



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT



Update on the EU Bilateral Agreements

- Achievements, Benefits, Perspectives -

Hamburg, 18th October 2012

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Content



EU Bilateral
Aviation
Safety
Agreements

Implementation

The
Future

Publication:
BASAs and
TIP&MAG



EU BASAs



EU – US Agreement

- Signed on 30 June 2008
- Entered into force on 1 May 2011

EU – Canada Agreement

- Signed on 30 May 2009
- Entered into force on 26 July 2011

EU – Brazil Agreement

- Signed on 14 July 2010
- Not yet entered into force



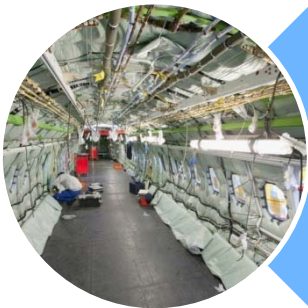
Objective/Scope



Establish principles and arrangements in order to enable the reciprocal acceptance of findings of compliance and approvals issued by either Party's Competent Authorities in the fields of:



Airworthiness and
environmental
certification (Annex 1)



Approval and monitoring
of **maintenance**
facilities (Annex 2)



Responsibilities



Agreement
+ Annexes

Mandate: Granted by Council of the EU

Negotiation: Commission + EASA support (upon request from EC)

Conclusion: Consent EP + Decision Council of the EU

Annexes:
Amendment /
New Annexes

Agreed by EU-US Bilateral Oversight Board (BOB)/EU-Canada Joint Committee (JC)

(EU - formally adopted Decision of Council of the EU)

Technical Implementation
Procedures (TIP) Maintenance
Annex Guidance (MAG)

US - Certification Oversight Board (COB)/Canada - Joint Sectorial Committee on Certification (JSCC)

US - Joint Maintenance Coordination Board (JMCB)/Canada - Joint Sectorial Committee on Maintenance (JSCM)



EU-US



Three meetings of the BOB, COB & JMCB

First annex amendments

Work on F&C, new annexes and validation

TIP/MAG adopted, published, updated

Training provided



EU-Canada



TIP and MAG & list of
common CAN-TSOs
and ETSO adopted
and published

First meetings of JC
& JSC Certification
and Maintenance



The Future?



New annexes (E.g.
FCL, simulators)

Amendments to
existing annexes
and TIP/MAG

Additional work on
validation and F&C

Solution for EFTA
States in particular
for the case of US

Termination of
technical
arrangements with
TCCA

Termination /
amendment of
national BASAs and
entry into force
BASA with BRAZIL



EASA-FAA TIP Revisions

Lufthansa Technik and Federal Aviation Administration



50years



international cooperation
for aviation safety

- According to Annex 1 of the EU/US Agreement the Certification Oversight Board (COB) is responsible for developing, approving, and **revising** the Technical Implementation Procedures (TIP)
- This “built-in” revision concept allows EASA and FAA to improve and further develop the TIP as necessary
- NAAs will be consulted if scheduled revisions will affect their competences in the field of
 - Production
 - Export certification and/or import issues
 - Technical Assistance
- NAAs are regularly informed of other developments via reports from the COB to the Bilateral Oversight Board (BOB)



EASA-FAA TIP Revision Cycle



- EASA and FAA agreed to revise the TIP annually, if necessary, in order to incorporate:
 - Improvements and corrections to the text based on feedback from Authority, workshops, technical training, validation projects, etc.
 - New elements as commonly agreed between the two parties, e.g.:
 - Enhanced delegation of compliance verification in the field of environmental certification
 - Addition of Operational Suitability Data (OSD) elements in line with EU Rulemaking



- Furthermore, the COB chartered an experts team Validation Implementation Team (VIT) with representatives from FAA and EASA to:
 - Review the current implementation of validation principles (implementation of TVP/PTVP)
 - Review current method of determining validation items
 - Consider Industry feedback
 - Make recommendations for improvement as necessary
- The VIT reports back to the COB
- Proposed changes might be more substantial than those implemented during the regular revision cycle
- Final results/recommendations are expected 2013

- May 2011 Approval of TIP
- October 2011 Approval of TIP revision 1*
 - Several editorial corrections and improvements
 - Removal of unilateral restrictions in the field of STC validation
 - Additions in support of environmental certification processes
 - Possibility for direct technical assistances from EASA DOAs
 - Addition of Management plan for CFMI engines
- October 2012 Planned approval of revision 2
 - Several editorial corrections and improvements
 - Further improvements of environmental certification processes
- During 2013 Planned approval of revision 3
 - Improvements based on outcome of the VIT

*Note: Detailed records of revisions can be found in TIP Appendix G



BASA Publication



EASA - International cooperation - Bilateral Agreements - Windows Internet Explorer provided by European Aviation Safety Agency

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International cooperation - Bilateral Agreements

Bilateral Agreements

- USA
 - Agreement between the USA and the EU on cooperation in the regulation of civil aviation safety
 - EASA-FAA Technical Implementation Procedures for airworthiness and environmental certification (TIP) Revision 1 - October 19, 2011
 - EASA-FAA Maintenance Annex Guidance (MAG) Revision 1 - November 22, 2011
 - Information Note Agreement US-EU
- Canada
 - Agreement on civil aviation safety between the EU and Canada
 - EASA-TCCA Technical Implementation Procedures for airworthiness and environmental certification (TIP)
 - Decision of the Executive Director of the Agency 2012/002/C of 19 July 2012 that repeals Decision No 2004/02/CF of the Executive Director of the Agency of 10 December 2004 on the acceptance of certification findings made by Transport Canada, Civil Aviation Department (TCCA) for products designed in Canada
 - List of common CAN-TSO and ETSO Standards
 - EASA-TCCA Maintenance Annex Guidance (MAG)

Despite the fact that Iceland, Norway and Switzerland are not part of the Agreement on civil aviation safety between the EU and Canada, the following Working Arrangements for the promotion of aviation safety between TCCA and the Civil Aviation Authorities of Iceland, Norway and Switzerland, reflect the technical elements related to aviation safety contained in the Agreement on civil aviation safety between the EU and Canada and facilitate the recognition and acceptance of approvals and testing in the areas established by Article 1(2) of the arrangements. Moreover, the Working Arrangements designate the Competent Authorities for design approvals, production oversight and the certification of maintenance organisations.

<http://easa.europa.eu/rulemaking/international-cooperation-bilateral-agreements.php>



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Thank you for your attention!

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