

How to apply for the approval of products, modifications, repairs, equipment, parts and appliances, and for the approval of organisations for design or production.

1. The formation of EASA

With effect from 28 September 2003, the European Aviation Safety Agency (EASA) became responsible for the airworthiness standards for the majority of the civil aircraft registered in the Member States of the European Union (EU). Aircraft that are not regulated by EASA remain under national regulations. The aircraft included and excluded from regulation by EASA are identified in the CAA publication CAP 747 which is available in the publications section of this website.

2. Applications for approval

With effect from 1st June 2005 all applications for the approval of products, modifications, repairs, equipment, parts and appliances, and for the approval of organisations for design must be sent directly to EASA at:

European Aviation Safety Agency
Applications and Certifications Manager
Postfach 10 12 53
D-50452 Köln
Germany

(Applications for the approval of organisations for production in the UK and for individual aircraft Certificates of Airworthiness should continue to be made to the CAA).

In some cases the technical investigations needed to progress applications will be performed by the UK CAA on behalf of EASA. Applicants should be aware however that EASA may decide to conduct the investigations itself or assign the tasks to other National Airworthiness Authorities. Applicants should note that the final approval of an item (including those progressed entirely by the CAA) will be granted by EASA directly. Applicants will receive requests for payment (in euros) directly from EASA in accordance with the Fees and Charges Regulation for EASA - http://europa.eu.int/eur-lex/lex/LexUriServ/site/en/oj/2005/l_081/l_08120050330en00070025.pdf.

Aircraft that are outside the scope of the EASA Regulation will continue to be regulated under UK national procedures. Applications for the approval of any design change in respect of such aircraft must be made to the UK CAA under the procedures notified by the CAA and will be subject to CAA charges under the scheme notified in the Official Record. The aircraft included and excluded from regulation by EASA are identified in the CAA publication CAP 747.

3. Recognition of prior approval by other EU-States of products, modifications, repairs, equipment, parts and appliances

Article 2 of EC Regulation 1702/2003 deems that the design of an individual aircraft that is on the register of a Member State of the EU before 28 September 2003, including the changes embodied on that aircraft, is approved. Therefore, if an applicant can determine and verify that this is the case for the aircraft, modification, repair, equipment, part or appliance of interest and can verify that the change is compatible with the configuration of the aircraft, then no further approval activity is required. However, the Aircraft Flight Manual, or any changes to the Aircraft Flight Manual, as appropriate, must be submitted to the CAA for acceptance and maintenance of the Certificate of Airworthiness records. Any applicable ADs or other mandatory requirements notified in CAP 747 must be complied with. Where no prior approval within the EU can be identified application for approval must be made to EASA.