

**Working Arrangement  
Between  
Civil Aviation Administration of China  
And  
UK Civil Aviation Authority  
For  
The Validation  
Of  
UKTSOA UK.TSOA.00039  
Issued To  
Mirus Aircraft Seating  
For  
Hawk Economy Class MH08**

This Working Arrangement (hereinafter referred to as "the Arrangement") is made between the Civil Aviation Administration of China (hereinafter referred to as "CAAC") and the UK Civil Aviation Authority (hereinafter referred to as "CAA") on 15th January 2010, at Beijing, China.

Both parties are committed to ensuring the safety and efficiency of civil aviation operations. The Arrangement aims to facilitate the validation of the Hawk Economy Class MH08 seat by the CAA, based on the UKTSOA UK.TSOA.00039 issued to Mirus Aircraft Seating.

The Arrangement is based on the following principles:

- Cooperation:** Both parties will work together to ensure a smooth and efficient validation process.
- Safety:** The validation process will be conducted in accordance with the highest safety standards.
- Efficiency:** The validation process will be conducted in a timely and efficient manner.
- Transparency:** Both parties will maintain transparency throughout the validation process.

The validation process will be conducted in accordance with the following steps:

- Initial Assessment:** The CAA will review the UKTSOA UK.TSOA.00039 issued to Mirus Aircraft Seating and the Hawk Economy Class MH08 seat design to determine the scope of validation.
- Validation:** The validation process will be conducted in accordance with the validation plan developed by the CAA.
- Report:** The validation report will be issued by the CAA, detailing the results of the validation process.
- Approval:** The validation report will be reviewed by the CAAC, and if approved, the Hawk Economy Class MH08 seat will be certified for use in civil aviation operations.

Both parties will keep each other informed of any changes in the validation process or any other relevant information.

This Working Arrangement will remain in effect until further notice, unless terminated by either party in writing.

The UK Civil Aviation Authority (UKCAA) and the Civil Aviation Administration of China (CAAC) hereinafter referred to individually as the “Authority” or collectively as the “Authorities”,

Considering the common interest of UKCAA and CAAC to preserve aviation safety and environmental compatibility,

Willing to reduce the economic burden imposed on the aviation industry by redundant technical inspections, evaluations and testing,

Mindful of the shared desire to enhance cooperation in the field of civil aviation safety,

Have approved the present Working Arrangement:

## **1. PURPOSE AND SCOPE**

This Working Arrangement defines the working relationship between UKCAA and CAAC, to facilitate the CAAC validation of UKCAA Technical Standard Order Authorisation (UKTSOA) UK.TSOA.00039 issued to Mirus Aircraft Seating Limited for the Hawk Economy Class MH08 seat

## **2. OBJECTIVES**

This Working Arrangement is intended to accomplish the following objectives:

- (a) To define the working procedures under the respective responsibilities of each Authority:
  - (i) For the validation of the UKTSOA, including issuance of a CAAC Validation of Design Approval (VDA), and subsequent post validation activities;
  - (ii) To cooperate on ensuring the continued airworthiness of the referenced Mirus Aircraft Seating / Hawk Economy Class MH08; and
  - (iii) To cooperate on the importation of the referenced Mirus Aircraft Seating / Hawk Economy Class MH08.
- (b) To minimise redundant inspections, tests, demonstrations, evaluations, and approvals.

## **3. COMMUNICATION**

The Aircraft Airworthiness Certification Department of CAAC (CAAC-AAD) and Bilateral Aviation Safety Arrangement (BASA) Team of UKCAA are responsible for

the implementation of this Working Arrangement.

A focal point will be assigned by each Authority to facilitate the implementation of this Working Arrangement. All routine communications will take place between these focal points (See Appendix). The list of focal points will be amended as approved by the Authorities, by exchange of letters.

All communications between the Authorities related to the activities of this Working Arrangement will be made in the English language.

UKCAA will be copied with all correspondence between the applicant and the CAAC related to the activities of the considered project conducted under the provisions of this Working Arrangement in order for UKCAA to support the applicant and the CAAC where necessary pursuant to this Working Arrangement.

Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between the CAAC-AAD and the UKCAA. Every effort should be made to resolve differences at the technical level. Issues that cannot be satisfactorily resolved at the technical level should be expeditiously raised to the attention of the responsible contact points of the UKCAA and the CAAC-AAD on a progressive level until a resolution is reached.

## **4. VALIDATION PROCESS**

### **4.1 Application**

UKCAA will forward the application for the Validation of Design Approval (VDA) of the UKTSOA and related information to CAAC with a UKCAA cover letter. The application will be made in the CAAC Form-21-139-2023, and the related information includes:

- (a) All required data/documentation pertaining to the proper installation, performance, operation, and maintenance of the TSO article, as specified in the TSO performance standard;
- (b) If applicable, a request to deviate from the CAAC's TSO standard (including any UKCAA approved deviations) and substantiation data for CAAC approval, or identification of the deviation and evidence of UKCAA approval;
- (c) A statement of conformity to the CAAC's TSO performance standard from the applicant;
- (d) A certifying statement from the UKCAA indicating that the article has been examined, tested, and found to meet the CAAC's applicable TSO;
- (e) A copy of the UKCAA's TSO Authorisation; and

- (f) Evidence that the article will be imported into China, installed on an aircraft registered in China, or installed on a product manufactured in China. The evidence must identify the TSO article model at a minimum. The evidence provided must be valid at the time of application in order for the project to be worked promptly.

#### **4.2 Acceptance of the Application**

The CAAC will review the application package. Once the package is complete, CAAC will issue a Notification of Acceptance for Application to the applicant.

#### **4.3 Issuance of CAAC VDA**

The CAAC will start the validation of the UKTSOA design approval after receiving the applicant's payment of the airworthiness examination fees stated in the Notification of Acceptance for Application.

The CAAC may issue a VDA after:

- (a) Receipt of all the items identified in 4.1, above;
- (b) Conducting a review of the data/documentation specified in the UKCAA TSO performance standard;
- (c) Receipt and review of other specific technical data, as jointly accepted between the CAAC and the UKCAA, needed to demonstrate compliance with the CAAC's TSO standard; and
- (d) Approval of all proposed deviations to the CTSO.

The CAAC will forward the VDA to the applicant and notify the UKCAA of its issuance.

### **5. POST VALIDATION ACTIVITIES**

Minor changes to the VDA are considered approved by the CAAC provided that the minor changes have been approved by UKCAA under the UKTSOA.

Major changes to the VDA are processed as a new VDA application, per the procedures in section 4.

A CAAC VDA does not constitute an installation approval for the article on an aircraft. The installer must obtain installation approval from CAAC for use on an aircraft registered in China.

## **6. CONTINUED AIRWORTHINESS SUPPORT ACTIVITIES**

When the service experience in China indicates the existence of an unsafe condition associated with the design or manufacturing of the subject TSOA, CAAC will promptly notify UKCAA of such information. When such information is provided, UKCAA will promptly analyse this information in coordination with the TSOA holder and will notify CAAC, where appropriate, of any action it deems necessary.

UKCAA, upon request, will assist CAAC in establishing procedures deemed necessary by CAAC for maintaining the continuing airworthiness of the aeronautical product affected by this TSOA.

## **7. EXPORT AIRWORTHINESS APPROVAL PROCEDURES**

An Airworthiness Approval Tag (UKCAA Form 1), or equivalent, is issued by the UKCAA for each UKTSOA articles.

Under the provisions detailed in Section 4, the CAAC, as the importing Authority, will accept the UKCAA's Airworthiness Approval Tag, or equivalent, for articles only when the UKCAA certifies, that the article:

- (a) Conforms to the design approved under the CAAC VDA;
- (b) Meets all additional requirements prescribed by the CAAC, as notified.

## **8. COMING INTO EFFECT, INTERPRETATION, AMENDMENT, DURATION AND TERMINATION**

### **8.1 Coming into effect**

This Working Arrangement will come into effect at the date of signature by the Authorities' duly authorised representatives. When the signature process is performed by exchange of letters, the Working Arrangement will come into effect at the date of the last signature of the Authorities duly authorised representatives.

### **8.2 Interpretation and amendment**

Any disagreement regarding the interpretation or application of this Working Arrangement will be resolved by consultation between the Authorities.

This Working Arrangement may be amended by mutual consent. Such amendments shall be in writing and will come into effect at the date of the last signature of the Authorities' duly authorised representatives or its designees.

### 8.3 Duration and termination

This Working Arrangement will remain in effect until terminated by either Authority upon prior notice.

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 receipt of the notice by the other Authority, unless the said notice has been withdrawn by mutual understanding before the expiry of the three months period.

The Authorities approve the provisions of this Working Arrangement as indicated by their duly authorised representatives signed in duplicate in English language.

**Civil Aviation Administration of China**

By:



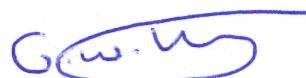
Xu Feng  
Director General  
Aircraft Airworthiness Certification  
Department

Date

14/11/2025

**UK Civil Aviation Authority**

By:



Garry Lathey  
Chief Engineer and Head of Design &  
Certification

Date 4-11-2025

## APPENDIX: POINTS OF CONTACT

CAAC	UKCAA
<p><b>Working Arrangement-related:</b></p> <p>Mr. Zhao Jingyu Director, Airworthiness Regulation &amp; Standards Division Aircraft Airworthiness Certification Department</p> <p>155 Dongsi Street West Beijing 100710 Peoples Republic of China</p> <p>Phone: +86 10 64091321 Fax: +86 10 64033087 Email: <a href="mailto:jy_zhao@caac.gov.cn">jy_zhao@caac.gov.cn</a></p> <p><b>Certification-related:</b></p> <p>Mr. Cong Yang Director Assistant, Airworthiness Certification Division Aircraft Airworthiness Certification Department</p> <p>155 Dongsi Street West Beijing 100710 Peoples Republic of China</p> <p>Phone: +86 10 64091311 Fax: +86 10 64033087 Email: <a href="mailto:congyang@caac.gov.cn">congyang@caac.gov.cn</a></p>	<p><b>Working Arrangement-related:</b></p> <p>Bilateral Aviation Safety Arrangement (BASA) Team Communications, Strategy and Policy Group</p> <p>Aviation House South Area Gatwick Airport RH6 0YR United Kingdom</p> <p><a href="mailto:bilateralsafetyarrangements@caa.co.uk">bilateralsafetyarrangements@caa.co.uk</a></p> <p><b>Certification-related:</b></p> <p>Design &amp; Certification Team Future Safety and Innovation Safety and Airspace Regulation Group</p> <p>Aviation House South Area Gatwick Airport RH6 0YR United Kingdom</p> <p><a href="mailto:certification.airworthiness@caa.co.uk">certification.airworthiness@caa.co.uk</a></p>

