

Bilateral Agreements EU-US/Canada/Brazil/China

Introduction

EASA has expanded its global cooperative aviation oversight model through intensive bilateral action. Those achievements have been casted in the form of Bilateral Aviation Safety Agreements (BASAs) and associated technical implementation procedures (TIPs).

This course is designed to provide transparency to the overall environment of Bilateral Aviation Safety Agreements and particularly on the airworthiness aspects of the signed BASAs with the USA, Canada, Brazil and recently China.

Course Content

Module 1

- ✦ Why do we need bilateral Agreements
- ✦ History of Bilateral Agreements
- ✦ Legal and Technical Principles
- ✦ Overview of existing Agreements
- ✦ Working Arrangements
- ✦ Current Developments

Module 2

- ✦ Relevant Samples, Special Cases and Practical Applications
- ✦ Part-21: DOA
- ✦ Part-21: POA, Export of new aircraft
- ✦ Differences FAA/EASA Concepts for Approved/Accepted Data

Module 3

- ✦ Relevant Samples, Special Cases and Practical Applications
- ✦ Understanding part M.A.304 "Data for Modifications and Repairs"
- ✦ Export/Import of used aircraft
- ✦ Part-M

Learning Objectives

After attending the course, the participant will have a thorough understanding on

- ✦ Gain an overview of existing Aviation Safety Agreements and Working Arrangements
- ✦ How to apply and work inside the environment of Bilateral Agreements and associated TIPs
- ✦ Will have access to practical examples
- ✦ The differences of the EASA and 3rd country (i.e. US, Canadian, Brazil, China) aviation system.

Target Group

The course is designed for staff within aviation industry with some engineering background in ICAO and EASA Part-21 and Part-M subjects. The focus of this course is on the “operational” airworthiness part in the lifecycle of an aircraft (CAMO, MRO, Airline, Leasing company, Law firms) whilst the aspects of design and manufacturing are addressed in a less detailed level.