

# UK Exit from the EU

## FAA - UK CAA Collaborative Work Activities

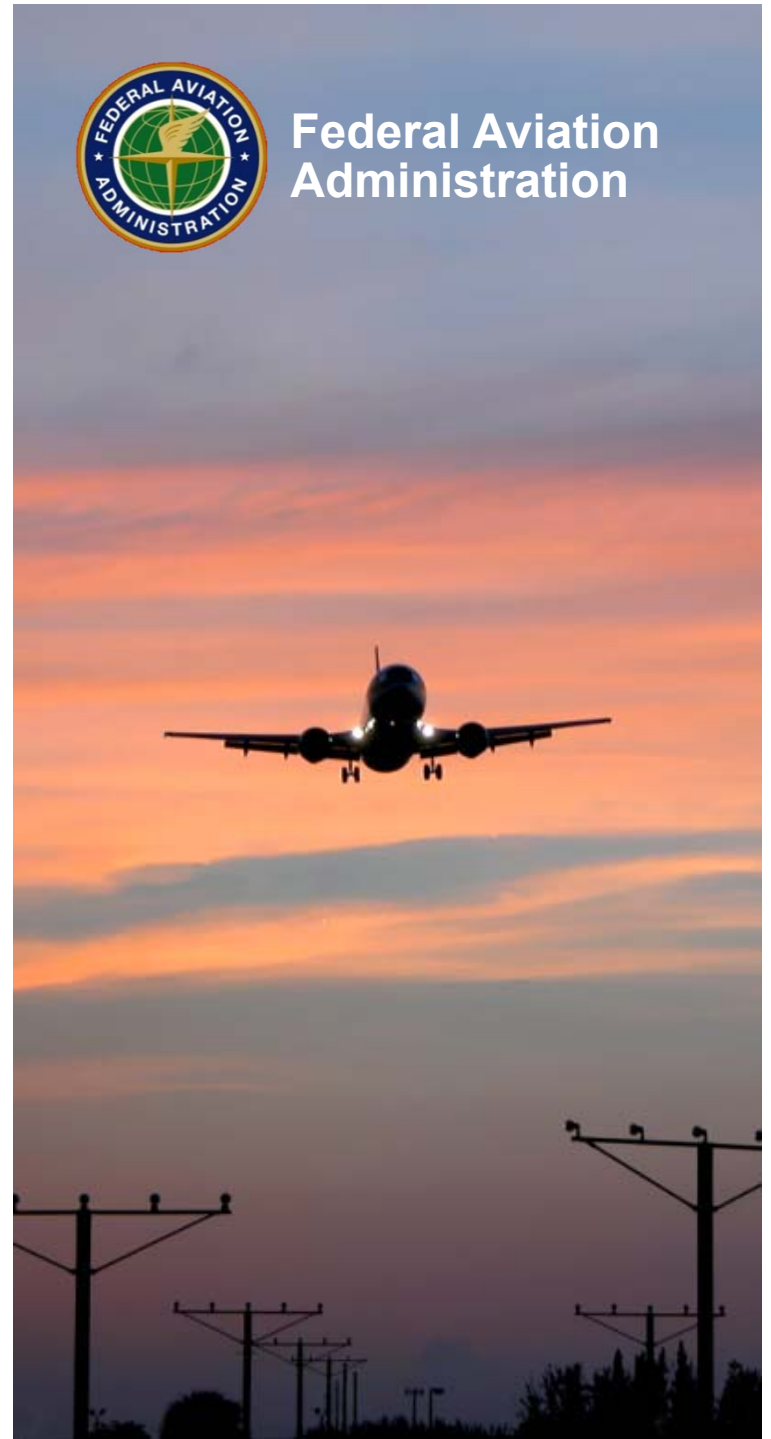
**Presented to:** Aerospace Industry  
Representatives

**By:** FAA & UK CAA

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Federal Aviation  
Administration



# FAA - UK CAA: Brexit Preparations

- **The FAA has been working with the UK CAA since November 2017.**
- **Both the FAA and CAA are committed to ensure a seamless transition.**
- **FAA and CAA teams are ensuring that there is no impact on safety and minimal or no disruption to industry.**

# Brexit Preparations: Background

- **The U.S.-EU Aviation Safety Agreement currently covers all areas of aviation safety, including harmonization and reciprocal acceptance of aviation products and services and maintenance provisions for the UK.**
- **Upon exit from the EU, the UK CAA will no longer be covered under this agreement unless the UK and the EU negotiate a new, legally binding relationship.**

# Brexit Preparations: Background

- **The UK has proposed remaining a member of the European Union Aviation Safety Agency (EASA).**
- **This will not be possible if there is a “hard” or “no-deal” exit.**
- **Brexit changes the legal basis from the U.S.-EU Aviation Safety Agreement to the 1995 UK-U.S. Bilateral Aviation Safety Agreement (BASA).**

# FAA - UK CAA: Options

- **Option 1:** UK adopts EU aviation laws and EASA remains the Technical Agent for the UK CAA.
  
- **Option 2:** UK adopts EU aviation laws, EASA is no longer the Technical Agent, and the UK CAA takes over.
  - The UK CAA would re-organize its aircraft certification staff to take over and recapitalize its former capabilities as an independent certification organization.
  - The UK CAA will continue its maintenance/repair station oversight functions.
    - ✓ No practicable change from working under the EU Maintenance Annex.

# Brexit Planning Activities

- **FAA – UK CAA to sign both **Option 1 & 2** Implementation Procedures for Airworthiness (IPAs) and Maintenance Implementation Procedures (MIPs).**
  - IPAs and MIPs will have “Entry-Into-Force” conditions related to the final UK Exit outcome.
- **Both IPAs and MIPs and all supplemental procedural documents will be signed by 29 March 2019, and entry into force will be conditional on the final outcome of the UK’s exit from the EU.**

# Brexit Planning Activities

## ➤ **FAA – UK CAA Industry Outreach**

- Conducting webinars
- Updating briefing materials for general awareness
- Option 2 specific tasks include:
  - ✓ Development of Frequently Asked Questions (FAQ) is planned to be posted on the FAA website.
  - ✓ Drafting notifications/letters to industry.

## ➤ **FAA – UK CAA Workforce Outreach**

- Conducting webinars and briefings
- Updating communication materials

# IPA Brexit Planning Activities

## ➤ **IPA Option 1 - a Negotiated Exit with Formal EASA Association**

- Considers a UK CAA relationship/association with EASA.
- Points back to current FAA/EASA Technical Implementation Procedures (TIP).
- FAA - UK CAA IPA will be similar in format to FAA - FOCA IPA for an “EASA Associated State”.



# IPA Brexit Planning Activities

## ➤ IPA **Option 2** - a Non-Negotiated Exit

- The UK CAA is no longer part of the EASA system and will resume all ICAO Annex 8 responsibilities for certification and airworthiness.
- The UK CAA would reorganize and recapitalize its former capabilities:
  - ✓ Efforts have been underway for some time by the UK CAA to re-assign employees working within the organization.
  - ✓ Efforts have also been underway to hire new/additional regulatory personnel.
- Planned initial set up seeks to be as close to the TIP process as possible to reduce disruption immediately after Brexit.

# IPA Option 1: Negotiated Exit

## ➤ What Changes?

- **Nothing.** EASA will continue to be the Technical Agent for the UK.

## ➤ What remains the same?

- EASA continues to be the Technical Agent for the UK.
- EASA will continue to be the responsible party for certification, validation and approval of products and parts (i.e., Annex 2 aircraft).
- UK CAA continues to be responsible for Annex 1 aircraft.
- UK CAA continues to provide production oversight.
- Business as usual is the goal.

# IPA Option 2:

## What Remains the Same?

### ➤ **Validation processes similar to the current TIP**

- Acceptance
- Streamlined Validation (SV)
- Full and Limited Technical Validation (FTV/LTV)

### ➤ **Reciprocal Acceptance**

- Any design change by the TC or STC holder is eligible for the SV process and does not require reissuing of TC, etc.
- All design changes classified as minor
- Any TSO/UKTSO Article
- PMA Articles
- Design data for a repair
- Design data for an alteration except for critical components

# IPA Option 2: What Remains the Same?

- **FAA will continue to rely on the UK CAA to conduct production oversight.**
  
- **Parts Documentation: FAA recognition of EASA Form-1 for UK parts after Brexit**
  - FAA will grandfather UK parts approved by EASA produced prior to Brexit.
  - The future production is covered by the revised IPA.

# IPA Option 2: What Changes?

## ➤ Product Validation

- The UK CAA (rather than EASA) would make an application for validation on behalf of their applicant directly to the FAA for UK products in accordance with the revised IPA.

## ➤ Production Oversight

- FAA currently cooperates with the UK CAA on production oversight of UK-based suppliers to US Production Approval Holders.
- Under Option 2, the FAA would work directly with the UK CAA for auditing of the production oversight system and not involve EASA in the audit process.

# IPA Option 2: What Changes?

- **UK-based Production Organizations will issue a CAA Form 1, instead of an EASA Form 1, after withdrawal from the EU.**
- **This IPA has a broad scope, based on our longstanding relationship with the UK CAA.**
- **We will continue to build our relationship with the UK CAA to address the future validation of UK-certified products.**

# IPA **Option 2**: Current Projects

- **Transition Activities that involve FAA/UK CAA will be covered in a Letter of Agreement:**
  - a) Open FAA projects being validated/approved by EASA
  - b) Completed FAA projects validated/approved by EASA
  - c) Open EASA projects being validated by the FAA
  - d) Completed EASA projects validated/approved by the FAA
  
- **Scenarios not identified herein**
  - The UK CAA and FAA will work together and provide a mutually agreed upon process to our workforce and industries on a case-by-case basis.

# IPA Post Brexit Activities

- **FAA – UK CAA to revise IPA for fine-tuning procedures as needed**
  - FAA and UK CAA will continue to work together post-Brexit to ensure a smooth transition and address any evolving issues.
  
- **Continued FAA – UK CAA Industry Outreach**
  - Ongoing updates via webinars and face-to-face discussions.
  - FAA memos/letters/INFO broadcasts and maintenance of public FAQs.
  
- **FAA continued workforce outreach on IPA**
  - Coordinated outreach to key FAA offices with the UK CAA under an Option 2 scenario.
  - Internal webinars under either scenario.



# IPA Post Brexit Activities, Cont'd

- **Solicitation of feedback on IPA effectiveness and accuracy.**
  - Coordination of FAA/UK CAA/Industry steering groups.
  
- **Monitor progress of new FAA – UK CAA collaboration in IPA activities.**
  - Coordination of FAA internal metrics for validation projects with UK CAA metrics.
  
- **Assess effectiveness of certificate management.**
  - Review on IPA metrics.

# IPA Post Brexit Activities, Cont'd

- **Conduct regular FAA – UK CAA roundtable meetings to address any issues arising from Brexit.**
  - Effective and efficient communication is the key to success.

- **U.S.-UK IPA will be published at:**

FAA URL:

[https://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/baa\\_basa\\_listing](https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing)

CAA URL:

<https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Organisation-and-maintenance-programme-approvals/Bilateral-agreements/What-is-a-bilateral-agreement/>

# IPA Points of Contact

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# MIP Brexit Planning Activities

- **UK has been an active participant in the Maintenance Annex since its inception in 2011.**
- **UK CAA currently oversees 180+ FAA-certificated repair stations in the UK.**
- **UK CAA has the expertise, procedures, and policies to continue to do so post-Brexit.**
- **U.S. – UK Bilateral Aviation Safety Agreement (BASA) contains maintenance provisions, but they need to be implemented via a MIP.**

# MIP Option 1: Negotiated Exit

## What Changes? Very little.

- **Negligible effect on FAA-certificated repair stations.**
- **Limited revisions to FAA Supplement to recognize transition to the MIP.**
  - Repair stations given 90 days to complete this task.
- **Remaining FAA Supplement procedures will not change.**
- **Continued use of EASA Form 1 with dual release.**
- **No U.S. – UK MAG required.**
  - MIP will reference relevant sections in the FAA – EASA Maintenance Annex Guidance (MAG).

# MIP Option 2: What changes?

- **Limited effect on FAA-certificated repair stations in the UK.**
- **FAA Supplement revisions required.**
  - Repair stations given 90 days to complete this task
- **Small changes to Op Specs and other documentation to remove references to EASA.**
  - Accomplished upon the certificate renewal.
- **New U.S. – UK MAG prepared.**

# MIP Option 2: What changes?

- **Repair stations given greater flexibility when returning parts to service:**
  - UK CAA Form-1 used for dual release.
  - FAA 8130-3 now allowed for FAA single release only.

***Note: Parts Documentation: FAA will continue to recognize UK parts released to service by approved organizations with EASA Form -1 prior to Brexit.***

# MIP Post-Brexit Activities

- **The FAA will provide written correspondence to each repair station advising of:**
  - Transition to the MIP
  - FAA Supplement changes
- **U.S.-UK MIP and MAG published under **Option 2** at:**

FAA URL:

[https://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/baa\\_basa\\_listing](https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing)

<https://www.faa.gov/aircraft/repair/>

CAA URL:

<https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Organisation-and-maintenance-programme-approvals/Bilateral-agreements/What-is-a-bilateral-agreement/>



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