

CAA Decision, carrying out a function of a State of Registry under the Chicago Convention and its Annexes, to adopt Airworthiness Directives issued by third country States of Design, for products, parts and appliances designed in third countries pursuant to UK Reg (EU) 2018/1139 (the UK Basic Regulation) Articles 76(4) and 77(1)

DECISION No. 12

Publication date: 12 August 2022

Background

1. The CAA will issue an Airworthiness Directive when an unsafe condition has been determined to exist in an aircraft as a result of a deficiency in an aircraft, or engine, propeller, part or appliance installed on such aircraft, and that condition is likely to exist or develop in other aircraft.
2. Pursuant to paragraph 4.2.3.1(d) of Annex 8 to the Chicago Convention, upon receipt of mandatory continuing airworthiness information from the State of Design, a State of Registry must adopt the mandatory information directly or assess the information received and take appropriate action.
3. Under EU Basic Regulation Article 75(f), EASA was required to carry out, on behalf of Member States, functions ascribed to them by the Chicago Convention, including functions of the State of Registry. An EASA decision ([Executive Director Decision No. 2019/018/ED](#)) required overseas State of Design Airworthiness Directives to be applied to EASA Member State's imported products and parts.
4. These EASA Decisions no longer apply in the UK. Since 1 January 2021, under UK (EU) Basic Regulation 75(f) the CAA is required to carry out, on behalf of the UK, functions ascribed to the UK (as an ICAO Member State) by the Chicago Convention. In compliance with its obligations as a State of Registry under Annex 8 of the Chicago Convention, and in the interests of safety, the CAA requires imported products to comply with State of Design Airworthiness Directives relating to those imported products unless the CAA decides otherwise.
5. One purpose of this Decision is to adopt the Airworthiness Directives (issued by various States of Design) adopted by EASA on or before 31 December 2020, on which date the UK ceased to be a member of the European Union or EASA. These can be found in the [EASA Safety Publications Tool \(europa.eu\)](#).
6. The second purpose of this Decision is to adopt, on a continuing basis, all State of Design Airworthiness Directives issued from 1 January 2021, including such Airworthiness Directives (whether issued before or after 1 January 2021) which are superseding

Airworthiness Directives or which have been revised or corrected, and to un-adopt any State of Design Airworthiness Directives which are revoked (whenever they were first issued) unless the CAA issues a Decision not to adopt an individual State of Design Airworthiness Directive.

7. Information on overseas State of Design Airworthiness Directives that have been, and continue to be, adopted by the CAA as a consequence of this Decision, is set out in [CAP 747 Mandatory Requirements for Airworthiness \(caa.co.uk\)](#). Where the CAA has decided NOT to adopt overseas State of Design's Airworthiness Directives, this information will be set out in CAP 747 and published on a continuing basis here: [List of State of Design Airworthiness Directives Not Adopted by the CAA](#).

Decision

1. The CAA, under Article 76(4) and 77(1) of Regulation (EU) 2018/1139, as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, has decided:
 - a. To adopt (and apply to any UK registered aircraft, engine, propeller, part or appliance) any State of Design Airworthiness Directive adopted by EASA Executive Director Decision No. 2019/018/ED on or before 31 December 2020 (including to the extent any such State of Design Airworthiness Directive was revised, superseded or corrected on or before that date) and only if not revoked by the State of Design.
 - b. To adopt (and apply to any UK registered aircraft, engine, propeller, part or appliance) any Airworthiness Directive issued (on or after 1 January 2021) by the State of Design of that aircraft, engine, propeller, part or appliance, or design change, as of that Airworthiness Directive's effective date, including:
 - i. Any Airworthiness Directive revised or corrected by the State of Design; and
 - ii. Any superseding Airworthiness Directive issued by the State of Design,unless and until it is revoked and unless the CAA issues a different Decision. A list of Airworthiness Directives not adopted is published by the CAA here: [List of State of Design Airworthiness Directives Not Adopted by the CAA](#).
2. This Decision will remain in force unless revoked or amended by the CAA.

Definitions

All references to *Regulations* are to the UK law bearing that title or number, being EU retained law as retained (and amended in UK domestic law) pursuant to the European Union (Withdrawal) Act 2018.



Rob Bishton

For the Civil Aviation Authority and the United Kingdom

Date of Decision: 12 August 2022

Date of Decision Coming into force: 12 August 2022