



**EUROPEAN AVIATION
SAFETY AGENCY
MAINTENANCE ROADSHOW
USA
6th-9th
December 2004**



Part 1 EASA

Introduction

Several significant changes within the European Aviation Regulatory framework have been brought about by the introduction of new European Aviation Regulations.

These new Regulations are applicable to all European Union Member States.



EU Membership

The new rules apply to all European Union (EU) Member States.

In April of 2004 there were only 15 EU Member States:

France, Germany, UK, Ireland, Greece, Spain, Netherlands, Belgium, Italy, Portugal, Finland, Sweden, Luxembourg, Denmark, Austria.

However:



EU Membership

These 15 countries were joined by 10 new accession states on May 1st, 2004 in a process known as “enlargement”.

Lithuania, Estonia, Latvia, Malta, Cyprus, Slovenia, Hungary, Czech Republic, Poland, Slovak Republic.

Therefore the EU consists of 25 Member States.



EU Membership

Out of the former 38 JAA countries only 25 are part of the EU.

Notable JAA countries that are non-EU Members are:

Switzerland, Norway and Romania.

Any EASA Part-145 Organisations located in non EU territory are considered as “foreign organisations.”



Regulations

Regulations (EC) 1592/2002 of the European Parliament and of the Council established the European Aviation Safety Agency (EASA) in September 2002.

Amongst other aspects this Regulation gives the responsibility for foreign EASA Part-145 maintenance organisation approvals to the Agency.



Regulations

Commission Regulation (EC) 2042/2003 entered into force on 28 November 2003.

Annex II is Part-145. This implementing Rule deals with the approval of maintenance organisations and is derived from the former JAR 145 requirement.

There are relatively few changes between these two codes.



European Aviation Safety Agency

Regulatory Framework

Basic Regulation
Regulation (EC) 1592/2002 of 15 July 2002

**Annex I : Essential Requirements
for Airworthiness**

Annex II : Excluded Aircraft

**Agency
Opinion**

**Regulation (EC) 1702/2003 on Airworthiness
and Environmental Certification**

Annex (Part 21)

**Section A: Application
Requirements**

**Section B: administrative
Procedures**

Appendices: EASA forms

**Guidance
Material**

Part 21

**Certification
Specifications**

AMC 20	CS AWO	CS 22
AMC 21	CS ETSO	CS 23
CS 25	CS Definitions	CS 27
CS 34		CS 29
CS 36		CS VLA
CS E		CS VLR
CS P		
CS APU		

**Regulation (EC) 2042/2003
on Continuing Airworthiness**

**Annex I (Part-M):
Continuing Airworthiness
Requirements**

**Annex II (Part-145):
Maintenance Organisation
Approvals**

**Annex III (Part-66):
Certifying Staff**

**Annex IV (Part-147):
Training Organisation
Requirements**

**Section A: Technical
Requirements**

**Section B: Administrative
Procedures**

Appendices: EASA forms

**AMC &
Guidance
Material**

Part M, 145,66,147

**Agency
Opinion**

**Agency
CS,
AMC &
GM**

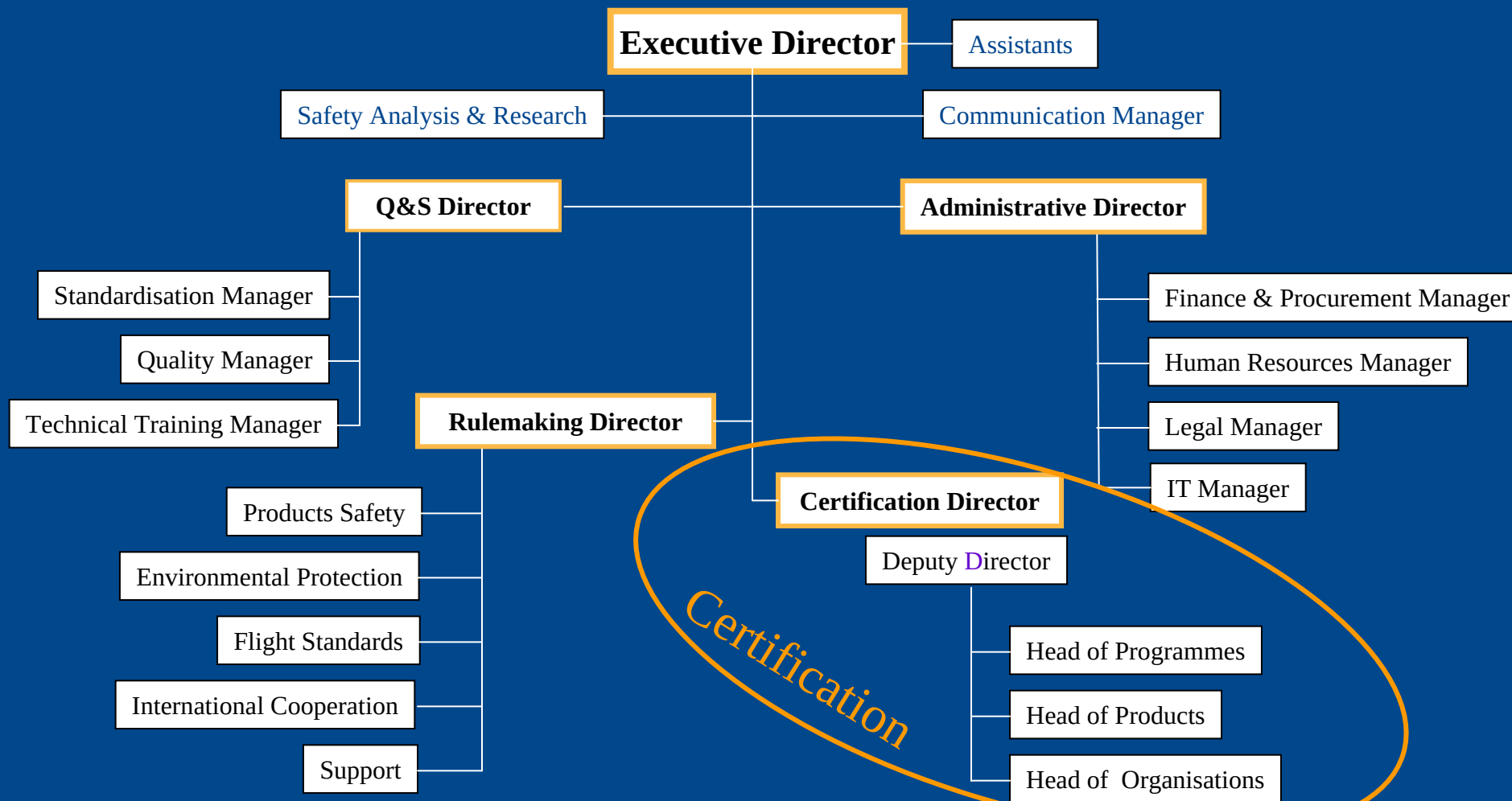
Parliament and Council

European Commission

EASA

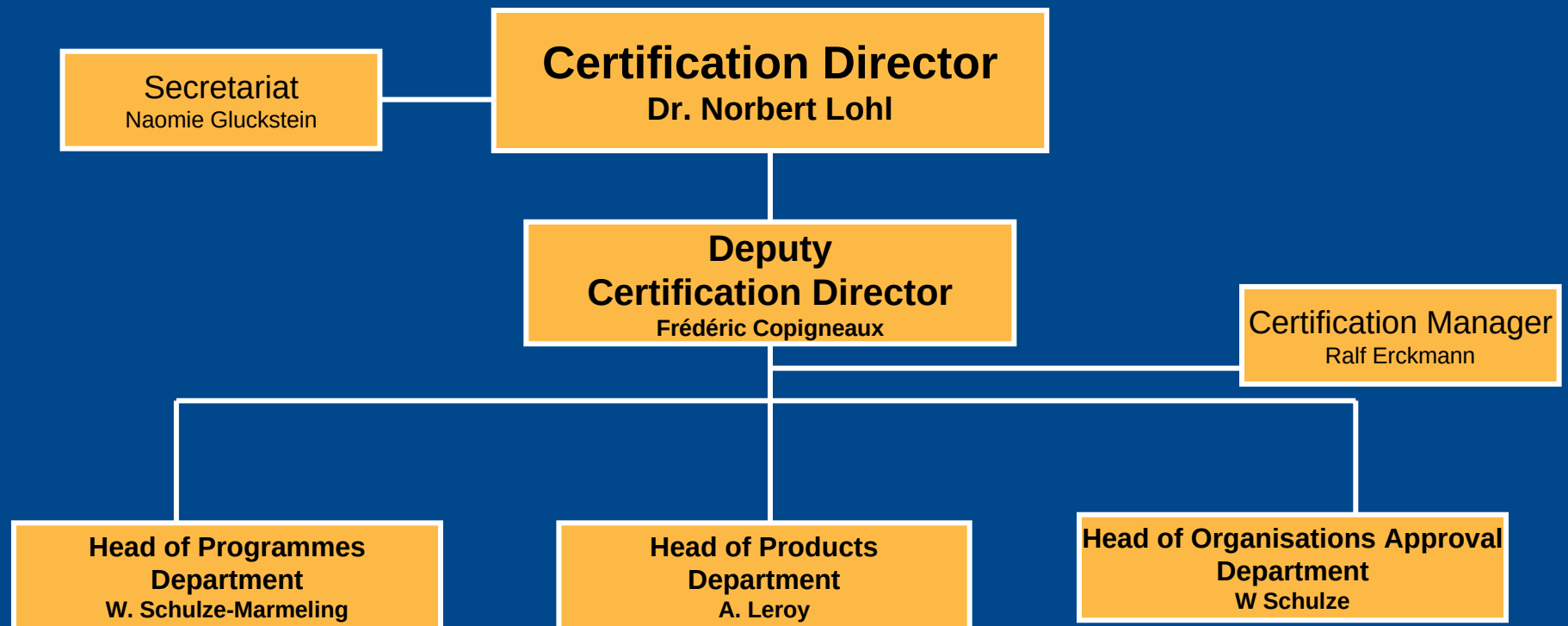


The EASA organisation



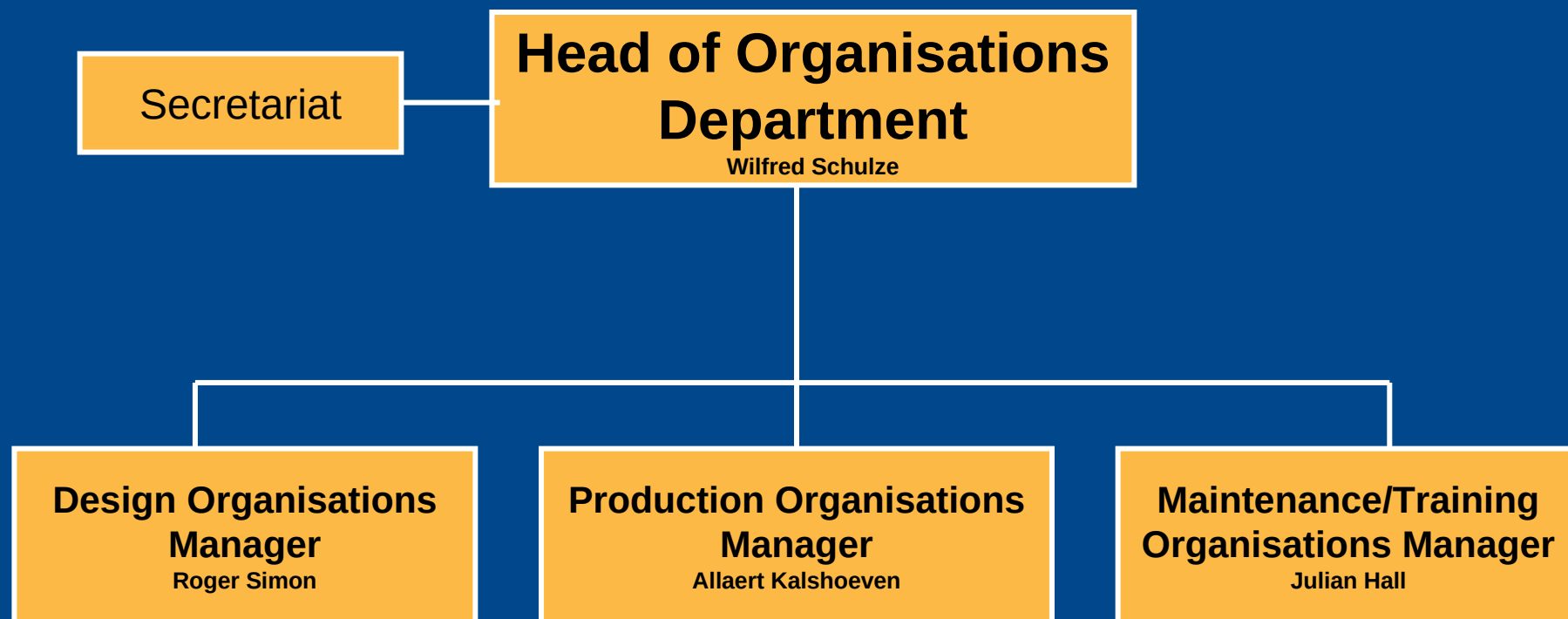


The Certification Directorate





The Certification Directorate





Milestones

- ✈ **15/07/2002 : Agency's creation**
(Regulation (EC) 1592/2002 of the European Parliament and of the Council)
- ✈ **17/06/2003 : Adoption of the Agency's rulemaking procedures**
- ✈ **28/09/2003 : The Agency is responsible for certification of aircraft, engines, parts and appliances** (Regulation (EC)1702/2003)
- ✈ **28/11/2003 : The Agency is responsible for continuing airworthiness** (Regulation (EC) 2042/2003)



Main Objective & Missions

EASA's main objective

To establish and maintain a high uniform level of civil aviation safety in Europe (for passengers, crews, and third parties)

EASA's missions

Certification (airworthiness and environmental protection) of aeronautical products, design, production and maintenance organisations



European Aviation Safety Agency

Certification Directorate Responsibilities

Certification of Products

- Type Certification
- Supplemental Type Certification (STC)
- ETSO-Authorisation
- Modifications / Repairs
- Corrective Actions (Airworthiness Directives)



European Aviation Safety Agency

Certification Directorate Responsibilities

Certification of Organisations

- Design Organisations (EU and Foreign)
- Non EU Production Organisations
- Non EU Maintenance / Training Organisations



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Certification Directorate Priorities

By end of 2004:

- ✈ Have all managers in place
- ✈ Have first PCMs and certification specialist in place
- ✈ Have all the certification staff (31) settled in Cologne
- ✈ Have complete set of internal certification procedures adopted and published (based on MB decisions)
- ✈ Have certification database published (lists, registers etc.)
- ✈ Have established sound working relationships and strong link of confidence, co-operation and communication with all relevant partners and customers



How we work today

→ Rulemaking

- ✧ The Agency's procedures are in operation
- ✧ The JAA work programme is taken over by the Agency

→ Certification

- ✧ Certificates and approvals are signed by the Agency
- ✧ Certification experts are joining the Agency
- ✧ Temporary service contract with CJAA signed
- ✧ Temporary outsourcing contracts with NAAs are in the process of being signed



How we are going to work

In the forthcoming months and years

The Certification Directorate will take over the tasks and manage them internally in parallel with its staff growth.

The challenge: the integration of NAA resources, and the definition of “In house” working methods.

The contracts with NAAs are phased out accordingly.



Assumptions

- ➔ **The Agency is built on a strong legal basis which provides certainty to stakeholders**
- ➔ **With the introduction of the Agency the intent is to ensure minimal disruption to ongoing activities, and ensure a smooth transition.**
- ➔ **The Agency is the European interlocutor in aviation safety**
- ➔ **The relationship with the FAA/US Industry is key to ensure the highest level of safety worldwide**



European Aviation Safety Agency

Roadmap and future development

- ➔ **Managing the Agency's growth**
- ➔ **Moving from Brussels/Hoofddorp to Cologne**
- ➔ **Setting up the system of fees and charges**
- ➔ **Developing the rulemaking programme**
- ➔ **Expanding the Agency's scope to flight crew licensing and air operations**



European Aviation Safety Agency

✈️ PART 2

The impact of EASA on US Repair stations subject to the Bilateral Aviation Safety Agreement (BASA) and Maintenance Implementation Procedures (MIP).



Existing BASA / MIP agreement

- ➔ Existing bilateral agreements remain in force in accordance with Article 9 to Regulation 1592/2002 or until such time as a new bilateral is concluded by the community which would supersede the existing agreements.
- ➔ However there are some important changes.



MIP amendments

The new Regulatory basis for the existing BASA / MIP agreements between the USA and France, Germany and Ireland respectively are:

For Europe

EASA Part-145

For the USA

FAR 145 amendment January 2004



MIP amendments

- ➔ Due to the Regulatory changes the FAA/EASA are in the process of amending the three existing MIPs.
- ➔ In order to do so a Regulatory comparison between FAR-145 and EASA Part-145 has been undertaken in order to review and amend as necessary the existing special conditions.
- ➔ In USA FAR-145 +EASA SC=EASA Part-145
- ➔ In Europe EASA Part-145+FAA SC=FAR-145



MIP amendments

However, in order to maintain continuity during this period, interim procedures have been discussed with the FAA and the procedures will be made available on the EASA web site in December 2004.



Main procedural changes

- ➔ **All EASA Part-145 certificates are issued without a time limitation i.e. they remain valid indefinitely subject to compliance with the applicable Regulations.**
- ➔ **EASA will publish interim procedures which will replace the former JAA TGL 22.**
- ➔ **Renewal process will be changed to “continuation.”**



European Aviation Safety Agency

Main procedural changes (cont.)

- ➔ **Address and contact details change to reflect EASA in Cologne.**
- ➔ **Inclusion of the EASA Fees and Charges Regulation.**
- ➔ **Revised special conditions introduced.**



European Aviation Safety Agency

How does this affect my approval?

All JAR 145 acceptance issued in accordance with Article 4 to Regulation 2042/2003 will need to be transitioned into EASA Part/145 approvals by 28th November 2004.

After November 24th 2004 a JAR 145 acceptance is no longer valid.



Important changes

All EASA Part-145 certificates are issued without a time limitation i.e. they remain valid indefinitely subject to compliance with the applicable Regulations.

All EASA Part-145 foreign approval certificates will be issued with a new EASA designator number.



Certificate numbering

For the « grandfathered » JAR 145 acceptance certificates the numbering system has taken the following format:

JAR 145 Acceptance number JAA.4321 becomes an EASA Part-145 approval number EASA.145.4321



Frequently asked questions

In order to assist industry the EASA has detailed the most frequently asked questions and has included answers.



Questions

Question 1

Which procedures should I use, do I still use JAA TGL 22?

Answer 1

JAA TGL 22 should no longer be used. EASA has produced an interim procedure which will be made available on the EASA web site in December 2004.

http://www.easa.eu.int/org_appro_en.html



Questions

Question 2

Do I need to amend my supplement, and if so how must this be carried out?

Answer 2

Yes your supplement will need to be amended in accordance with the interim EASA guidance for the BASA MIP agreement.



Questions

Answer 2 cont./

It is intended that this will be carried out in the normal manner ie submitted to your local FSDO for approval.

However FAA Guidance will be produced for inspectors and industry on how this process should work in the future, so please contact your local FSDO prior to submitting new supplements for approval.



Questions

Question 3

Which release to service statement do I quote on my 8130-3 or on the aircraft release to service?

Answer 3

It is important to note that once issued with your EASA Part-145 approval certificate that the release to service statement required should quote the EASA approval number and refer to EASA.



Questions

→ Component release in the US

Certifies that the work specified in Block 12/13 was carried out in accordance with EASA Part-145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval certificate number EASA.145.XXXX



Questions

➔ Aircraft release in the US

Certifies that the work specified except as otherwise specified was carried out in accordance with EASA Part-145 and in respect to that work the aircraft is considered ready for release to service under EASA Approval certificate number EASA.145.XXXX



Questions

➔ US release to service

For aircraft and component release to service in the USA the EASA Part-145 Approval certificate number and the FAA FAR Part-145 Certificate number Number (as applicable) must be quoted in all cases.



Questions

Question 4

Where must I send my application for Initial issue, continuation or amendment?

Answer 4

All applications for initial approval, amendment or continuation should be sent to the European Aviation Safety Agency. See next slide.



European Aviation Safety Agency

Questions

**Manager Applications and Certifications,
European Aviation Safety Agency,
Postfach 10 12 53,
D-50452,
Cologne,
Germany.**

✈ Fax 011 49 221 89990 9999
✈ Tel 011 49 221 89990 1000
✈ Email Foreign145@easa.eu.int



Questions

Question 5

What about fees and charges?

Answer 5

The EASA fees and charges regulation has not yet entered into force. It is anticipated that it will enter into force in Spring 2005. The interim EASA procedure specifies that organisations must comply with the EASA fees and charges Regulation.



Questions

However until such time as the Fees and Charges Regulation is published payment of fees will be delayed.

It is anticipated that fees will be requested from applicants for initial application and “continuation” of approvals from Spring 2005.

Please note that in the future payments will have to be made in Euros to a European bank.



Questions

Question 6

What about the JAA lists of approved / accepted organisations-is this still valid?

Answer 6

For EU Member State issued Part-145 approvals (eg Germany, UK, France etc) the JAA list 1 should still be used . This is still available via the JAA at:

www.jaa.nl



Questions

EASA will take the former JAA lists 2 and 3 and publish them directly on the EASA web site at

http://www.easa.eu.int/org_appro_en.html

Former JAA List 2 –US bilateral EASA Part-145 approvals

Former JAA list 3 –Canadian EASA Part-145 approvals.

All Non EU EASA Part-145 approvals not subject to a bilateral agreement.



Continuation of approvals

All Part-145 organisations should have the same 2 year audit cycle as their previous JAA JAR 145 acceptance. The start date of the 2 year cycle is taken from the ‘grandfathered’ JAR 145 acceptance ‘renewal’ cycle.

During the continuation process no certificate will be issued as the EASA certificate has no time limitation. Please refer to the EASA web site for future updates.

www.easa.eu.int



Continuation paperwork

Organisations must still submit the appropriate documentation, in accordance with the EASA interim procedures, every two year period to ensure that their certificate remains valid.

Applications must be sent to the Manager Applications and Certifications (see previous slides).



The future

The European Commission are currently working with the FAA and the EASA in order to produce a new Bilateral Aviation Safety Agreement which would be applicable to the USA and to all EU Member States.

This will reduce redundant regulatory oversight and also facilitate market access.



Contacts

Should you have any queries regarding your EASA Part-145 approval these should be addressed in the first instance to the Manager Approvals and certifications, EASA as detailed on previous slides.



Conclusion

- ➔ **Conclusion**
- ➔ **We are currently in a transition period and we are embarking on a learning curve. It is essential that the FAA, the EASA and Industry continue to work together in order to ensure that we maintain the highest levels of safety for the Aviation sector.**
- ➔ **We look forward to working with you and thank you for your continued cooperation.**



European Aviation Safety Agency

The End

Questions?