



EASA Certification Information

No.: 2019-01

Issued: 07 January 2019

Subject: **Revocation of Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model due to non-compliance with Commission Regulation (EU) No. 319/2014¹ on the fees and charges levied by the European Aviation Safety Agency**

Type Certificates No.: DGAC-F TC 167 for the RF9 aircraft model

Issued by: Initial approval issued by Direction Générale de l'Aviation Civile France (DGAC-F) and deemed to be issued by EASA in accordance with Article 3, point 1 (a) (i) of Commission Regulation (EU) No. 748/2012²

Type Certificate Holder: Rene FOURNIER
2, rue de la Halbuteries
37270 Athee sur Cher
FRANCE

Background: Rene FOURNIER is the holder of Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model.

EASA type certification for the above aircraft was granted in accordance with Article 3, point 1 (a) (i) of Commission Regulation (EU) No. 748/2012 based on the DGAC France certification of these products.

According to Article 7 (2) in conjunction with Table 6 of Part 1 of the Annex to Commission Regulation (EU) No. 319/2014 holders of EASA Type Certificates are required to pay an annual fee related to the certification tasks carried out by the Agency for the purpose of maintaining the EASA Type Certificate.

Despite several reminders, RENE FOURNIER fails to fulfil the payment obligations imposed by Commission Regulation (EU) No. 319/2014.

By letter dated 26th March 2018 EASA formally informed RENE FOURNIER of the Agency's intent to revoke the Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model should the outstanding amount not have been paid in full to the Agency before

¹ Commission Regulation (EU) No. 319/2014 of 27 March 2014 on the fees and charges levied by the European Aviation Safety Agency, and repealing Regulation (EC) No. 593/2007 (OJ L 93, 28.3.2014, p. 58)

² Commission Regulation (EU) No. 748/2012 of 03 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.08.2012, P.1)



the date indicated in the above letter. In the same letter EASA gave RENE FOURNIER the opportunity to provide their opinion on the intended revocation by 9th April 2018. EASA did not receive a payment by the deadline of 9th April 2018. In addition, RENE FOURNIER has not brought forward any pertinent reason/justification, why RENE FOURNIER has not complied with the financial obligations.

On 30th April 2018, EASA published on the EASA website for public consultation the EASA Certification Information 2018-09 to inform any natural or legal person to whom the intended revocation of the above mentioned Type Certificates could be of direct and individual concern as well as to any other possible interested persons in accordance with the applicable EASA administrative procedures. The Agency has received one comment related to this publication whereby an EASA approved design organisation expressed their interest in taking over the Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model. However, EASA did not receive an application for transfer of the Type Certificate No. DGAC-F 167 for the RF9 aircraft model by the deadline of 31 August 2018. Moreover, the current holder of the type certificate Type Certificate No. DGAC-F 167 objected to the transfer of the type certificate.

Due to this objection and the persistent non-compliance from RENE FOURNIER with regard to the payment obligations under Commission Regulation (EU) No. 319/2014 in conjunction with the disagreement expressed by the current TC holder to transfer the type certificate, EASA revokes the Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model in accordance with Article 10 (1) of Commission Regulation (EU) No. 319/2014.

EASA notified its decision to revoke the Type Certificate No. DGAC-F TC 167 for the RF9 aircraft model to RENE FOURNIER on 12th December 2018.

Consequences:

Any aircraft registered in an EU Member State is no longer eligible for a normal Certificate of Airworthiness according to Article 14 (c) of Regulation (EU) No. 2018/1139³.

Notwithstanding this decision, and taking into consideration the large number of aircraft operated in the EU Member States, EASA has issued the EASA Specific Airworthiness Specification No. EASA.SAS.A.544 in accordance with Article and 21.A.173 (b) (2) of Annex Part 21 to Commission Regulation (EU) No. 748/2012 for the purpose of issuing a Restricted Certificate of Airworthiness to allow continuation of operation of concerned aircraft registered in an EU Member State.

The respective EASA Specific Airworthiness Specification No. EASA.SAS.A.544 Issue 1 cancels and replaces Type Certificate No. DGAC-F TC 167 and Type Certificate Data Sheet No. DGAC-F TCDS 167.

³ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.08.2018, p. 1), as amended.



The RF9 aircraft model will be listed under EASA SAS No. EASA.SAS.A.544 with TC Holder designation 'WITHOUT TC HOLDER - ORPHANED' and with type designation "Rene FOURNIER RF 9" in the relevant EASA product list on the EASA website⁴.

The EASA Specific Airworthiness Specification No. EASA.SAS.A.544 is also published on the EASA website⁵.

The individual aircraft must be transferred from its Certificate of Airworthiness linked to the TCDS No. DGAC-F TCDS 167 to a Restricted Certificate of Airworthiness linked to the above EASA Specific Airworthiness Specification EASA.SAS.A.544 before 12th December 2019.

For aircraft registered outside the EU, operators should contact their State of Registry for a decision on the continuing validity of any certificates they have issued.

Contact:

Any request, query or comment should be sent to:

European Aviation Safety Agency
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⁴ <https://www.easa.europa.eu/download/easa-product-lists/EASA-PRODUCT-LIST-Small-Aeroplanes.pdf>

⁵ <https://www.easa.europa.eu/document-library/specific-airworthiness-specifications>

