the type of aircraft, the FAA will provide additional information, as necessary. The FAA will facilitate the GCAA's participation in the following areas:

- (a) Approval of cabin arrangements/layouts and safety equipment;
- (b) Operational Evaluation Board (OEB) activities;
- (c) Maintenance Review Board (MRB) activities;
- (d) Any training including Type Rating for the GCAA Flight Operations, Airworthiness Inspectors(s) and Airworthiness Engineers; and
- (e) Any other area identified in the course of the TC Acceptance Process.

Note: In case OEB and MRB activities are already completed, the final reports will be submitted to the GCAA.

- 5.2.4. In addition to accepting compliance with applicable FAA airworthiness requirements, the GCAA will advise the FAA of any additional technical conditions to be imposed on the product. The GCAA will also assist the FAA in understanding and applying those additional technical conditions. Upon the request of the GCAA and subject to the availability of resources, the FAA will evaluate, on behalf of the GCAA, whether the data submitted by the U.S. applicant demonstrates compliance with the GCAA additional technical conditions. If the GCAA elects to evaluate compliance to its additional technical conditions, the FAA specialists will assist as requested.
- 5.2.5. The GCAA will specify what documents must be submitted in the English language. Instructions will be contained in the documents listed in paragraph 5.1.4.
- 5.2.6. If necessary, the GCAA will notify in writing the responsible FAA ACO Branch or BASOO Branch at least thirty (30) days prior to any visit related to Type Acceptance of a U.S. product. The FAA ACO Branch or BASOO Branch should acknowledge the GCAA's notification and advise the GCAA, within ten (10) working days as to whether the FAA ACO Branch or BASOO Branch is able to support a GCAA acceptance team visit.
- 5.2.7. The GCAA may need to make a visit to the TC/STC holder based on risk assessment. The date of the visit will be decided after discussion with the TC/STC holder. The cost of such a visit will be paid by the TC/STC holder as per the GCAA's fees and charges.
- 5.2.8. Upon completion of the Type Acceptance process, and if not already provided in the application, the FAA will provide the GCAA, with a copy of all appropriate TCs, TCDS, and STCs for the aeronautical product or

modification. Upon request, and within the constraints of Section 3 above, "Protection of Data", the FAA will also provide the GCAA with copies of FAA-approved data that support those certificates.

- 5.2.9. The GCAA will issue a TA or equivalent upon receiving the FAA TC/STC/TCDS. The GCAA issues a TC/STC or equivalent document based on results of the Acceptance (validation) process. The payment of applicable fees, if any, by the U.S. TC or STC holder is required. The GCAA will provide notification to the FAA prior to any changes to this process.

5.3. Post-Type Acceptance Process

- 5.3.1. The FAA will review and approve U.S. design approval holder initiated changes in design to aeronautical products and articles in accordance with current FAA regulations and policies regarding major and minor design changes.
- 5.3.2. The GCAA will accept FAA approvals for major and minor changes in design, including STCs, held by the TC holder, without further involvement. An STC held by an organization other than the TC holder should be processed by the GCAA in accordance with Section 5.2, above, "Type Acceptance Process". After an STC held by an organization other than the TC holder has completed the Type Acceptance Process and issued a GCAA STC, minor changes to that STC will be accepted by the GCAA without further involvement.
- 5.3.3. In the event that the GCAA requires additional data regarding any amended TCs (e.g., new model) or major design changes (e.g., major and significant), the FAA will assist the GCAA as described in Section 5.2, above.

6. **GCAA Acceptance of Articles**

The GCAA will accept:

- 6.1. FAA Technical Standard Order Authorizations (TSOA) for articles; and
- 6.2. New FAA-approved replacement and modification parts, including FAA Parts Manufacturer Approval (PMA) parts for installation on all products, regardless of the State of Design when FAA approved.

Note: The acceptance mentioned in paragraphs 5.1 and 5.2 above is limited as per the GCAA regulations CAR 145 & CAR M.

7. **Continued Airworthiness**

The FAA and the GCAA will cooperate in providing for the continued airworthiness of the aeronautical products via this Working Procedure as follows:

7.1. Airworthiness Approval

- 7.1.1. The FAA acknowledges that the GCAA requires that a U.S. manufactured aircraft be eligible for a current FAA Standard Airworthiness Certificate (FAA Form 8100-2) and complies with any additional GCAA technical requirements in order to receive a GCAA

airworthiness certificate.

- 7.1.2. The export of U.S. manufactured type certificated products and manufactured articles from the U.S. to the UAE must be in accordance with the requirements of Title 14, Code of Federal Regulations (14 CFR) part 21, Subpart L, "*Export Airworthiness Approvals*", and any special requirements provided to the FAA by the GCAA and published in Appendix 2 of FAA AC 21-2, "*Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles or Parts*".
(http://www.faa.gov/aircraft/air_cert/international/export_aw_proc/sp_req_import/)
- 7.1.3. The FAA and the GCAA acknowledge that the civil aviation authority of the State of Registry is responsible for the airworthiness condition of any new or used U.S.-designed and manufactured aircraft, engine, and propeller exported to the UAE from a third country.

7.2. Airworthiness Directives

- 7.2.1. The GCAA will accept an FAA Airworthiness Directive (AD) as a minimum airworthiness standard for the continued airworthiness of the applicable aeronautical product, for which the U.S. is the State of Design. As necessary, the GCAA will undertake its responsibilities related to continued airworthiness, including approval of Alternative Methods of Compliance (AMOC) for FAA ADs or issuance of additional ADs, on the basis of discussions with the FAA and the TC/STC holder and a review of actions taken and/or proposed by the FAA and the TC/STC holder. The FAA will provide FAA approved AMOCs to the GCAA.
- 7.2.2. The FAA will electronically distribute continued airworthiness information, including Emergency ADs, to the following GCAA address:
Director of Airworthiness
General Civil Aviation Authority
Email: airworthiness@gcaa.gov.ae

7.3. Accident Investigation

In accordance with the ICAO Annex 13, the FAA will provide information and technical assistance, as necessary and subject to the availability of resources, in support of accident and, as necessary, incident investigations within the UAE involving U.S. State of Design or State of Manufacture products.

7.4. Service Difficulty Reporting

- 7.4.1. The GCAA will advise the FAA of any service problems occurring on any aeronautical product or article for which the U.S. is the State of Design and the GCAA believes the problem is a potentially unsafe condition due to a design or manufacturing issue. This information and inquiries regarding the continued airworthiness of U.S. products should be submitted to the appropriate FAA office as indicated in Annex A.

- 7.4.2. The FAA will provide information on the resolution of service problems only if mandatory action to maintain safety is required through issuance of an FAA AD, reference paragraph 7.2. If a significant service issue or incident occurs, as defined by the GCAA, on a UAE-registered and operated aircraft, the FAA will respond to specific questions when the questions are directed to the responsible FAA ACO Branch or BASOO Branch.

7.5. Operational and/or Maintenance Instructions

- 7.5.1. The FAA will determine the acceptability of and approve on behalf of the GCAA, the instructions for operation and continued airworthiness including the Airworthiness Limitations Section, operating procedures (e.g., Aircraft Flight Manual), and the Master Minimum Equipment List (MMEL) in accordance with current FAA policies and procedures. If the GCAA has any additional supplements, the GCAA may request the FAA to approve the supplements on their behalf. The GCAA will provide the FAA with a copy of any additional import requirements regarding these documents.
- 7.5.2. The GCAA agrees that the appropriate MRB report or the Maintenance Planning Document, resulting from the FAA's certification process, serve as the basis for determining the GCAA's maintenance requirements.

8. **GCAA Acceptance of FAA Repair Data**

- 8.1. The GCAA will accept FAA approved data used in support of major repairs and/or alterations when:
 - 8.1.1. The GCAA has certificated/accepted the product or article; and
 - 8.1.2. The FAA is the civil aviation authority for State of Design for the repair data and/or alterations data which have been provided by the U.S TC/STC holder, TSOA holder, PMA holder.
- 8.2. The repair data and/or alterations data will be considered approved by the GCAA as part of its acceptance of the FAA's system. This process does not require formal approval of the repair data and/or alterations data by the GCAA or a GCAA design organization approval holder.
- 8.3. U.S. design approval holders retain substantiation data that supports major repairs and/or alterations. The GCAA will request substantiation data through the FAA. Upon request, the FAA will transmit the data it acquires from the U.S. design approval holder to the GCAA.

Note: "Major Repair" means a repair that, if improperly done, might appreciably affect weight, balance, structural strength, performance, power plant operation, flight characteristics, or other qualities affecting airworthiness; or a repair that is not done according to accepted practices or cannot be done by elementary operation.

9. **Interpretation**

In the case of conflicting interpretations of the laws, regulations, standards or

requirements under this Working Procedure, the interpretation of the civil aviation authority whose law, regulation, standard, or requirement is being interpreted will prevail.

10. Appendices

Appendix A identifies the GCAA and FAA personnel who may be contacted regarding this Working Procedure. Appendix B lists the documents referenced in this Working Procedure.

11. Language

All documents and correspondence exchanged under this Working Procedure will be in the English language.

12. Financial Obligations

The FAA and the GCAA agree that each shall pay the costs and expenses incurred by it in connection with this Working Procedure.

13. Amendments

This Working Procedure may be amended by mutual consent of the FAA and the GCAA. Such amendments will enter into force by signature of the duly authorized representatives of the GCAA and the FAA.

14. Entry Into Force and Termination

- 14.1. This Working Procedure will enter into force upon signatures of both the FAA and the GCAA and will remain in force until terminated or superseded. Either the FAA or the GCAA may terminate this Working Procedure by providing the other ninety (90) days' advance notice in writing.
- 14.2. This Working Procedure supersedes the FAA/GCAA Working Procedure signed on November 3, 2006.

15. Authority

The FAA and the GCAA agree to the provisions of this Working Procedure as indicated by the signatures of their duly authorized representatives.

Federal Aviation Administration
Department of Transportation
United States of America



Steve Dickson
Administrator

Date

General Civil Aviation Authority
United Arab Emirates



Saif Mohammed Al Suwaidi
Director General

Date 11/11/19

CONTACTS FOR ACCEPTANCE AND CONTINUED AIRWORTHINESS ACTIVITIES

GCAA

Director Airworthiness

General Civil Aviation Authority
PO Box 30500
Dubai
United Arab Emirates

Tel: +971 4 2111 500
Fax: +971 4 2820 847
Email: airworthiness@gcaa.gov.ae

Manager Engineering Safety
Department of Airworthiness
P O Box 30500
Dubai
United Arab Emirates

Tel: +971 4 2111 500
Fax: +971 4 2820 847
Email: airworthiness@gcaa.gov.ae

FAA

Manager

International Office (AIR-40)
Aircraft Certification Service
600 Independence Avenue, S.W.
Wilbur Wright Bldg. 10B, Suite 6W1000
Washington, D.C. 20591

Tel: +1 202-267-1011
Fax: +1 202-493-5144
Email: 9-AWA-AVS-AIR400@faa.gov

Airworthiness Division (AIR-700),
ACO Branch.
For a listing of FAA ACO Branches see:
http://www.faa.gov/about/office_org/field_offices/aco/

BASOO Branch (for Boeing airplane exports)
AIR-860
2200 South 216th Street
Des Moines, WA 98198
Tel: +1 206-231-3595
Email: 9-ANM-BASOO-Validation@faa.gov

PMA Parts
Design Certification Section (AIR-6C1)
Aircraft Certification Service
950 L'Enfant Plaza N, SW
Washington, DC 20591
Telephone: +1-202-267-1599

LIST OF REFERENCED DOCUMENTS

GCAA Referenced Documents

1. United Arab Emirates Civil Aviation Law, Federal Act No.20 (1991)
2. Civil Aviation Regulations 21
3. Civil Aviation Regulations 145
4. Civil Aviation Regulations M
5. GCAA Information Bulletin 06/2006, *Validation of Foreign Type Certificates*
6. Civil Aviation Regulations OPS 1
7. Civil Aviation Regulations OPS 3
8. Civil Aviation Regulations Part V Chapter 1, Paragraph 1.3, Section 1
9. GCAA Form AWF-TCV-001, *"Type Certificate Validation Application"*

Note: GCAA documents can be found online here:

<https://www.gcaa.gov.ae/en/Pages/Default.aspx>

FAA Referenced Documents

1. Title 14, Code of Federal Regulations (14 CFR) part 21, Subpart L, Export Airworthiness Approvals
2. Advisory Circular 21-2, *"Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles or Parts"*
3. Advisory Circular 21-52, *"Obtaining Foreign Design Approval/Acceptance of U.S. Products and Articles"*
4. FAA Order 8110.52, *"Type Validation and Post-type Validation Procedures"*
5. FAA Form 8100-2, *"Standard Airworthiness Certificate"*