



UK-EU transition: Aviation safety

NAA information
pack

January 2021

Introduction

- The United Kingdom **left the EU Aviation Safety Agency (EASA) system** on 31 December 2020.
- The new **UK-EU trade and co-operation agreement** means that direct air connectivity between the UK and the EU will be maintained and provides for some reduction in regulatory duplication compared with a 'no deal' outcome.
- This document is a **short summary of the regulatory arrangements that apply from 1 January 2021** and reflects what the CAA and UK Government have put in place to maximise stability.
- These arrangements have been shared fully with ICAO.
- We encourage each State, business or individual that might be affected by the changes to consider the implications on their operations and plan accordingly.

What happens now that the UK has ceased participation in EASA system?



Though the EASA regulatory framework has ceased to apply, **all substantive EU requirements valid and current on 31 December 2020 will be retained in UK domestic regulation.**

All EASA certificates, approvals and licences in effect on 31 December 2020 for use in the UK aviation system and on UK-registered aircraft will be recognised by the CAA for up to two years.



This will provide stability for passengers and businesses. **UK aviation remains as safe as ever and the UK remains committed to maintaining ICAO's global aviation safety standards.**

Impact on aerospace design organisations



The UK CAA will regulate design organisations that have their principal place of business in the UK.

Designs certified by EASA before 31 December 2020 are deemed to have been validated by EASA or the UK CAA, as appropriate, and are unaffected by the end of UK participation in the EASA system.



The UK-EU trade agreement provides for some acceptance of designs without validation by EASA or the UK CAA, while others must be validated.

Impact on producers of aircraft components and parts

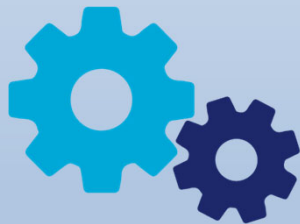


Approvals are required for organisations that produce aircraft components.



The UK will recognise the validity of existing approvals held by UK- and EU-registered businesses for components produced for UK-registered aircraft, including those already fitted, those manufactured but not yet fitted and those manufactured in the future (within an existing approval).

Products made by organisations by 31 December 2020 will continue to be automatically accepted by the EU and the UK.



Any production facility making a new category of product after 1 January 2021 will need to be inspected and approved by the relevant technical agent (EASA or CAA) of the importing state (EU or UK) as part of the approval process of the exporting state.

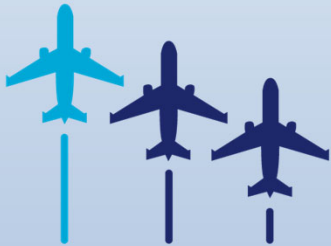
Design, Production and Maintenance

- The UK CAA **has re-established its aircraft design certification capability** to fulfil its ICAO Annex 8 State of Design obligations.
- For Maintenance (Repair Station) Approvals, implementation procedures are being established. To aid implementation the **UK is recognising EASA approvals issued to repair stations for up to two years** after 31 December 2020.
- New Maintenance Implementation Procedures (MIPs) have been developed that **largely replicate existing EU arrangements for our bilateral partners (see next slide)**.
- There are no significant changes to working procedures as the UK is already the Competent Authority under Annex 8.

New bilateral safety arrangements



Department
for Transport



The CAA and DfT have worked with the **USA, Canada, Brazil, Japan, Singapore and Switzerland** to ensure replacement or new **bilateral aviation safety agreements or arrangements are in place** from 31 December 2020.

These arrangements facilitate the **recognition of each others' safety certificates**, and support both international trade and airline operations.

Similar agreements are not necessarily needed with other countries: membership of ICAO provides a degree of confidence in respective safety regimes.

Airworthiness – Changes for Contracting States

- The UK will fulfil all its obligations as an ICAO Contracting State and the CAA will fulfil its responsibilities as a State of Design and manufacture for UK products.
- Organisations in the UK holding approvals issued in accordance with EU regulations will continue to have those approvals recognised in the UK for up to two years after 31 December 2020.
- CAA-approved organisations will **no longer issue an EASA Form 1** for new and used parts. They will issue a **CAA Form 1**, which has near identical content and lay-out.
- The **UK regulations will be substantively unchanged from EU regulations on 31 December 2020**. The level of oversight provided by the CAA will be unchanged.
- Services and certificates provided by CAA-approved organisations should continue to be accepted on a global basis as the **regulations, systems, oversight and approvals continue to comply with ICAO Standards and Recommended Practices (SARPs)**.
- There may be a need to develop working arrangements with some States to ensure proper exchange of information for products where the UK is the State of Design.

CAA Form 1 (Legally valid from 31 December 2020)



1. Approving Competent Authority / Country CAA UK		2. AUTHORISED RELEASE CERTIFICATE CAA FORM 1			3. Form Tracking Number	
4. Organisation Name and Address					5. Work Order/Contract/Invoice	
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work	
12. Remarks						
13a. Certifies that the items identified above were manufactured in conformity to: - <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a. <input type="checkbox"/> Part 145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part 145 and in respect to that work the items are considered ready for release to service.			
13b. Authorised Signature		13c. Approval/Authorisation Number		14b. Authorised Signature		14c. Certificate/Approval Ref. No
13d. Name		13e. Date (dd mmm yyyy)		14d. Name		14e. Date (dd mmm yyyy)
<p>USER/INSTALLER RESPONSIBILITIES This certificate does not automatically constitute authority to install the item(s).</p> <p>Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.</p> <p>Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.</p>						

Impact on State of Design

The current suite of EASA requirements and Certification Standards have been transposed into UK regulation. The UK CAA will:

- Ensure design aspects of the aircraft type, products and components comply with the Standards in ICAO Annex 8;
- Issue TCs (Type Certificates);
- Approve AFMs (Aircraft Flight Manuals), MMELs (Master Minimum Equipment Lists), CDLs (Configuration Deviation Lists);
- Approve changes to the Type Certificate;
- Approve Design Organisation approvals;
- Transmit any ICA (Instructions for Continued Airworthiness) and MCAI (Mandatory Continuing Airworthiness Information), including issue of Airworthiness Directives, necessary for the safe operation of the aircraft (including suspension and revocation of TCs);
- Address the information received from State of Registry on faults, malfunctions, defects and other occurrences.

Impact on Commercial Pilot licences


- Because the UK is a Signatory State to the Chicago Convention and licences will continue to be issued in accordance with Annex 1 of the Convention, **UK Part-FCL licences will continue to be valid for the operation of UK-registered aircraft.**
- The CAA has made available a document to all UK Part-FCL holders to confirm the legal validity of their licences should they be subject to a ramp inspection.
- **Pilots with UK licences who want to fly EU-registered aircraft** will need to seek a second licence or validation from an EASA member state.
- **Pilots with EASA-issued licences required to operate UK-registered aircraft** will require a UK validation as per Article 32 of the Convention. A downloadable validation document is available from the CAA's UK-EU transition microsite: <https://info.caa.co.uk/uk-eu-transition/downloads/>
- **Pilots with Third Country licences** validated by the UK can operate UK-registered aircraft, but need a validation from an EASA member state to operate EU-registered aircraft. Pilots with Third Country licences validated by an EASA member state will no longer be validated for UK-registered aircraft.

Flight Crew Licence format



Previous EASA format

United Kingdom Civil Aviation Authority



EUROPEAN UNION

FLIGHT CREW LICENCE

Issued in accordance with Part-FCL

This licence complies with ICAO standards, except for the LAPL and EIR privileges

EASA Form 141 Issue 2 Page 1 of 16 21/01/2019

New UK format

United Kingdom Civil Aviation Authority



FLIGHT CREW LICENCE

Issued in accordance with Part-FCL

This licence complies with ICAO standards, except for the LAPL and EIR privileges

CAA Form 141 Issue 1 Page 1 of 16 01/04/2019

The main differences between the previous licence and the new UK licence relate to the removal of:

- 'EUROPEAN UNION'.

The form number now starts with:

- 'CAA',
- the issue number reverting to 1,
- as this will be the first issued under new UK legislation.

Impact on licensed engineers

- Engineers with **UK Part-66 licences** will be able to continue to maintain UK-registered aircraft, but not EU-registered aircraft.
- Engineers with UK Part-66 licences **who work outside the UK and Europe on non-UK registered aircraft** will need to contact the National Aviation Authority in the state of registration of the aircraft they service.
- Engineers **with licences issued by EASA member states** will be allowed to work on UK-registered aircraft for up to two years after 31 December 2020.

Impact on Flight Operations

- **PAVEs** - All Flight Operations permissions, approvals, variations and exemptions (PAVEs) issued prior to 31 December 2020 continue to be recognised by the UK within the scope and terms of their issue.
- A letter **confirming the validity** of Air Operator Certificates, Certificates of Airworthiness, Airworthiness Review Certificates, Noise Certificates and Flight Crew Licences that make reference to EU regulations or EASA forms will be carried onboard UK-registered aircraft at all times.
- **Cargo and Mail security** - Supply chain entities approved in the UK as Known Consignors or Regulated Agents continue to be recognised in the UK.
- The UK **continues to recognise existing ACC3 designations** and the validated secure supply chains for the purposes of inbound cargo to the UK.

Impact on Approved Training Organisations

- Training organisations subject to direct oversight by the UK CAA will continue to be able to provide training for the grant or variation of UK Part-FCL licences only.
- Training organisations subject to direct oversight by the UK CAA wishing to provide training for the grant or variation of a pilot's licence issued by an EASA Member State **must seek direct approval and oversight from EASA** (approvals can be held with both the UK CAA and EASA at the same time).
- Where the UK CAA is to be the State of Licence issue, it will **continue to accept training** for the grant or variation of a UK Part-FCL licence **from training organisations approved or declared within an EASA Member State or approved directly by EASA for up to two years** from 31 December 2020.

Summary



- The United Kingdom **left the EU Aviation Safety Agency (EASA) system on 31 December 2020.**
- **All substantive EU aviation safety requirements current at 31 December 2020 are retained in UK domestic regulation** and the CAA will continue to conduct oversight.
- The UK will recognise EASA certificates, approvals and licences in effect on 31 December 2020 for use in the UK aviation system and on UK-registered aircraft for up to two years.
- Services and certificates provided by CAA-approved organisations should continue to be accepted on a global basis as the **regulations, systems, oversight and approvals continue to comply with ICAO Standards and Recommended Practices** (SARPs).
- CAA-approved organisations will issue a CAA Form 1 for new and used parts. This will be in place of the EASA Form 1 and be nearly identical in content and lay-out.

Further information

CAA UK-EU transition microsite <https://info.caa.co.uk/uk-eu-transition/>

The EU Withdrawal Act <http://www.legislation.gov.uk/ukpga/2018/16/contents/enacted>

The Aviation Safety Statutory Instrument <http://www.legislation.gov.uk/ukdsi/2019/9780111175101/content>

The UK-EU Withdrawal Agreement (consolidated) https://ec.europa.eu/commission/sites/beta-political/files/consolidated_withdrawal_agreement.pdf

EASA Brexit Website <https://www.easa.europa.eu/brexit>