

Working Arrangement between the Federal Office of Civil Aviation of Switzerland and the Civil Aviation Authority of the United Kingdom for the Promotion of Aviation Safety

The Federal Office of Civil Aviation of Switzerland (hereinafter referred to as “FOCA”) and the Civil Aviation Authority of the United Kingdom (hereinafter referred to as “CAA”) (hereinafter referred to as “the Participants”),

Recognising the continuous trend toward multinational design, production and distribution of civil aeronautical products;

Desiring to promote civil aviation safety and environmental compatibility and to facilitate the free flow of civil aeronautical products;

Desiring to enhance cooperation and increase efficiency in matters related to civil aviation safety;

Considering that their cooperation can positively contribute to encouraging greater international harmonisation of standards and processes related to civil aviation safety and environmental compatibility;

Considering the possible reduction of the economic burden imposed on the aviation industry by removing duplication in technical inspections, evaluations, and testing;

Recognising that any reciprocal acceptance of findings of compliance and certificates must be based on the mutual confidence of the Participants that their regulatory systems for civil aviation safety ensure a sufficiently equivalent level of safety;

Recognising that any such reciprocal acceptance also requires continued confidence by each Participant in the reliability of the other Participant's processes for findings of compliance in all areas covered by this Arrangement;

Recognising the desire of the Participants for cooperation in civil aviation safety and environmental compatibility based on continuous communication and mutual confidence;

Recognising the respective commitments of the Participants under bilateral, regional and multilateral agreements dealing with civil aviation safety and environmental compatibility;

Considering the *Agreement between the Swiss Confederation and the European Community on Air Transport*, signed on 21 June 1999;

Considering the full participation of Switzerland in the Management Board of the European Union Aviation Safety Agency (hereinafter referred to as “EASA”) based on Decision 3/2006 of 27 October 2006 of the Community/Switzerland Air Transport Committee; and

Considering Part Two, Heading Two, Title II: Aviation Safety, and Annex AVSAF-1 Airworthiness and Environment Certification of the Trade and Cooperation Agreement between The European Union and The European Atomic Energy Community, of the one

part, and The United Kingdom of Great Britain and Northern Ireland, of the other part (hereinafter referred to as “the Agreement”)

Have reached the following consensus:

I. Purpose of This Arrangement

1. To recognise the mutual benefits of developing an arrangement which will reflect the technical elements related to aviation safety contained in the Agreement;
2. To enable the reciprocal acceptance, as provided in the Agreement, of findings of compliance made and certificates issued by either Participant or approved organisations;
3. To promote cooperation toward a high level of civil aviation safety and environmental compatibility;
4. To facilitate the multinational dimension of the civil aviation industry; and
5. To facilitate and promote the free flow of civil aeronautical products and services.

II. Arrangements and Consensus

1. The Participants have decided that similar technical elements related to civil aviation safety as those contained in the Agreement, attached in Appendix I, will be administratively applied by the Participants.

2. Unless otherwise specified, this Arrangement will apply, on the one hand, to the civil aviation regulatory system of Switzerland and on the other hand, to the civil aviation regulatory system of the United Kingdom.
3. FOCA will take any measure necessary to ensure the timely application of all relevant EU aviation safety regulatory requirements in accordance with the procedures laid down in the *Agreement between the Swiss Confederation and the European Community on Air Transport*, signed on 21 June 1999.

III. Definition

In order to apply this Arrangement, when the text of the Agreement refers to:

- (a) “technical agent”, it means for the purpose of this Arrangement, for Switzerland, EASA and for the United Kingdom, the CAA;
- (b) “exporting Party” or “importing Party”, it includes Switzerland;
- (c) “certifying authority”, it means for the purpose of this Arrangement, for Switzerland, EASA and for the United Kingdom, the CAA; and
- (d) “competent authority”, it means for the purpose of this Arrangement, for Switzerland, FOCA and EASA and for the United Kingdom, the CAA.

IV. Additional Arrangements

Upon the incorporation into the *Agreement between the Swiss Confederation and the European Community on Air Transport*, signed on 21 June 1999, of legal acts extending the EASA’s competence to air operations, flight crew licensing and the approval of

synthetic training devices, or any other areas, the Participants may decide on additional Appendices, including transitional arrangements, specific to each area in line with the procedure in Paragraph X of this Arrangement.

V. Other agreements

Except where otherwise specified in the Appendices of this Arrangement or required by Switzerland's obligations under the *Agreement between the Swiss Confederation and the European Community on Air Transport, signed on 21 June 1999*, obligations contained in agreements concluded by either Participant with a third country not Participant to this Arrangement will not have effect with regard to the other Participant in terms of acceptance of findings of compliance made and certificates issued by the third country.

VI. Competent authorities for design certification, production certification and export certificates

1. Competent authorities for design certification are:
for Switzerland: EASA; and
for the United Kingdom: CAA.
2. Competent authorities for production certification and export certificates are:
for Switzerland: the Federal Office of Civil Aviation and EASA; and
for the United Kingdom: CAA.

VII. Differences of Interpretation or Application

Any difference regarding the interpretation or application of this Arrangement will be resolved by consultation between the Participants.

VIII. Consultation

Each Participant may at any time request a meeting with the other Participant for the purposes of consulting on any matter related to this Arrangement. The Participants will make all reasonable efforts to accommodate these requests.

IX. Point of Contact

The Participants designate as their respective points of contact:

for the Federal Office of Civil Aviation of Switzerland:

Director Safety Division - Aircraft

Mühlestrasse 2, 3063 Ittigen

Postal address: 3003 Bern, Switzerland

Phone: +41 (0)31 325 80 39/40

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E-mail: info@bazl.admin.ch

Internet: www.aviation.admin.ch

for the CAA:

Future Safety

Safety and Airspace Regulation Group
Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
RH6 0YR
United Kingdom
Tel: +44 330 1383196
Email: BilateralSafetyArrangements@caa.co.uk

X. Modification

1. The Participants may modify in writing this Arrangement by mutual consent.
2. With the aim to ensure a coherent application of similar technical elements as those contained in the Agreement and this Arrangement, the Participants will, immediately after amendments have been proposed to the Agreement, initiate a procedure with a view to identifying corresponding modifications that should be made, when possible, in this Arrangement and commence at the same time as the amendments to the Agreement.
3. A modification to this Arrangement will commence on the date of the latest written notification by one Participant to the other Participant to that effect.

XI. Withdrawal and Termination

1. Either Participant may terminate this Arrangement at any time upon six months' written notification to the other Participant, unless the notice of termination is withdrawn by mutual consent of the Participants before the expiry of the six months' notification period. Termination of the Agreement will cause the termination of this Arrangement to take place.
2. Following termination of this Arrangement, each Participant should maintain the validity of findings of compliance made and certificates issued under this Arrangement prior to the date of termination.

XII. Commencement Date and Signature

This Arrangement will come into operation at the same time as the Agreement, provided that it has been duly signed by the authorised representatives of the CAA and FOCA.

Signed in duplicate in the English language.



Christian Hegner

Director General

Safety Division - Aircraft

Federal Office of Civil Aviation
of Switzerland

Date: 30.12.2020



Robert Bishton

Director

Safety and Airspace Regulation Group

The Civil Aviation Authority of the United
Kingdom

Date: 29-12-2020

Part Two; Heading Two

**Title II: Aviation Safety, and Annex AVSAF-1: Airworthiness and
Environment Certification**

of

The Trade and Cooperation Agreement between The European Union and The
European Atomic Energy Community, of the one part, and The United Kingdom of
Great Britain and Northern Ireland, of the other part

[...insert final text of the Agreement]