



EASA
European Aviation Safety Agency

Export Certificate of Airworthiness for new aircraft

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An agency of the European Union 

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Export Certificate of Airworthiness for new Aircraft

Responsibilities within EU/EASA Member States:

- The requirement is based on ICAO Annex 8;
- For new aircraft produced in EU Member States (MS) under a National POA, the ECofA is issued by Competent Authority of EU Member State;
- For new aircraft produced in or out of EU MS under an EASA POA, the ECofA is issued by EASA.



The EASA ECofA

- The document is issued using the EASA Form 27;
- EASA is currently issuing ECofA for all new Airbus Aircraft delivered in Toulouse, Hamburg, Mobile – AL, Tianjin – China and Diamond DA40 Aircraft produced by SBAAI in Binzhou – China.



Export Certificate of Airworthiness for new Aircraft

For EASA POA holders, EASA is developing a process for an electronic ECofA :

- Technical review of application documents including draft EASA Form 52 (EASA, LBA and DGAC-F);
- Preparation of ECofA (EASA);
- Electronic ECofA (wet signed scanned document) is issued by EASA based on electronic copy of EASA Form 52 issued by POA Holder - **no paper copy provided to POAH/Customer;**
- Copy of ECofA will be saved on dedicated place on EASA website to allow importing Authority to verify ECofA if necessary;
- Next future step – **digitally signed ECofA** (pending digital signature process to be developed within EASA);



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PURPOSE OF EXPORT CERTIFICATE OF AIRWORTHINESS(ECofA)

The ECofA is statement issued by exporting State to importing State, confirming airworthiness of the a/c and compliance with the requirements of the importing State for issuing Certificate of Airworthiness (CofA). Upon receipt of ECofA together with other related documents and performing associated inspection, the Competent Authority of the State of Registry is issuing the CofA.

The Attachment C to Chapter 6 of ICAO Airworthiness Manual (*Doc 9760*) contains the “SAMPLE EXPORT CERTIFICATE OF AIRWORTHINESS (FOR CLASS I PRODUCTS)”



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ICAO Standards and Recommended Practices

ICAO Annex 8 “Airworthiness of Aircraft” (11th edition, July 2010)
Part II, §3.2.4 contains the following Note:

*“Some Contracting States **facilitate the transfer of aircraft onto the register of another State by the issue of an ‘Export Certificate of Airworthiness’ or similarly titled document.** While not valid for the purpose of flight such a document provides confirmation by the exporting State of a recent satisfactory review of the airworthiness status of the aircraft. Guidance on the issue of an ‘Export Certificate of Airworthiness’ is contained in the Airworthiness Manual (Doc 9760).”*

Furthermore, Part III, Chapter 6 of Airworthiness Manual, Doc 9760 (3rd edition, 2014) contains additional note: **“Note.— The issuance of an “Export Certificate of Airworthiness” is not mandatory.”**



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Why do we still issue ECofA for new aircraft, if it is not required by ICAO?

- Historically, a common practice became “a rule” and was incorporated into National Regulations;
- Requirements of National Regulations were incorporated into Bilateral arrangements.



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The EU Regulation 748/2012 – Annex I Subpart G gives to the Approved Production Organisation the “privilege”:

- in the case of complete aircraft and upon presentation of a Statement of Conformity (EASA Form 52) under point 21.A.174, obtain an aircraft Certificate of Airworthiness and a Noise Certificate without further showing;



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The EU Regulation 748/2012 Annex I - Appendix VIII - EASA Form 52 Aircraft Statement of Conformity

Instructions for the use of the Aircraft Statement of Conformity EASA Form 52

1. PURPOSE AND SCOPE

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1.2. The purpose of the aircraft Statement of Conformity (EASA Form 52) issued under Part 21 Section A Subpart G is to enable the holder of an appropriate Production Organisation Approval to exercise **the privilege to obtain an individual aircraft Certificate of Airworthiness from the Competent Authority of the Member State of Registry.**



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Appendix VIII — EASA Form 52 — Aircraft Statement of Conformity

AIRCRAFT STATEMENT OF CONFORMITY — EASA FORM 52

AIRCRAFT STATEMENT OF CONFORMITY		
1. State of manufacture	2. [MEMBER STATE] ¹³ A Member of the European Union ¹⁴	3. Statement Ref No:
4. Organisation		
5. Aircraft Type	6. Type-certificate Refs:	
7. Aircraft Registration Or Mark	8. Manufacturers Identification No	
9. Engine/Propeller Details ¹⁵		
10. Modifications and/or Service Bulletins ¹⁶		
11. Airworthiness Directives		
12. Concessions		
13. Exemptions, Waivers or Derogations ¹⁷		
14. Remarks		
15. Certificate of Airworthiness		
16. Additional Requirements		
17. Statement of Conformity It is hereby certified that this aircraft confirms fully to the type-certificated design and to the items above in boxes 9, 10, 11, 12 and 13. The aircraft is in a condition for safe operation. The aircraft has been satisfactorily tested in flight.		
18. Signed	19. Name	20. Date (d/m/y)
21. Production Organisation Approval Reference		

EASA Form 52 Issue 2.



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Attachment C to Chapter 6

SAMPLE EXPORT CERTIFICATE OF AIRWORTHINESS (FOR CLASS I PRODUCTS)

[INSERT CIVIL AVIATION AUTHORITY NAME] Block 1 of EF52

No.

EXPORT CERTIFICATE OF AIRWORTHINESS
(for Class I products) Block 6 contains EASA TC reference

THIS CERTIFIES that the product identified below and detailed in [INSERT TYPE CERTIFICATE NO. OF IMPORTING STATE] has been examined and, as of the date of this certificate, is considered airworthy in accordance with the regulations of [INSERT EXPORTING STATE], and is in compliance with those special requirements of the importing State, except as stated below. Block 1 of EF52

Note: This certificate does not attest to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft. EF 52 does not authorised to operate the a/c

Product: Block 5

Manufacturer: Block 2 and 21

Model: Block 5

Serial No.: Block 8

☐ New EF52 issued only for new a/c

State to which exported: Block 15

Exceptions: Block 13 and 16

Block 18-19

Block 20

Signature of Approving Officer

Date

For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine and propeller. Applicable specifications or Type Certificate data sheet, if not attached to this Export Certificate, will have been forwarded to the appropriate governmental office of the importing State.

CAA Form No.



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Conclusion

- The EASA Form 52 contains more technical information (i.e. Block 9 Engines/Propellers, Block 10 Modifications and/or SBs, Block 11 ADs etc.) than an Export Certificate of Airworthiness;
- The same is for the technical information contained in the [FAA Form 8130-6](#) Application for US Certificate of Airworthiness;
- The Engines and Propellers, Class 1 products are delivered with EASA Form 1 or FAA Form 8130-3.



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Conclusion

- **What is the added value of an Export Certificate of Airworthiness for a NEW Aircraft ?**



Thank you

Any questions?

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