

UK-EU transition: Aviation safety

NAA information
pack

January 2021

Introduction

- The United Kingdom **left the EU Aviation Safety Agency (EASA) system** on 31 December 2020.
- The new **UK-EU trade and co-operation agreement** means that direct air connectivity between the UK and the EU will be maintained and provides for some reduction in regulatory duplication compared with a 'no deal' outcome.
- This document is a **short summary of the regulatory arrangements that apply from 1 January 2021** and reflects what the CAA and UK Government have put in place to maximise stability.
- These arrangements have been shared fully with ICAO.

 We encourage each State, business or individual that might be affected by the changes to consider the implications on their operations and plan accordingly.

What happens now that the UK has ceased participation in EASA system?



Though the EASA regulatory framework has ceased to apply, **all substantive EU requirements valid and current on 31 December 2020 will be retained in UK domestic regulation.**

All EASA certificates, approvals and licences in effect on 31 December 2020 for use in the UK aviation system and on UK-registered aircraft will be recognised by the CAA for up to two years.



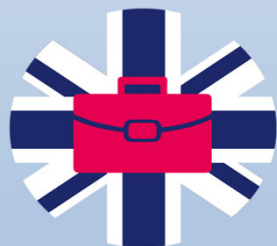
This will provide stability for passengers and businesses. **UK aviation remains as safe as ever and the UK remains committed to maintaining ICAO's global aviation safety standards.**

Impact on aerospace design organisations



The UK CAA will regulate design organisations that have their principal place of business in the UK.

Designs certified by EASA before 31 December 2020 are deemed to have been validated by EASA or the UK CAA, as appropriate, and are unaffected by the end of UK participation in the EASA system.



The UK-EU trade agreement provides for some acceptance of designs without validation by EASA or the UK CAA, while others must be validated.

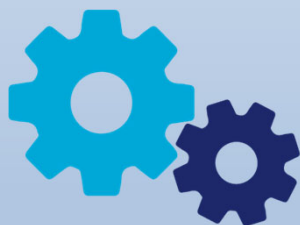
Impact on producers of aircraft components and parts

Approvals are required for organisations that produce aircraft components.



The UK will recognise the validity of existing approvals held by UK- and EU-registered businesses for components produced for UK-registered aircraft, including those already fitted, those manufactured but not yet fitted and those manufactured in the future (within an existing approval).

Products made by organisations by 31 December 2020 will continue to be automatically accepted by the EU and the UK.



Any production facility making a new category of product after 1 January 2021 will need to be inspected and approved by the relevant technical agent (EASA or CAA) of the importing state (EU or UK) as part of the approval process of the exporting state.

Design, Production and Maintenance

- The UK CAA **has re-established its aircraft design certification capability** to fulfil its ICAO Annex 8 State of Design obligations.
- For Maintenance (Repair Station) Approvals, implementation procedures are being established. To aid implementation the **UK is recognising EASA approvals issued to repair stations for up to two years** after 31 December 2020.
- New Maintenance Implementation Procedures (MIPs) have been developed that **largely replicate existing EU arrangements for our bilateral partners (see next slide)**.
- There are no significant changes to working procedures as the UK is already the Competent Authority under Annex 8.