



## **Practical Implementation of the Annexes of the EU-US and EU-Canada Bilateral Agreements: Update**

*Plenary A*

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### **Major Discussion Points**

- The bilateral agreements constitute the basis for cooperation between two authorities based on confidence and trust.
- Revisions to the TIP are welcomed by industry and the improved reciprocal acceptance they represent. Generally positive feedback from industry.
- More work needs to be done on TSO/ETSO acceptance, MEL validation, level of involvement, TIP simplification, SMS.
- The global market for airplanes is dependent on the harmonization of regulations and the cooperation of the regulators.
- Continued leveraging of bilateral agreements to help address funding reductions both at the regulators and in industry.
- Validation items need to focus on high risk areas and significant regulatory requirements.
- Now that the rules are harmonized, we need to work on consistent interpretation and applications because that is where the issues are now.
- The moratorium on new foreign FAA repair stations needs to be removed.
- Regional initiatives sponsored by ICAO should be encouraged for multilateral cooperation.
- SMS may be a catalyst for moving away from checking individual requirements to checking safety systems.

### **Questions and Comments from the Floor**

- Bedek MRO - Can't we accept the audits done by our bilateral partners? FAA agrees, another option would be to put a multinational team to do one audit.
- Several participants - SMS is an area where the EASA NPA is not being harmonized with other authorities.

### **Outcomes/Additional Ideas**

- Authorities can leverage the work of the home authorities to reduce involvement of interested foreign authorities and increase safety.
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