

Appendix 3
Implementation of the provisions of Article 6(3) to the oversight of the Airbus A380 registered in the UAE

Considering the provisions of Article 6(3) on continuing airworthiness and the entry into regular service of the Airbus A380, a large and complex aircraft of the newest generation, and taking into account that, during the first years of the entry into service of the A380, the number of aircraft into operation as well as the number of airlines operating this aircraft will be extremely limited;

Considering that EASA has decided that fulfilment of its State of design responsibilities would be better achieved in these peculiar circumstances by the establishment of a dedicated Network of Communication providing for a closer monitoring of the fleet in service and allowing taking the appropriate corrective measures commensurate to the nature of the deficiency and the number of concerned aircraft;

Considering that GCAA has agreed to join the Network of Communication as it has a special interest as State of registry of the Airbus A380 entering into regular passenger transport services within Emirates Airlines, to further the exchange of data it needs to ensure the proper oversight of that fleet;

Have decided to co-operate as follows:

1. Co-operation principles

1.1. A permanent link is established between EASA and GCAA Focal Points for A380 airworthiness and operations matters (see annex).


1.2. At least one meeting of the relevant Focal Points will be organised every year by EASA and GCAA. Additional meetings may be organised on a case by case basis as required by the need to co-ordinate airworthiness or operation actions.

1.3. GCAA will, provide information to EASA on specific airworthiness and operational issues as soon as they happen and will assist EASA in analysing their effect on the safety of the fleet.

1.4. EASA will review possible actions to correct identified deficiencies, taking into account suggestions made by GCAA and will promptly inform GCAA on the defined actions it considers the most appropriate.

1.5. EASA will inform as soon as possible of any issue affecting the airworthiness and operation of A380 aircraft as identified through its continuous oversight process.

1.6. GCAA agrees to take all necessary measures to monitor the implementation of the notified actions and report swiftly on any difficulty.

1.7. Upon GCAA request, EASA will provide information on EASA position on specific issues, and will assist GCAA in ensuring oversight of its fleet. 



2. Costs sharing

Costs – Each Authority will support the direct costs associated to the implementation of this Network of Communication.

Annex Focal Points

Focal Points for Airworthiness

FOR EASA	FOR GCAA
Rachel Daeschler / Steve Higgins	Ismacil Mohammed Al Balooshi
Certification Directorate	Chief of Airworthiness
Postfach 10 12 53	P.O.Box 30500
D-50452 Köln	Dubai
Germany	United Arab Emirates
Phone: + 49 221 89990 4038 + 49 221 89990 4131	Phone: + 971 4 211 1510 Mobile: + 971 50 667 7138
Fax: + 49 221 89990 4538 + 49 221 89990 4531	Fax: + 971 4 282 0847
Email : rachel.daeschler@easa.europa.eu steve.higgins@easa.europa.eu	ibalooshi@gcaa.ae

Focal Points for Flight Standards


FOR EASA	FOR GCAA
Colin Hancock	Captain Mohammed Al Sam
Certification Directorate	Chief of Flight Operations
Postfach 10 12 53	P.O.Box 30500
D-50452 Köln	Dubai
Germany	United Arab Emirates
Phone: + 49 221 89990 4009	Phone: + 971 4 211 1505 Mobile: + 971 50 627 1714
Fax: + 49 221 89990 4509	Fax: + 971 4 211 1627
Email : colin.hancock@easa.europa.eu	alsam@gcaa.ae

Signed on :

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By


Patrick Goudou
EASA – Executive Director


Mohammed Abdullah Al Salami
Deputy GCAA Chairman
GCAA Director General