



## **SAFETY DECISION 2021-01**

**Issue 02**

**Date of Issue: February 23<sup>rd</sup>, 2022**

**SUBJECT:**

GCAA POSITION - UNITED KINGDOM'S EXIT FROM THE EUROPEAN UNION

**REFERENCE PUBLICATIONS:**

N/A

**REASON:**

United Kingdom (UK) left the European Union on 31 January 2020 and the UK was no longer a Member State of the European Union (EU) as of 01<sup>st</sup> February 2020.

However, the EU and the UK agreed on a transition period as part of the Withdrawal Agreement. During this time, the UK will be treated as an EU Member State, but will no longer take part in any decision making or decision shaping activities at EASA "Principle of Non-participation".

Issue 2 is published to amend the GCAA current position of UNITED KINGDOM'S EXIT FROM THE EUROPEAN UNION AVIATION SAFETY AGENCY.

Currently, a significant number of approved organisations located in the UK provides services to UAE organisations and unless a Third Country approval issued by EASA is held, the following shall apply;

- a) these organisations may utilise their UKCAA Part 145 approval, as a basis for CAR 145 approval, to issue a UKCAA Form 1 following component maintenance, conferring eligibility for fitment to UAE registered aircraft in accordance with the provisions of CAR 145.42; and
- b) UKCAA Part 21.G approvals may be utilised to issue a UKCAA Form 1 for new components, conferring eligibility for fitment to UAE registered aircraft in accordance with the provisions of CAR 145.42.

The EU law does not apply in the UK, consequently the UK issued EASA certificates for maintenance and production organisations will become invalid and the following policy will apply for the AMO.



**REQUIREMENTS:**

a) The following policy shall apply to UK based maintenance organizations:

#	At the end of the year 2021	GCAA Policy
1.	An organization that hold an EASA Approval as a Third Country.	The GCAA will recognise their EASA Approval as a basis for the GCAA approval.
2.	An organization that holds a UK Approval and has applied to EASA for a Third Country approval.	Until further notice, the GCAA will recognise their UK's Approval as a basis for obtaining GCAA approval. The GCAA will periodically reassess the situation.
3.	An organization that does not hold a UK CAA Approval nor EASA Approval	No alternatives, the organization shall obtain a complete GCAA Approval.

b) UK CAA form 1 shall be deemed equivalent to GCAA AW Form 1, as defined in CAR-145.42(a).

**DEVIATION:**

Any deviation from the stated requirement(s), is not considered acceptable, until GCAA has assessed and accepted the level of safety margin.

**CONTACT:**

For Further information / clarification; you may contact: [airworthiness@gcaa.gov.ae](mailto:airworthiness@gcaa.gov.ae).