



Federal Aviation
Administration



The Special Arrangement Between FAA and CAA

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Introduction

This presentation summarises an agreement allowing the continuity of validation projects following the exit of the United Kingdom (UK) from the European Union (EU).

The agreement reference is “Revision 1 to the Special Arrangement (SA) between FAA and CAA”

Original version of SA was written in anticipation of a “No Deal” and included “The CAA shall also recognize all EASA design approvals issued within two years after December 31, 2020, if the application for approval was made before December 31, 2020.” This needed to be amended because of the Trade and Cooperation Agreement between the EU and UK that came into force on 24 December 2020.

REVISION 1 TO THE
SPECIAL ARRANGEMENT
BETWEEN THE
FEDERAL AVIATION ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA
AND THE
CIVIL AVIATION AUTHORITY
UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

CONTINUITY OF AIRCRAFT CERTIFICATION PROJECTS

1. In accordance with Section IX of the Implementation Procedures for Airworthiness (IPA) to the U.S./UK Bilateral Aviation Safety Agreement (BASA), this document sets out an agreement allowing the continuity of services following the exit of the United Kingdom (UK) from the European Union (EU). The purpose of this document is to establish the expectations and procedures associated with the transfer of existing design approvals to the UK Civil Aviation Authority (CAA) as well as the transition of ongoing certification/validation projects at the date of the end of the Transition Period (as defined by Article 126 of the UK-EU Withdrawal Agreement 2019). Both the Federal Aviation Administration (FAA) and the CAA have committed, to the extent practicable, to recognize the work accomplished by the European Union Aviation Safety Agency (EASA) as the Technical Agent for the CAA before December 31, 2020.

2. For up to two years from December 31, 2020, the CAA shall recognize EASA organizational approvals that were issued before December 31, 2020 and have not expired (pursuant to the UK's European Union (Withdrawal) Act 2018).

3. Certification/Validation Activities that are incomplete on the date of the UK's exit from the EU

3.1 *EASA has issued the design approval to an entity in the UK, FAA validation is in progress.*

The procedure for continued validation is as follows:

- a. The CAA shall request all documentation associated with the original design approval from EASA or the applicant and notify the FAA that they will take on the responsibilities of the Certifying Authority (CA) for the project;

Purpose of SA

To establish the expectations and procedures associated with the transfer of existing design approvals from EASA to the CAA.

To manage the transfer of ongoing certification/validation projects that were started before 31 December 2020 and are to be completed before 31 December 2022.

To recognize the work accomplished by EASA on certification/validation projects through to 31 December 2022.

The process to be followed for certification/validation projects is outlined in para. 3 of the SA.

3. Certification/Validation Activities that are incomplete on the date of the UK's exit from the EU

*3.1 EASA has issued the design approval to an entity in the UK, **FAA validation is in progress.***

*3.2 EASA has an open application for a design approval from an entity in the UK, an **FAA validation is in progress** and EASA did not complete the validation process before December 31, 2020.*



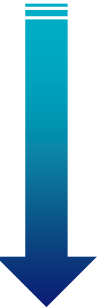
In these cases, the CAA takes on the role of the Certifying Authority from EASA.

- CAA requests all documentation from EASA or the Applicant.
- FAA and CAA recognise all certification/validation decisions and maintain the Validation Work Plan.
- FAA will accept transfer to CAA without further application to FAA.
- Section III of IPA is followed for the rest of the project.

3.3 The FAA has issued a design approval and **EASA validation is pending**, or the FAA has not issued the design approval and EASA validation is pending (i.e., concurrent FAA/EASA validation).

The procedure for continued validation is as follows:

- a. U.S. design approval applicants may choose to rely on the EASA design approval work undertaken by EASA if EASA completes their validation by December 31, 2022. If this is the case:
 - i. The U.S. design approval applicant will make an application to the CAA for a validation using the Application for Administrative Validation - SRG1727 form , which can be found on the CAA's website: www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Type-design-approvals/Validation-of-design-approvals/.
 - ii. Once completed, the form must be submitted to apply@caa.co.uk.



Administrative Validation

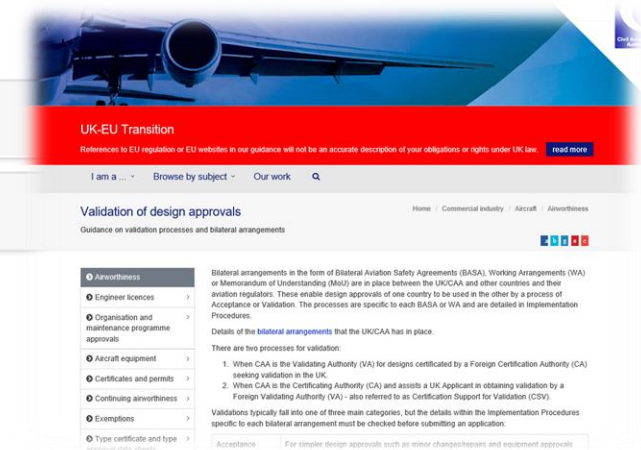
This simplified process requires no technical investigation by the CAA and is used in two cases:

1. Applications from non-UK Type Certificate Holders for the administrative amendment of UK CAA Validated Type Certificate Data Sheets (VTCDS) or Validated Type Certificate Data Sheets Noise (VTCDSN); and
2. Applications for UK CAA validation of design approvals under the Further Working Arrangements with ANAC (Brazil), FAA (USA) and TCCA (Canada). This case is valid only until 31 December 2022.

Application Process (simplified) for Validation

CAA as Validating Authority

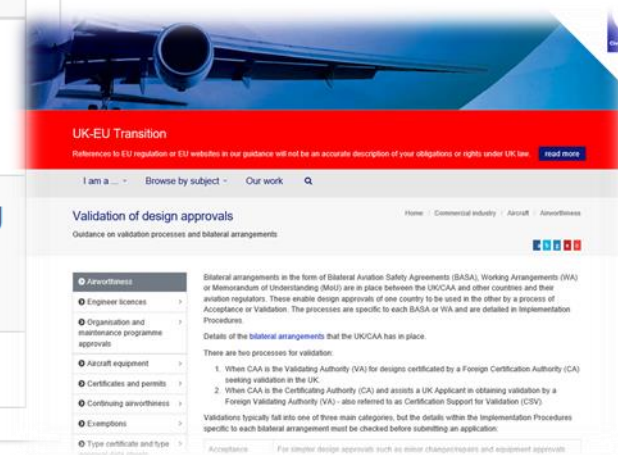
CAA as Certifying Authority (Certification Support for Validation)



Application Process (simplified) for Validation

CAA as Validating Authority

Applicant responsible for	CAA responsible for	Foreign Certifying Authority responsible for	Activity
Administrative Validation			
X			Submit application for CAA administrative validation to own National Aviation Authority (as CA) including the completed CAA Form SRG1727 and either: <ul style="list-style-type: none"> the Data Pack as required by the respective Further Working Arrangement; or the data necessary for CAA to update the VTCDs/VTCDSN.
		X	Confirm criteria for Administrative Validation. Check completeness of data and submit to CAA.
	X		Verify completeness of the Data Pack (for validation under the Further Working Arrangements) or the data necessary to update the VTCDs/VTCDSN, as applicable.
	X		Issue Validation Certificate or update the VTCDs/VTCDSN as necessary.



CAA Form SRG1727

APPLICATION FOR ADMINISTRATIVE VALIDATION

This form is used for applications from non-UK TC Holders for the administrative amendment of UK CAA Validated Type Certificate Data Sheets (VTCDS) or Validated Type Certificate Data Sheets Noise (VTCDSN) and applications for UK CAA validation of design approvals under the Further Working Arrangements with ANAC/FAA/TCCA.

For best results please download the form to your computer and open it in Adobe Acrobat.

Please complete this form online or in BLOCK CAPITALS using black or dark blue ink. For instructions on how to fill the form see Section 0. For submission instructions see Section 7.

FALSE REPRESENTATION STATEMENT

It is an offence under the United Kingdom Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. This offence is punishable by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

0. Application Form Instructions

Applicants must fill in Sections 1, 5, 6 and payment authorisation (Form FCS1500) included in this form for all applications.

In addition, applicants must fill in only Section 2 OR fill in Sections 3 and 4. Only one application per form.

The following breakdown is included to help applicants navigate and fill in the form.

1 Applicant's Details

2 Application for UK CAA administrative amendment of UK TCDS/TCDSN for Non-UK TC Holders

3 Application for UK CAA Validation under the Further Working Arrangements with ANAC/FAA/TCCA (effective until end 31/12/2022)

4 Details in support of application for UK CAA Validation under the Further Working Arrangements

1. Applicant's Details (The Applicant is the person responsible for payment of CAA charges)

NOTE: Complete only one of boxes 1a) (for applications submitted by individual(s)) OR 1b) (for applications submitted by companies)

1a) This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.
Individual (including sole traders and partnerships)

Title: Forename: Surname:
Address:
Country: Postcode:
Telephone: Fax:
E-mail: Mobile Telephone:
Trading Name: (if applicable)
Website address:
In the case of a partnership, please complete details of all partners. Continued on a separate sheet (if necessary).

1b) This application will be considered in respect of and, if appropriate, granted to, the Company Name as registered under the Company Number provided on this form.

Company
Registered Company Name (in full):
Registered Company Number:
Country of Company Registration:
Registered Office Address:
Postcode:
Telephone: Fax:
E-mail:
Trading Name: (if applicable)
Trading Address (primary site):
Country: Postcode:
Website address:

Authorised Representative of Company

This application is to be signed by either a Director or Company Secretary or a person authorised by the Board to act on behalf of the Company.

Title: Forename: Surname:
Position in Company:
Telephone No: E-mail:

If you are not a Director or Company Secretary and have been authorised to sign the application form on behalf of the Company, proof of that authority must be provided with the completed application form.

3. UK CAA Validation under the Further Working Arrangements with ANAC/FAA/TCCA (effective until end 31/12/2022)

For applicants seeking UK CAA validation of designs certificated by a foreign Certifying Authority (CA) when a Further Working Arrangement (e.g. ANAC, FAA and TCCA) is in effect. Validation projects are only eligible to use this application process if the application to the European Union Aviation Safety Agency (EASA) for validation was accepted by EASA before 01 January 2021 and the EASA validation was issued between 01 January 2021 and 31 December 2022.

Foreign Certifying Authority (CA):

CA's Design Approval Reference:

Approval/Project Title/Description:

Date of application to EASA for validation:

Date of EASA Validation:

EASA approval number:

4. Design Approval Details for UK CAA Validation under the Further Working Arrangements

NOTE: Complete either 4a) for validation of Type Certificates OR 4b) for validation of design changes

4a) Product

NOTE: Please tick the one task applicable.

Type Certificate (TC) ☐ Restricted Type Certificate (RTC) ☐
Product Type: Product Model:
Description:
Restrictions (of RTC) (if applicable):

4b) Design Changes

NOTE: Please tick the one task applicable and confirm that data pack is provided.

Major Change ☐ Major Repair ☐ Supplemental Type Certificate ☐
Product Type: Product Model:
TCDS Ref. (if applicable):
Change/Repair Title:

Nominal Fee – to be paid before application is processed.

5. Charges

A fee of £209.00 is payable upon application for each application for the administrative amendment of UK CAA Validated TCDS/TCDSN or validation of design approvals under the Further Working Arrangements with ANAC/FAA/TCCA as published on the CAA website and is enclosed herewith.

NB: This application will not be processed until the applicable charges have been received.

Where charges are to be paid other than by the applicant, please enter the name of the person/company who is paying:

IMPORTANT NOTES:

Withdrawal/Cancellation of Application: In the event that this application is withdrawn or cancelled by the applicant, the application fee less the cost of any work carried out by the CAA to that date, may be refunded. Please see the CAA Refunds Policy at www.caa.co.uk/refunds for more information.

iii. The application will include:

(a) A cover letter addressed to the CAA. The template can be found in Appendix 1 of the Special Arrangement; and

(b) A copy of the application package that was submitted to EASA in accordance with Streamlined Validation and Technical Validation provisions found in Section III of the current revision of the FAA-EASA Technical Implementation Procedures for Airworthiness and Environmental Certification (TIP).

iv. The CAA will process the application for a CAA validation by taking into account the work undertaken by EASA. The CAA will give maximum credit possible for the work undertaken by EASA and the FAA so that a CAA design approval may be issued without further involvement by the CAA.

Note: This applies only when the EASA validation is completed and the EASA approval has been issued.

b. However, U.S design approval holders may also elect to separately submit an application for validation to the CAA in accordance with the FAA-CAA IPA (for example, for projects that may extend beyond December 31, 2022). If there is a new application, the FAA and the CAA shall follow the validation procedures in Section III of the IPA for the remaining parts of the project. In this case, the applicant may be asked to provide to the CAA all the information they have provided to EASA.

Note: This is also the process to follow if an applicant requires a CAA validation before the EASA approval has been issued. CAA will give maximum credit for work completed by EASA prior to date of application.

CAA has applied the intent of this Revision 1 of the SA up to its recent formal issue.

Recapitulation

CAA Application Form for Certification Approval SRG 1726NR Issue 4

To be submitted to apply@caa.co.uk

APPLICATION FOR CERTIFICATION OR VALIDATION APPROVAL

This form is applicable to applications for Type Certificates (TC), Restricted Type Certificates (RTC), Supplemental Type Certificates (STC), Statements of Technical Satisfaction (SOTS), Major Changes/Repairs, Minor Changes/Repairs, MRBR, UKTSOA, Validations, and Transfer of Certificates within UK.

For best results please download the form to your computer and open it in Adobe Acrobat.

Please complete this form online or in BLOCK CAPITALS using black or dark blue ink. For instructions on how to fill the form see Section 0. For submission instructions see Section 10.

FALSE REPRESENTATION STATEMENT

It is an offence under the United Kingdom Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. This offence is punishable by a fine, and on conviction on indictment with an unlimited fine or imprisonment or both.

0. Application Form Instructions

Applicants must fill in Sections 1, 8, 9 and payment authorisation (Form FCS1500) included in this form for all applications.

In addition, applicants must fill in Section 2 AND only the relevant section (3/4/5/6/7) for the project. Only one application per form, e.g. domestic certification or foreign approval validation.

The following breakdown is included to help applicants navigate and fill in the form.

The following breakdown is included to help applicants navigate and fill in the form.

1 Applicant's Details

2 Products and Articles Application Details

3 Validation of Third Country Approvals

4 CAA Certification Support for Validation

5 Application for Transfer of Certificate

6 Transfer of Certificates within UK

7 Application for Approval of Maintenance Review Board Report (MRBR), Manufacturer Recommended Maintenance Program, Supplement to MRBR and revisions thereto

1. Applicant's Details (The Applicant is the person responsible for payment of CAA charges)

NOTE: Complete either 1a) for applications submitted by individual(s) OR 1b) for applications submitted by companies.

1a) This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

Individual (including sole traders and partnerships)

Title: Forename: Surname:

Address:

Country: Postcode:

Telephone: Fax:

E-mail: Mobile Telephone:

Trading Name: (if applicable)

Website address:

In the case of a partnership, please complete details of all partners. Continued on a separate sheet (if necessary).

1b) This application will be considered in respect of and, if appropriate, granted to, the Company Name as registered under the Company Number provided on this form.

Company

Registered Company Name (in full):

Registered Company Number:

Country of Company Registration:

Registered Office Address:

Postcode: E-mail:

Telephone: Fax:

Trading Name: (if applicable)

Trading Address (primary site):

Country: Postcode:

Website address:

Form SRG1726NR Issue 4, May 2021

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3. Validation of Third Country Approvals

NOTE: Complete 3 AND either 3a) for sequential validations OR 3b) for concurrent validations AND, IF APPLICABLE, either 3c) for ANAC or TCCA Major Level 1 design change classification OR 3d) for other CA validation classifications

For applicants seeking validation in the UK when the CAA is the Validating Authority (VA) for designs certificated by a Foreign Certifying Authority (CA). Prior to completing this section, refer to the details of the Implementation Procedures that support the applicable Bilateral Aviation Safety Agreement (BASA) between the UK and the Third Country or the Working Arrangement (WA) or Memorandum of Understanding (MoU) between the Third Country Authority and the UK CAA.

Foreign Certifying Authority (CA):

Form SRG1726NR Issue 4, May 2021

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3a) For sequential validations

CA's Design Approval Reference:

Approval/Project Title/Description:

Date of CA approval:

3b) For concurrent validations

CA's Design Project Reference:

Project Title/Description:

Date of application to CA:

3c) For ANAC or TCCA Major Level 1 design change classifications

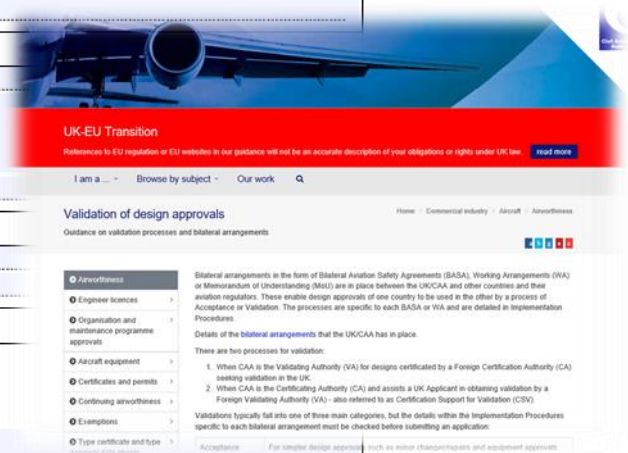
Please specify the reason for the classification:

3d) For other CA validation classifications, select one of the following

Eligible for Streamlined Validation ☐

Subject to Technical Validation ☐

Please specify the reason for the classification:



The screenshot shows the UK Civil Aviation Authority website. The top banner features a blue sky with a white contrail from an aircraft. Below this, a red banner reads 'UK-EU Transition' with a link to 'Read more'. The main content area is titled 'Validation of design approvals' and includes a sidebar with a list of links: 'Airworthiness', 'Engineer licences', 'Organisation and maintenance programme approvals', 'Aircraft equipment', 'Certificates and permits', 'Continuing airworthiness', 'Exemptions', and 'Type certificate and type approval'. The main text area provides guidance on validation processes and bilateral arrangements, mentioning the Bilateral Aviation Safety Agreements (BASA) and Working Arrangements (WA).

CAA Scheme of Charges ORS5 No. 373

Commencement Date 01 April 2021

Civil Aviation Authority

ORS5 No. 373: CAA Scheme of Charges (Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emissions)


Please find below details of the CAA Publication you have selected. Dependent on availability, you are able to download the file, or purchase a printed copy.



[Return to Results Summary](#) [Search Again](#)

UK-EU Transition

References to EU regulation or EU websites in our guidance will not be an accurate description of your obligations or rights under UK law – [read more](#).

Reference:	ORS5 No. 373
Title:	CAA Scheme of Charges (Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emissions)
Description:	CAA Scheme of Charges (Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emissions)
Status:	Current
Review Comment:	Effective from 1 April 2021
Version:	2
Date:	29 April 2021
View File:	Open document in new window  560kb
Purchase Copy:	Printed copy not available for purchase

[Accessibility Statement](#)

Official Record Series 5

United Kingdom
Civil Aviation Authority



CAA Scheme of Charges
(Airworthiness, Noise Certification and
Aircraft and Aircraft Engine Emissions)

No: 373
Publication date: 15 March 2021
Commencement date: 01 April 2021

The Civil Aviation Authority, pursuant to Section 11 of the Civil Aviation Act 1982 and after consulting the persons who, in its opinion, are likely to be affected by the Scheme or such of those persons as it thinks fit, and after consulting with the Secretary of State, hereby makes a Scheme for determining the charges to be paid to the CAA in connection with the performance by the CAA of the following functions:

- those conferred on it by or under the Order, Part-21, Part-145, Part-M, Part-ML, Part-CAMO and Part-CAO with respect to the airworthiness and maintenance of aircraft;
- those conferred on it by or under the Air Navigation (Environmental Standards for Non-Part 21 Aircraft) Order 2008 and Part-21 with respect to the noise certification of aircraft;
- those conferred on it by or under the Air Navigation (Environmental Standards for Non-Part 21 Aircraft) Order 2008 and Part-21 with respect to the emissions certification of types of aircraft and engines;
- those of issuing aircraft type certificates, engine type certificates and certificates of airworthiness for export with respect to aircraft;
- making available information received by it pursuant to its function of receiving in pursuance of the Order reports of incidents and of defects in or malfunctioning of an aircraft or any part of the aircraft or of its equipment.

Excess Hour Charges

The CAA has identified within this Scheme those charges which are subject to excess hour charges at the point that the initial charge no longer covers the costs incurred in the carrying out the specified activity. In order to determine the equivalent number of hours of CAA time for which the initial charge covers, and where not already otherwise stated, the charge should be divided by the appropriate hourly rate quoted.

1 REVOCATION

- The Scheme of Charges published by the CAA on 20 March 2020, determining the charges to be paid to the CAA in connection with the performance by the CAA of the aforesaid functions is hereby revoked.
- Section 16(1) of the Interpretation Act 1978 (which relates to the effect of repeals) shall apply to this Scheme as if this Scheme were an enactment and as if the Scheme of 20 March 2020, revoked by paragraph 1.1 above was an enactment thereby repealed.

Questions and answers