



EUROPEAN AVIATION SAFETY AGENCY

**CANADA ROADSHOW
31st May 1st June 2005**

EASA AMO Roadshow Canada 31st May 1st June 2005

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Part 1 EASA

Introduction

Several significant changes within the European Aviation Regulatory framework have been brought about by the introduction of new European Aviation Regulations.

These new Regulations are applicable to all European Union Member States.

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EU Membership

The new rules apply to all European Union (EU) Member States.

In April of 2004 there were only 15 EU Member States:

France, Germany, UK, Ireland, Greece, Spain, Netherlands, Belgium, Italy, Portugal, Finland, Sweden, Luxembourg, Denmark, Austria.

However:

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EU Membership

These 15 countries were joined by 10 new accession states on May 1st, 2004 in a process known as "enlargement".

Lithuania, Estonia, Latvia, Malta, Cyprus, Slovenia, Hungary, Czech Republic, Poland, Slovak Republic.

Therefore the EU consists of 25 Member States.

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EU Membership

Out of the former 38 JAA countries only 25 are part of the EU.

Notable JAA countries that are non-EU Members are:

Switzerland, Norway and Romania.

Any EASA Part-145 Organisations located in non EU territory are considered as "foreign organisations."

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Regulations

Regulation (EC) 1592/2002 of the European Parliament and of the Council established the European Aviation Safety Agency (EASA) in September 2002.

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1592/2002 Requirements for organisation approvals

Article 15(2)

(b) issue and renew the certificates of

- (i) design organisations; or
- (ii) production organisations located outside the territory of the Member States, if requested by the Member State concerned;

or

- (iii) production and maintenance organisations located outside the territory of the member states

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Geographic responsibility

Continuing airworthiness organisations (2042/2003)

→ Within the EU territory.

The Member State is responsible for nominating the competent Authority for all Organisation Approvals i.a.w Regulation (EC) 2042/2003

→ Outside the EU territory

The Agency is the competent Authority for all organisation approvals i.a.w Regulation (EC) 2042/2003

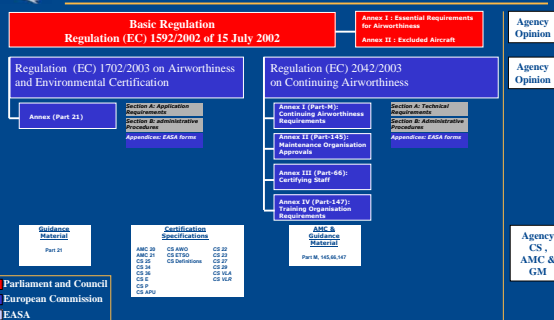
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Regulatory Framework



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Regulations

A. Commission Regulation (EC) 1702/2003 entered into force on 28 September 2003. This Regulation has one annex-Part 21.

B. Commission Regulation (EC) 2042/2003 entered into force on 28 November 2003. This Regulation has 4 annexes.

Annex i-Part M

Annex ii-Part-145

Annex iii-Part-66

Annex iv- Part-147

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Regulations

Annex ii EASA Part-145.

This implementing Rule deals with the approval of maintenance organisations and is derived from the former JAR 145 requirement.

There are relatively few changes between the former JAR 145 and EASA Part-145.

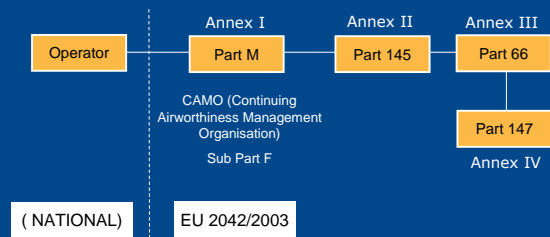
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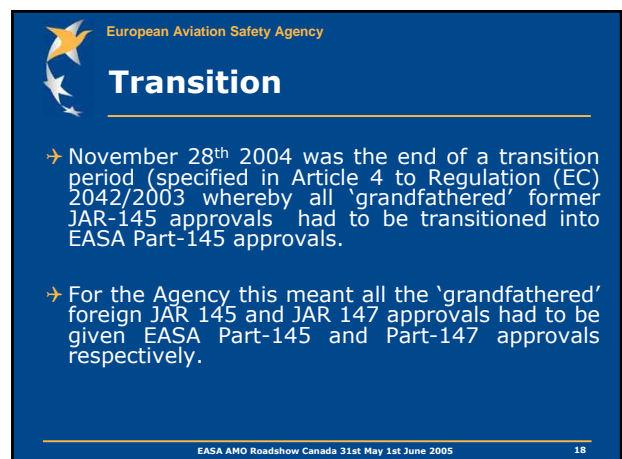
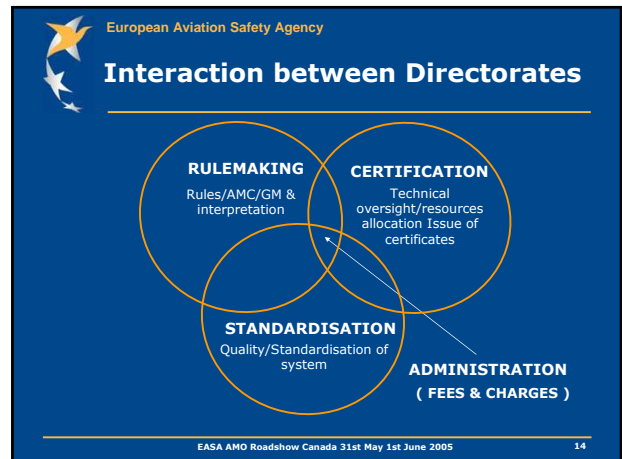
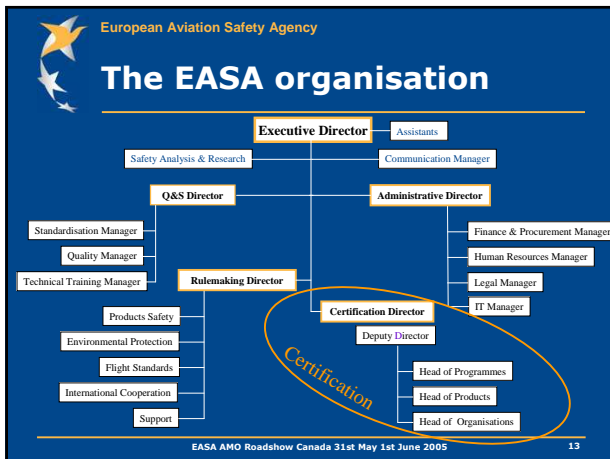
Commercial air transport



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EASA approved organisations

- A) US Bilateral Aviation Safety Agreement/ Maintenance Implementation Procedures
TOTAL 1256 Part-145 organisations
- B) Canadian Technical Arrangement for Maintenance
TOTAL 135 Part-145 organisations
- C) Foreign non –bilateral Part-145 approvals
TOTAL 270 Part-145 organisations
- D) Foreign non –bilateral Part-147 approvals
TOTAL 10 Part-147 organisations

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Certification Directorate Responsibilities

Certification of Organisations

- Design Organisations (EU and Foreign)
- Non EU Production Organisations
- Non EU Maintenance/Training Organisations

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How we work today

→ Rulemaking

- * The Agency's procedures are in operation
- * The JAA work programme is taken over by the Agency

→ Certification

- * Certificates and approvals are signed by the Agency
- * Certification experts are joining the Agency
- * Temporary service contract with CJA signed
- * Temporary outsourcing contracts with NAAs are in the process of being signed

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How we work today

→ Standardisation

- * The JAA standardisation programmes known as

a) MAST for all EU Member States (including JAA full
EU Member States)

b) MIST for non-JAA,

are now taken over by the Agency.

- * A new standardisation regulation is in the process of being approved by the EU Commission and adopted by the Agency.

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How we are going to work

In the forthcoming months and years
The Certification Directorate will take over
the tasks and manage them internally in
parallel with its staff growth.

The challenge: the integration of NAA
resources, and the definition of "In house"
working methods.

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Assumptions

- The Agency is built on a strong legal basis which provides certainty to stakeholders
- With the introduction of the Agency the intent is to ensure minimal disruption to ongoing activities, and ensure a smooth transition.
- The Agency is the European interlocutor in aviation safety
- The relationship with Transport Canada and Canadian Industry is key to ensure the highest level of safety worldwide

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Roadmap and future development

- Managing the Agency's growth
- Setting up the system of fees and charges
- Developing the rulemaking programme
- Expanding the Agency's scope to flight crew licensing and air operations

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PART 2

The impact of EASA on Canadian CAR 573 organisations subject to the Administrative Arrangements on Maintenance.

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AAM Guidance material

Discussions are ongoing with the Canadian government and the EU to negotiate a new bilateral agreement which would bind Canada and all EU Member States.

However, in order to maintain continuity revised procedures based upon the former JAA TGL 23 have been discussed with Transport Canada and the resultant AAM Guidance AAM-G is now published on the EASA web site at www.easa.eu.int

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Main procedural changes

- All EASA Part-145 certificates are issued without a time limitation i.e. they remain valid indefinitely subject to compliance with the applicable Regulations.
- EASA has published the AAM-G which replaces the former JAA TGL 23.
- The former Renewal process is now changed to "continuation" and consists of the technical elements and the fees and charges "financial" elements.

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Main procedural changes (cont.)

- Address and contact details change to reflect EASA in Cologne.
- Inclusion of the EASA Fees and Charges Regulation.

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How does this affect my approval?

All JAR 145 acceptance issued in accordance with Article 4 to Regulation 2042/2003 were transitioned into EASA Part/145 approvals prior to 28th November 2004.

After November 28th 2004 a JAR 145 acceptance is no longer valid.

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Important changes

All EASA Part-145 certificates are issued without a time limitation i.e. they remain valid indefinitely subject to compliance with the applicable Regulations.

All EASA Part-145 foreign approval certificates will be issued with a new EASA designator number.

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Certificate numbering

For the « grandfathered » JAR 145 acceptance certificates the numbering system has taken the following format:

JAR 145 Acceptance number JAA.7000 becomes an EASA Part-145 approval number EASA.145.7000

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Frequently asked questions

In order to assist industry the EASA has detailed the most frequently asked questions and has included answers.

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Questions

Question 1

Which procedures should I use, do I still use JAA TGL 23?

Answer 1

JAA TGL 23 should no longer be used. EASA has produced the AAM-G which is available on the EASA web site.

http://www.easa.eu.int/org_appro_en.html

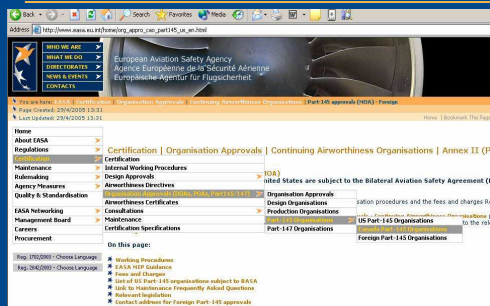
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Questions

Question 2

Do I need to amend my supplement, and if so how must this be carried out?

Answer 2

Yes your supplement will need to be amended as soon as possible in accordance with the AAM-G.

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Questions

Answer 2 cont./

It is intended that this will be carried out in the normal manner ie submitted to EASA directly for approval.

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Questions

Question 3

Which release to service statement do I quote on my TCCA 24-0078 or on the aircraft release to service?

Answer 3

It is important to note that once issued with your EASA Part-145 approval certificate that the release to service statement required MUST quote the EASA approval number and refer to EASA iaw Paragraph 9 of the example supplement in the AAM-G.

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Questions

➔ Aircraft release to service

Must comply with the AAM-G release to service requirements for aircraft as detailed in paragraph 11 to the AAM-G example supplement.

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Questions

Question 4

Where must I send my application for Initial issue, continuation or amendment?

Answer 4

All applications for initial approval, amendment or continuation should be sent directly to the European Aviation Safety Agency at the following address:

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Questions

Applications Manager,
European Aviation Safety Agency,
Postfach 10 12 53,
D-50452,
Cologne,
Germany.

➔ Fax ++ 49 221 89990 -999 or -99

➔ Tel ++ 49 221 89990 1000

➔ Email Foreign145@easa.eu.int

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Questions

Question 5

What about fees and charges?

Answer 5

The EASA fees and charges regulation enters into force on June first 2005.
All organisations will be contacted by EASA and requested to pay the appropriate fee.

Organisations must comply with the EASA fees and charges Regulation.

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Questions

Please note that in the future payments will have to be made in Euros to a European bank.

The new fee is 1200 Euros for a continuation and 1500 Euros for an initial approval.

The fees and charges Regulation (EC) 488/2005 is available on the EASA web page.

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Questions

Question 6

What about the JAA lists of approved / accepted organisations-are these still valid?

Answer 6

For EU Member State issued Part-145 approvals (eg Germany, UK, France etc) the JAA list 1 should still be used. This is still available via the JAA at:

www.jaa.nl

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Questions

EASA has taken the former JAA lists 2 and 3 and these lists are now published directly on the EASA web site at

http://www.easa.eu.int/org_appro_en.html

Former JAA List 2 –US bilateral EASA Part-145 approvals

Former JAA list 3 –Canadian EASA Part-145 approvals.

All Non EU EASA Part-145 approvals not subject to a bilateral agreement.

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Continuation of approvals

All Part-145 organisations should have the same 2 year « Renewal Cycle » as their previous JAA JAR 145 acceptance. The start date of the 2 year cycle is taken from the 'grandfathered' JAR 145 acceptance 'renewal' cycle.

During the continuation process no certificate will be issued as the EASA certificate has no time limitation.

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EASA CERT#	CONTINUATION PERFORMANCE DATE	COMPANY NAME	ADDRESS 3	TCAA AMO N°
EASA 145 7001	1 April 2005	MAGELLAN AIRTECH	Abbotsford, British Columbia	TCA AND 8-88
EASA 145 7003	1 February 2005	ALDO AIRCRAFT INC	Brimley, BC	TCA AND 221-61
EASA 145 7005	1 August 2005	ALDO AIRCRAFT LTD.	Winnipeg, Manitoba	TCA AND 40-88
EASA 145 7006	1 August 2005	AEROSPACE VEHICLE INC	Bathurst, Quebec	TCA AND 209-91
EASA 145 7007	1 February 2005	RAF CANADA	P.O. Box 9000, Sussex Airport	TCA AND 8-88
EASA 145 7008	1 February 2005	RAF TRAVEL & T. INC	Amoyat 101 de Montreal (M3000)	TCA AND 22-87
EASA 145 7009	1 February 2005	ROCHELL AIRCRAFT INC	1111 St. Laurent, Quebec	TCA AND 7-72
EASA 145 7010	1 February 2005	ROCHELL AIRCRAFT INC	Montreal, Ontario	TCA AND 1-70
EASA 145 7012	1 February 2005	ROCHELL AIRCRAFT INC	P.O. Box 116	TCA AND 20-91
EASA 145 7013	1 March 2005	ALPHE AIRCRAFT LTD.	Redmond, British Columbia	TCA AND 10-80
EASA 145 7014	1 February 2005	ATLANTIC TURBINE INTERNATIONAL INC	Barnesville, P.E.	TCA AND 10-82
EASA 145 7015	1 August 2005	ALMA GROUP INC	Calgary, Alberta	TCA AND 84-87
EASA 145 7016	1 February 2005	BELL HELICOPTER TESTER	Barnesville, Quebec	TCA AND 10-82
EASA 145 7017	1 February 2005	CADOMATH AIRCRAFT INC	Winnipeg, Manitoba	TCA AND 84-81
EASA 145 7018	1 February 2005	ENK AIRCRAFT INC	Edmonton, Alberta	TCA AND 10-87
EASA 145 7019	1 February 2005	CANDIAN AIRCRAFT ACCESSORIES LTD	Calgary, Alberta	TCA AND 10-87
EASA 145 7020	1 February 2005	CANADIAN AIRCRAFT ACCESSORIES LTD	1611 Airport Road E	TCA AND 1-81
EASA 145 7022	1 February 2005	CNC ELECTRONICS INC	1111 St. Laurent, Quebec	TCA AND 1-71
EASA 145 7024	1 February 2005	COMPTON TECHNOLOGY (CANADA) COMPANY	Winnipeg, Manitoba	TCA AND 10-81
EASA 145 7026	1 February 2005	CASCAD AIRCRAFT INC	Abbotsford, British Columbia	TCA AND 84-80
EASA 145 7028	1 February 2005	WAGE COPTER MAINTENANCE LTD.	Calgary, Alberta	TCA AND 8-81
EASA 145 7029	1 February 2005	FIELD AVIATION EAST LIMITED	Montreal, Ontario	TCA AND 10-74
EASA 145 7030	1 February 2005	PIST AIR MAINTENANCE SERVICES	100 Tard Johnson Road	TCA AND 21-74

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Questions

Question 7

Where can I find the relevant EASA published AAM and the guidance material, the AAM-G?

Answer 7

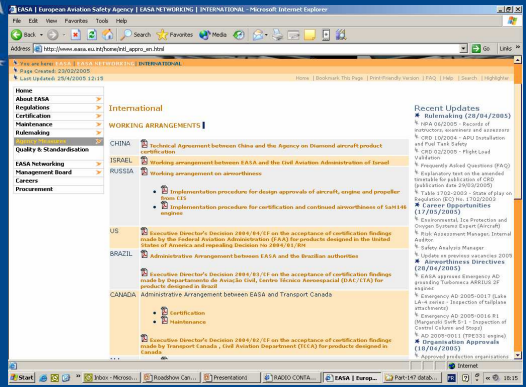
The AAM and the the AAM-G can be found on the EASA web site at www.easa.eu.int

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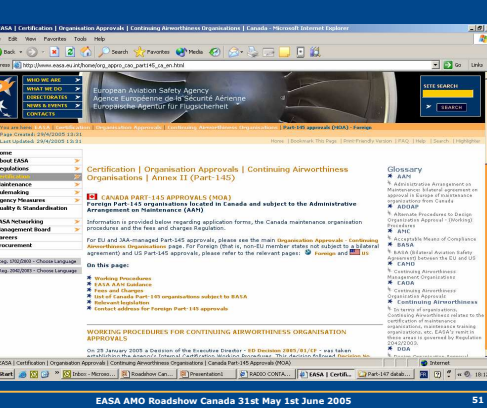


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Continuation paperwork

Organisations must still submit the appropriate documentation to EASA, in accordance with the EASA AAM-G, every two year period to ensure that their certificate remains valid.

EASA will also request TCCA to confirm that there are no ongoing investigations that may affect the approval.

A continuation letter will be issued by EASA confirming continued validity for a further two year period.

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The future

The European Commission is currently working with the Canada, TCCA and EASA in order to produce a new Bilateral Aviation Safety Agreement which would be applicable to Canada and to all EU Member States.

This will reduce redundant regulatory oversight and also facilitate market access.

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Contacts

Should you have any queries regarding your EASA Part-145 approval these should be addressed in the first instance to the Applications Manager, EASA as detailed on previous slides.

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Conclusion

We are currently in a transition period and we are embarking on a learning curve. It is essential that Transport Canada, EASA and Industry continue to work together in order to ensure that we maintain the highest levels of safety for the Aviation sector.

We look forward to working with you and thank you for your continued cooperation.



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The End

Questions?

