



EASA

European Aviation Safety Agency

Workshop: NPA 2016-08 'Import of aircraft'

Background and issues to be addressed

Alberto FERNANDEZ LOPEZ– FS.1.2
Flight Standards – Continuing airworthiness

27SEP2016

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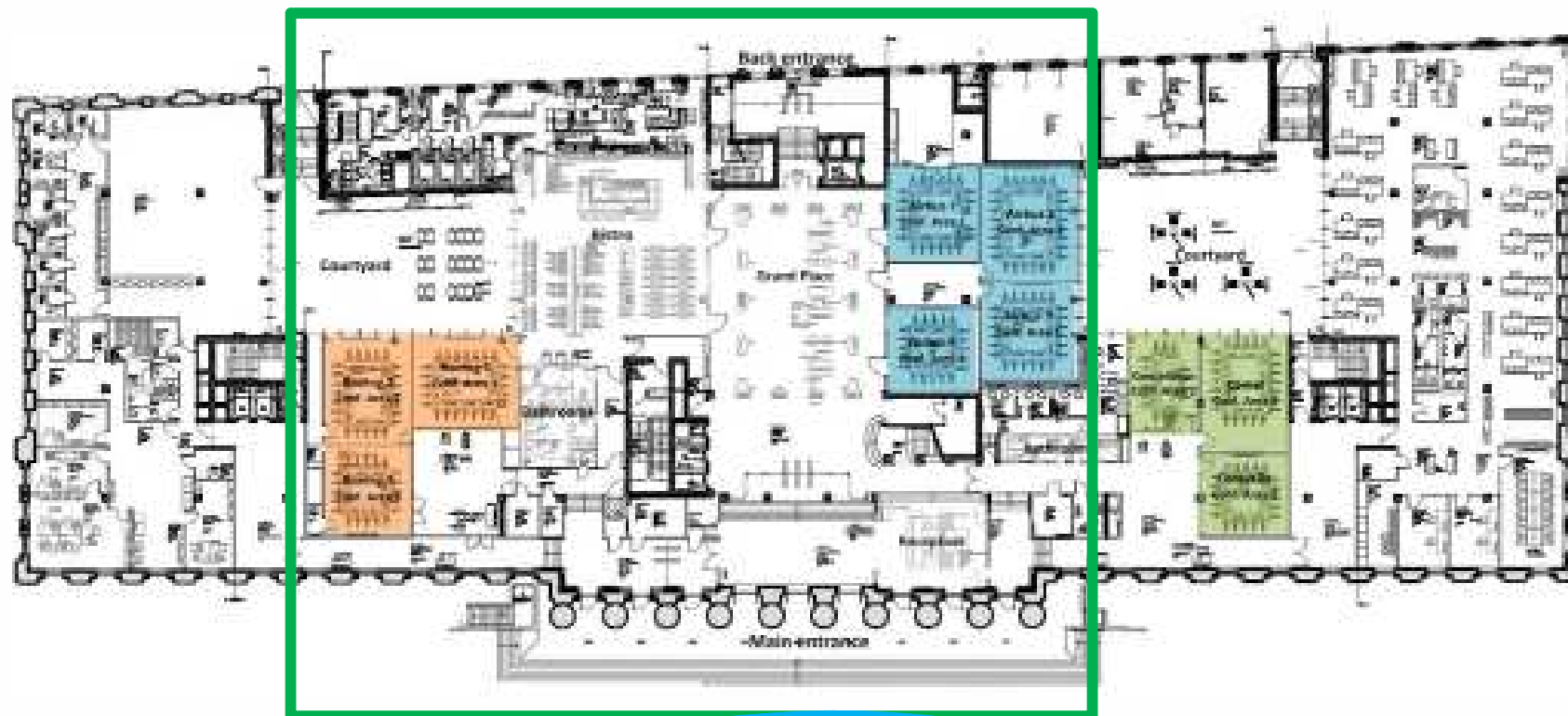
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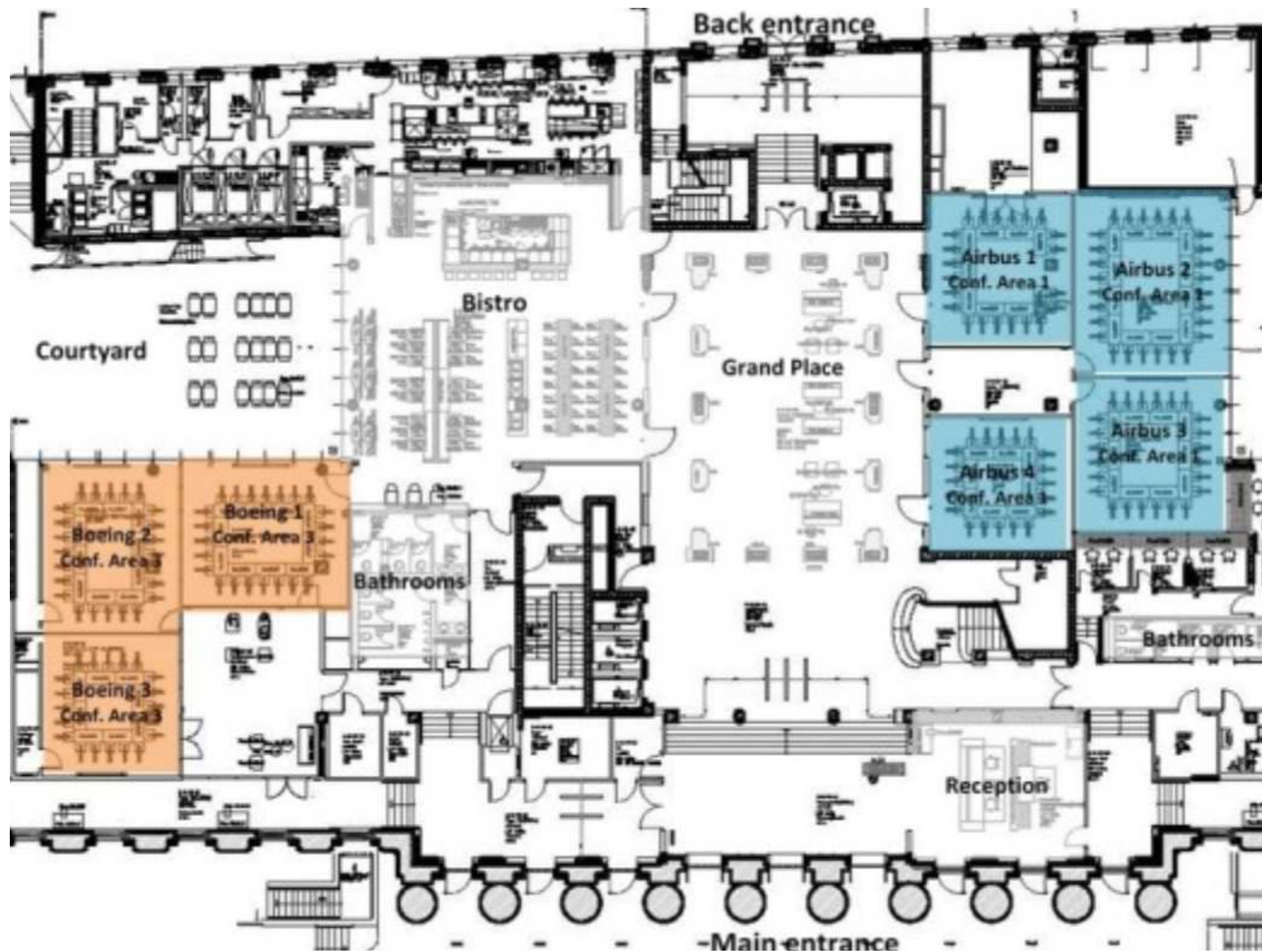


➤ Ground floor layout:

North



river Rhein





Agenda

09:00 H – 09:10 H

Welcome and introduction

Mr Julian HALL, Head of Maintenance & Production Department, EASA

09:10 H – 09:40 H

Background and issues to be addressed

Mr Alberto FERNANDEZ LOPEZ, Regulations Officer – Continuing Airworthiness, EASA

09:40 H

Summary of discussions in the working group

Member of RMT.0278 working group, Mr Liam CREAVER, GECAS

COFFEE BREAK

– 12:45 H

Proposed amendments (1)

Mr Juan ANTON, Maintenance Regulations Section Manager, EASA

Mr Alberto FERNANDEZ LOPEZ, Regulations Officer – Continuing Airworthiness, EASA

12:45 H – 13:45 H

LUNCH BREAK WITH LUNCH BUFFET

13:45 H

Proposed amendments (2) & latest activities at ICAO level

Mr Juan ANTON, Maintenance Regulations Section Manager, EASA

Mr Alberto FERNANDEZ LOPEZ, Regulations Officer – Continuing Airworthiness, EASA

COFFEE BREAK

– 15:45 H

Questions and workshop conclusions

Mr Juan ANTON, Maintenance Regulations Section Manager, EASA

Mr Alberto FERNANDEZ LOPEZ, Regulations Officer – Continuing Airworthiness, EASA

27-S

15:45 – 16:00 H

Closure of the workshop



- Terms of reference RMT.0278 (issued in 2013):
- Subject: Importing of aircraft from other regulatory system, and Part 21 Subpart H review.

NPA 2016-08: published in Sep2016

Open for external comments until: **07/DEC/16**

Opinion expected for: 2017/Q3

Decision expected for: “at time of adoption of the Opinion”



➤ Group composition:

CREAVEN, Liam (GECAS)

ERCKMANN, Ralph (EASA)

FERNANDEZ LOPEZ, Alberto (EASA), Secretary

JACKSON, Dean (IACA, Thomson)

KELLNER, Hans (Austro Control), Chair

LABORIE, Jean-Claude (ASD - Airbus)

SHERRY, Paul (Europe Air Sports)

SHULZHYNSKYI, Bogdan (EASA)

VAN LIESHOUT, Christian (EASA)

VIEIRA, Francisco (AIAB - Embraer)

VUNJAK, Vladimir (~~UK CAA~~ Boeing)



Background and issues to be addressed

- Interfaces with NPA 2015-17, 'Airworthiness review process'.
- The RMT.0278 working group considered NPA during the drafting of the NPA

(As usual, the amendments proposed in the NPA 2016-08 'Import of aircraft' refer to current rules (i.e. EU 1321/2014 and 748/2012) and adopted AMC/GM)

- EASA will consider comments from both NPAs when preparing the corresponding Opinion(s).



Background and issues to be addressed

➤ The ToR identified 8 points for consideration:

- 1. - Clarification on certificates, documents, and records from the third country that would be acceptable when performing the airworthiness review for importing used aircraft
- 2. - In the particular case of aircraft registered in a EU Member State, which are used by third-country operators, the possibilities available in the Basic Regulation in order to amend Part M to give credit for the management of the airworthiness and the maintenance performed by the foreign operator/maintenance organisation should be evaluated (...). This should eliminate the need for the leasing companies to move those aircraft outside the EU regulatory system.

GC: 'No need to be address point 2 in the NPA'



Background and issues to be addressed

- 3. - For the import of a used aircraft, the provision requiring an airworthiness statement from the exporting authority (...) has led to different interpretations and discussions about the consideration that should be given to this statement (...). Also, the case where such export statement, or other documents required by 21.A.174 are not available, should be addressed.

- 4. – an NAA receives an application for the issuance of a CofA for an aircraft that has not flown for a certain period of time and its airworthiness certificate (or ARC) is overdue, or no person has been in charge of its continuing airworthiness for a certain period of time and/or they have been deregistered.



Background and issues to be addressed

- 5. - cases of applications for a civil certificate of airworthiness for aircraft which were previously outside the scope of EASA such as military, police or custom aircraft (i.e. '**State aircraft**').
- 6. – Member States have different interpretations of the rules for issuing the first CofA for a **new aircraft produced in Europe**.

GC: 'No need to addressed point 6 in the NPA'

- 7. - Applicable requirements in case a used aircraft moves from one Member State to another. Improvement of the rules is needed to achieve consistent implementation and equal treatment



Background and issues to be addressed

- 8. - Guidance on the proper use of box 4 (aircraft category) in the EASA Forms 24 and 25.
- Also 9... Revision of the process for the import of a new aircraft foreign manufactured outside POA system.



Background and issues to be addressed

- Other considerations when reading the NPA:
 - 'Import' of an aircraft....
 - means the process to make an aircraft which initially is not subject to the Basic Regulation (*), compliant with Part-21 and Part-M.
 - Aircraft registration rules are responsibility of the Member States.
 - 'Transfer' of an aircraft....
 - means the movement (i.e. change of registration) of an aircraft already registered in a EASA MS to another EASA MS.

(*) or only subject to the BR due to article 4 (1) (c) (dry leased-in aircraft)



Background and issues to be addressed

Aircraft (other than Annex II aircraft) subject to the BR (article 4(1)) and affected by this NPA:

- (a) designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight;
- (b) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator;

European registered aircraft with oversight delegated are subject to the import process when returning to a Community operator.

- (c) registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community; or
- (d) registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third-country operator into, within or out of the Community



Background and issues to be addressed

- This NPA is not dealing with:
 - Import of an aircraft from a country with which a BASA with the EU exists
 - Export of aircraft registered or manufactured in Europe (or EASA POA)
 - Use of a foreign registered dry-lease-in aircraft by an European operator (*)

(*) – They would be affected by the NPA when (if) they would ever become European registered



Background and issues to be addressed

➤ Impact assessment:

The rule would facilitate a more structured import process:

- Positive (++) economical impact
- Positive (+) safety impact
- No relevant social nor environmental impact



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End of Block 'Background'

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