

UK-EU transition: Airworthiness flowcharts



Apr 2022

The UK CAA has developed these flowcharts to help Airworthiness organisations understand what certification can be accepted from 31 December 2020 with the UK outside EASA.

They address the acceptance of components and release of UK-registered aircraft from organisations in the UK, the EU and the rest of the world during the recognition period provided by the European Union (Withdrawal) Act 2018 and Schedule 3 of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 No.645.

They are intended as a guide and may not go into the detail desired for individual circumstances. For further information, please also see the sector-specific pages of our UK-EU transition microsite and recordings of related webinars on the UK CAA YouTube channel.

Procuring a new part/component

Procuring from a UK organisation



Does the organisation have capability to produce the item?

No



Not Accepted

Yes

Are the parts received on a CAA Form 1?

No

Are the parts received on an EASA Form 1 dated prior to 1 Jan 2021

No



Not Accepted

Yes

Accepted

Yes



Accepted

Procuring a new part/component

Procuring from an EU/EASA/EEA/FOCA competent authority approved organisation (NOT a UK-based TCO EASA org)



Does the organisation have capability to produce the item?

No



Not Accepted

Yes

Are the parts received on an EASA Form 1

No



Not Accepted

Yes

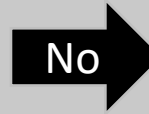
Accepted due to Art 21 of the AVSAF Annex
– mutual recognition

Procuring a new part/component

Procuring from a non-EU/EASA/EEA/FOCA competent authority approved organisation



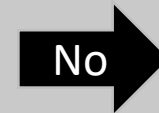
Does the organisation have capability to produce the item?



Not Accepted



Does the UK have a Bilateral with the NAA?



Contact the UK CAA for a potential direct approval



Review in accordance with specific Bilateral

Procuring a used part/component

Procuring from a UK organisation



Does the organisation have the applicable capability?

No



Not Accepted

Yes

Are the parts received on a CAA Form 1?

No

Are the parts received on an EASA Form 1 dated prior to 1 Jan 2021?

No



Not Accepted

Yes

Accepted

Yes



Accepted

Procuring a used part/component

Procuring from an EU/EASA/EEA/FOCA competent authority approved organisation ** (NOT a UK-based TCO EASA organisation)



** NB- This includes worldwide EASA approved TCOs where the UK do not have a BASA in place

Does the organisation have the applicable capability?

No



Not Accepted

Yes

Does the organisation hold an actual UK approval?

No

Yes

Does the organisation hold an EU/EASA/EEA/FOCA competent authority approval?

No



Not Accepted

Are the parts received on a CAA Form 1?

Yes



Accepted

No



Not Accepted

Yes

Are the parts received on an EASA Form 1, reference UK CAA document OSR4 1538/9?*

No



Not Accepted

Yes

Accepted

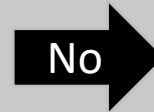
*for EASA Form 1 to be accepted from 1 Apr 2022 the organisation must have made application to CAA before 31 Mar 2022.

Procuring a used part/component

Procuring from a non-EU/EASA/EEA/FOCA
competent authority approved organisation



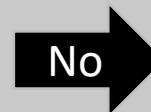
Does the organisation have the
applicable capability?



Not Accepted

Yes

Does the UK have a
Bilateral with the NAA?



Not Accepted

Contact the UK CAA for a
potential direct approval

Yes

Review in accordance with
the specific Bilateral

UK CAMO managing G-reg A/C

Contracting a UK Part 145
organisation



Does the 145 have the capability to carry out the required work?



No



Not Accepted



Accepted



UK CAMO managing G-reg A/C

Non-UK/EASA organisations 

See bilateral agreement if there is one

Contracting an EU/EASA/EEA/FOCA competent authority approved Part 145 organisation 

Does the 145 have the capability to carry out the required work?

No 

Not Accepted

*If an EU/EASA approved organisation applies for a UK approval they can continue to use their EU/EASA approval (with caveats) under the detail listed in ORS4 Exemption 1536/7 and using Decision 3 while their UK approval application is being processed.

Yes

Does the organisation hold a actual UK 145 approval?*

No

Did the organisation gain their EEA Member state approval prior to 1 Jan 2021?

No

UK Approval Required

OR

Compliance with ORS4 No 1536/37

Yes

Yes

Certificate of Release to Service made using UK Approval number and UK CRS statement?

Yes

Accepted

If the EASA approval certificate has added additional ratings and are they required for G Reg Aircraft?

Yes

No

Will the organisation follow the UK CAA Decision No.3 to issue the CRS?

Yes

Accepted

UK Part 145 organisation maintaining G-reg A/C within the UK or at a facility located outside the European Union

Does the UK 145 organisation have any EU/EEA competent authority issued Part 66 licence holders who will be issuing a CRS on UK-reg A/C

No

No further action required

Yes

Were the EASA Part 66 Licences issued before 31st Dec 2020?

No

Review compliance IAW ORS4 No 1532/3 for Acceptance*

Yes

From 01 January 2021, holders of EEA member state Issued EASA Part 66 licences benefited from an additional UK Part 66 licence in exactly the same terms as the EASA licence that existed on 31 December 2020, treated as if that UK licence had been issued by the CAA, as a consequence of saving and transitional provisions in EU Exit related UK legislation. Therefore these licences can be accepted. However any additional privileges added post 31st Dec 2020 can only be considered IAW ORS4 No 1532/3*

***If an application has been made to the UK CAA, and confirmation received of that application, then ORS4 No.1532/3 may be applied to continue using the Licence issued by and EU Competent Authority**

UK Part 145 organisation maintaining G-reg A/C within the UK or at a facility located outside the European Union

Does the UK 145 organisation have any FOCA competent authority issued Part 66 licence holders who will be issuing a CRS on UK-reg A/C

No

No further action
Required

Yes

Does the licence comply to the requirements of ORS4 No 1532/3*

No

Licence Not
Acceptable

Yes

Licence is acceptable

***If an application has been made to the UK CAA, and confirmation received of that application, then ORS4 No.1532/3 may be applied to continue using the Licence issued by FOCA Competent Authority**

UK Part 145 organisation maintaining G-reg A/C at a facility within the European Union

Does the UK 145 organisation have any EU/EEA/FOCA competent authority issued Part 66 licence holders who will be issuing a CRS on UK-reg A/C

No

No further action required

Yes

Has the UK Part 145 organisation applied the UK Part 66 licence equivalence requirements as specified in Part 145.A.30(j) and Appendix IV to Part 145?

No

The individual will need to hold a UK Licence to continue to issue a CRS for a UK-reg A/C*

Yes

No further action required

*If an application has been made to the UK CAA, and confirmation received of that application, then ORS4 No.1532/3 may be applied to continue using the Licence issued by and EU Competent Authority