



EASA
European Aviation Safety Agency

Update on acceptance of foreign production

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Production & Maintenance Conference
9 September 2015

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TE.GEN.00409-001



Regulatory background

➤ Requirement for production approval:

- Basic Regulation (216/2008) Art. 4, Art. 5.2.e
- Reg. 748/2012 – Art. 9.1:
 - An organisation responsible for the manufacture of products, parts and appliances shall demonstrate its capability in accordance with the provisions of Part 21.
- Part 21: Subpart G (POA) or Subpart F
- AMC&GM
- An alternative to production organisation approval is the demonstration of capability of the foreign NAA for production oversight (Reg. 748/2012 Art. 9.2)



Regulatory background

➤ **Reg. 748/2012 Art. 9.2:**

- By way of derogation from paragraph 1 (9.1), a manufacturer whose principal place of business is in a non-member State may demonstrate its capability by holding a certificate issued by that State for the product, part and appliance for which it applies, provided:
 - (a) that State is the State of manufacture; and
 - (b) the Agency has determined that the system of that State includes the same independent level of checking of compliance as provided by this Regulation, either through an equivalent system of approvals of organisations or through direct involvement of the competent authority of that State.

Recognition through the BASA (Bilateral Aviation Safety Agreement) – BR Art. 12



Conditions for import to EU

➤ **Conditions to import aviation products, parts and appliances to EU:**

- Design is approved under the EASA system (direct EASA approval, DOA) or accepted under a BASA
- EASA has granted a POA covering that product **or**
- Art. 9.2. of Reg. 748/2012 is used

➤ **EASA as a Competent Authority for POA:**

- For organisations with the principal place of business out of EU territory
- For organisations with the principal place of business within the EU Member State territory if requested by that MS



Why an ED decision for production

➤ The need to solve an existing problem in EU:

- To ensure continuous airworthiness of an existing fleet of EASA certified types of aircraft from the past produced without EASA POA or without BASA coming from well known system (Australia, New Zealand)
- Need to support this fleet by spare parts (to accept foreign authority's release forms)
- Not requiring derogations by involved NAAs (i.e. CAA UK, LBA, DGAC-F)
- Not requiring an application for EASA POA for limited business

Therefore:

DECISION N° 2015/023/E
OF THE EXECUTIVE DIRECTOR OF THE AGENCY
of 30th January 2015
ON THE ACCEPTANCE OF FOREIGN PRODUCTION

<https://easa.europa.eu/document-library/agency-decisions/ed-decision-2015023e>



Principles of EDD 2015/023/E

➤ **Conditions:**

- Products are other than complex motor powered aircraft
- Products are already certified by EASA
- Products are already registered in EU
- The foreign state is the State of Design and State of Manufacture for that products
- The manufacturer of such products are recognised under Article 8(2) of Regulation (EU) No 748/2012 (equivalent to Design Organisation Approval)
- The foreign NAA accepts to undergo initial and continued assessments by EASA
- Satisfactory ICAO USOAP results exist regarding the certification capabilities of the State of Manufacture.
- Agency has determined that the State of Manufacture has the same independent level of checking of compliance as provided by Part-21.
- Recovery of EASA costs of an assessment by a foreign manufacturer



Principles of EDD 2015/023/E

(j) 'complex motor-powered aircraft' shall mean:

(i) an aeroplane:

- with a maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine, or

(ii) a helicopter certificated:

- for a maximum take-off mass exceeding 3 175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots, or

(iii) a tilt rotor aircraft;



Principles of EDD 2015/023/E

➤ **Process for assessment:**

- EASA shall develop procedures for EDD implementation.
- EASA will determine the need for an on-site verification of the State's oversight system for production.
- The extent of the verification will take into account that the products concerned are other than complex.
- Continued assessments will be conducted following a risk-based approach.

➤ **Outcome – a further EASA ED Decision defining:**

- Products that can be accepted
- Release documents of the foreign NAA
- Conditions for the acceptance of the foreign product
- EDD to be published in the Official Publication of the Agency



Current applications status

➤ **EASA received 2 applications for the implementation of this EDD:**

➤ **Australia:**

- Requested evidence to be provided by CASA (partially provided)
- Meeting held between EASA and CASA to clarify the process
- It should cover products from Gippsland Aeronautics, Kawanagh Balloons (tbc)

➤ **New Zealand:**

- Requested evidence provided by CAA NZ
- EASA review finished, further clarification/documents requested from the CAA NZ
- It should cover products from Pacific Aerospace (PAC 750XL), Alpha Aviation (R2000 series)



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Questions?

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