



**EASA**  
European Aviation Safety Agency

# **Production & Maintenance Conference**

## **Update on Bilateral Agreements (BASA)**

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# Agenda

- Agenda
  - Introduction to BASAs
  - Status update:
    - EU / Canada;
    - EU / USA;
    - EU / Brazil;
    - EU / China;
    - EU / Japan



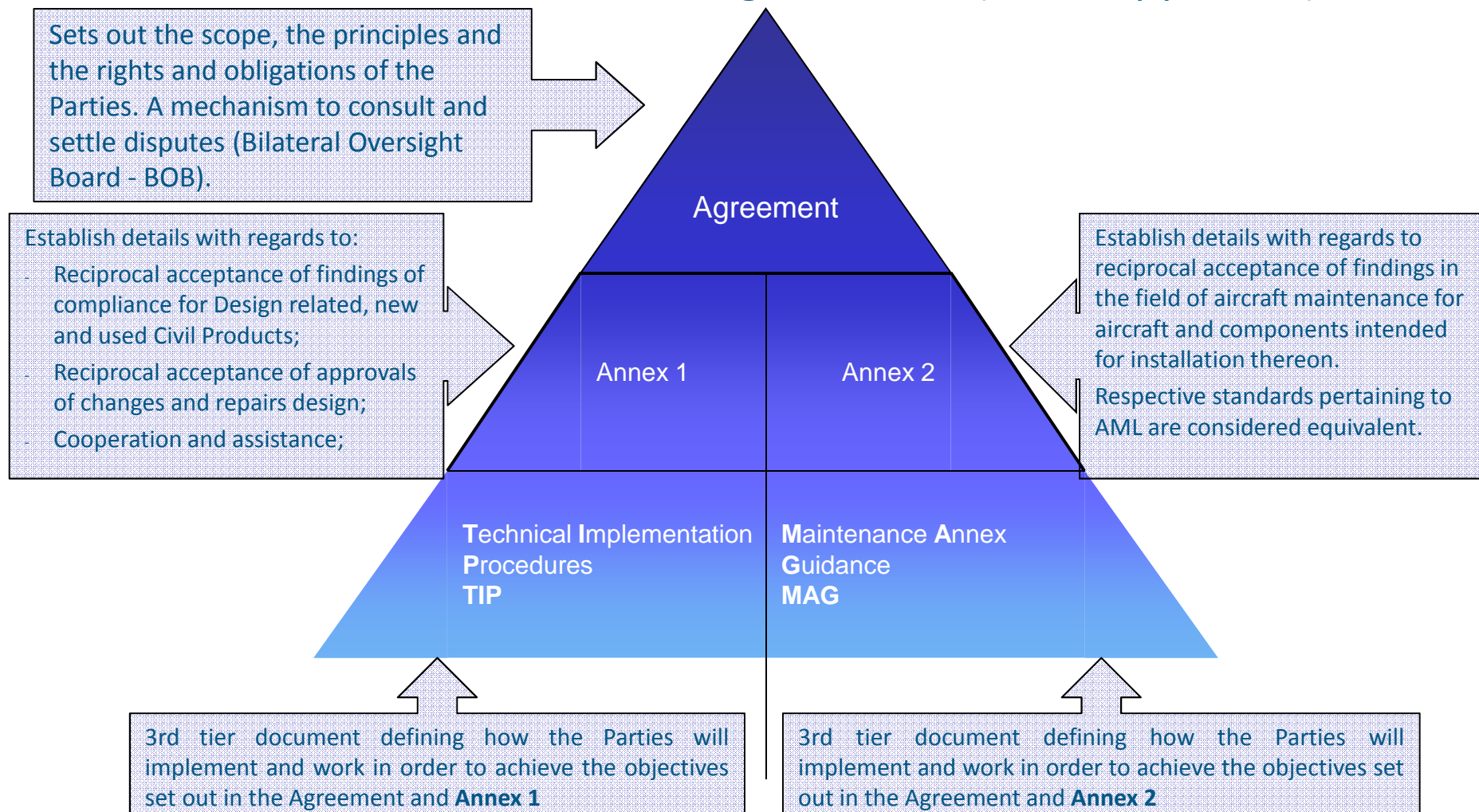
# Introduction to BASAs

- BASA Agreements:
  - Are cooperative agreements between States.
  - Allow leverage of resources & reduce redundant regulatory oversight.
  - Minimize duplication of effort, increase efficiency.
  - Development of comprehensive system of regulatory cooperation based on:
    - continuous communication
    - mutual confidence



# Introduction to BASAs

## EU BASAs have the following structure (3 tier approach)





## Status of EU / Canada Agreement



## Maintenance Annex B: Implementation

- 5<sup>th</sup> JSCM held on 5 November 2014.
  - General discussion on the output of the surveillance (SIS) that is currently contained in the MAG.
  - Intention is to use the results of the SIS to move towards enhanced acceptance of each others systems.
  - During the 5<sup>th</sup> JSCM a roadmap was agreed to achieve these objectives.



# Maintenance Annex B: Implementation

## Agreed next steps:

- During 2015 both TCCA and EASA will perform 2 SIS visits each;
  - EASA visited Canada on June 2015;
  - TCCA visited UK and France in August 2015;
  - Next EASA visit to Canada planned for October 2015;
- Prepare and analyse the data obtained during the SIS visits by end of 2015. Depending on the results of that analysis, both parties agreed to move forward with simplification of the Supplement
- Maintenance of the confidence between the two Parties should be ensured by means of regular visits performed by EASA and TCCA to each other.



## Status of EU / US Agreement





# Certification Annex 1 Implementation

- Last Certification Oversight Board (COB) held on 28<sup>th</sup> April 2015
- Production related aspects
- Simplification of Annex 1- list of NAA products
- Supplier oversight
- Confidence building exercise in production



# Maintenance Annex 2 Implementation

- The last JMCB took place on 12 June 2015 in Brussels;
- The main points discussed were:
  - Approval of MAG Change 5;
  - OIG Report on FAA;
  - Results of EASA and FAA SIS
  - Issues related to Implementation:
    - Issuance of FAA 8130-3 by FAA Designees.
  - Issues raised by the NAAs
  - Acceptance of repair design data



# Maintenance Annex 2 Implementation

- SIS visit programme in 2015:
  - FAA performed SIS visits to 3 EU MS NAAs: Italy, Germany and UK.
  - EASA programme is almost completed which includes SIS visits to 6 US Flight Standards District Offices (FSDOs).



## Status of EU / Brazil Agreement



## EU / Brazil BASA

- BASA EU / Brazil signed on 14<sup>th</sup> July 2010; scope covering airworthiness and maintenance;
- Entered into force on 27<sup>th</sup> August 2013 (long ratification process on the Brazilian side);
- Maintenance: small numbers, MAG signed June 11<sup>th</sup> 2015. Workshops envisaged to facilitate implementation.
- Certification: good working relations
- No expression of interest for future annexes
- An example of a BASA quickly concluded and with little implementation workload



## Prospects for the future



# Potential future EU – China BASA – Facts

- Scope: Airworthiness; (certification and production)
- Expected benefits: Facilitate the free and safe circulation of aviation products and services between the EU and China
- Expected timing: theoretically 2 years for signature
- Structured Framework of the “pre-negotiation” 2 track approach
- Track 1 covering production should be completed by February 2017.



# Potential future EU – China BASA – Highlights

- Large industrial interests – Some figures:
  - 2014: 2400 CAT a/c; 2000 GA a/c – 2020: 4000 CAT a/c ; 8000 GA a/c
  - 25% of Airbus yearly production
  - AVIC: ca. 500 000 employees
- Will be the most extensive confidence building exercise ever for EASA
- Possible link with other issues (Traffic rights, environmental issues in ICAO)
- Long-term perspective (EU/EASA relationship with CAAC in the next decades)





# Potential future EU – Japan BASA – Facts

- Scope: Airworthiness (possibly maintenance on request of EU industry)
- Expected benefits: Facilitate the free and safe circulation of aviation products and services between the EU and Japan
- Expected timing: Not clear. Signals from JCAB suggest possible short negotiation
- Possible difficulties:
  - Obtaining the negotiating mandate from the EC;
  - Ratification process by both sides.



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**Thank you for  
your attention**

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