



**EASA**  
European Aviation Safety Agency

# New FSTD Annex to the EU-US BASA

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**Your safety is our mission.**

An agency of the European Union 

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# Why BASAs? Economic considerations

Increase legal certainty for Industry



Usually imply efficiency gains for authorities



Reduce unnecessary duplication of oversight tasks



# Why BASAs? Legal considerations



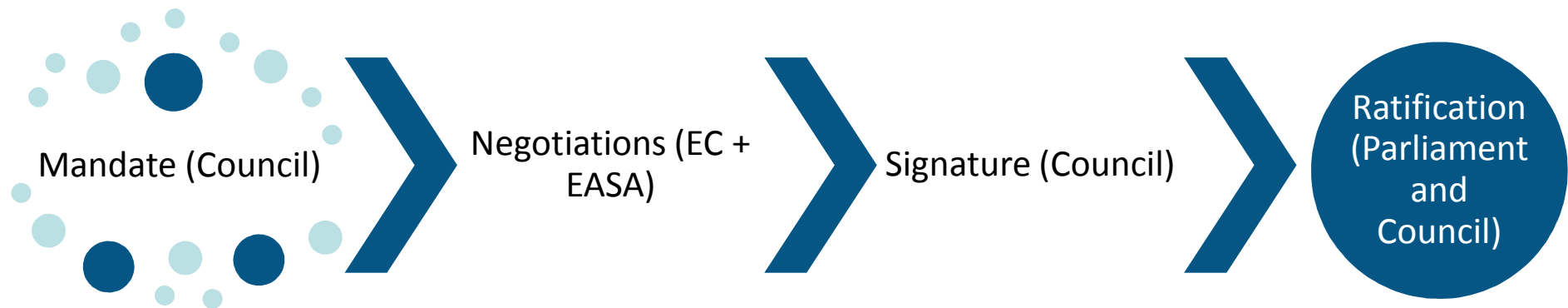
Only legal  
instrument  
allowing  
derogation from  
EU law

Creates rights  
and obligations  
for the EU  
(including MS  
and Industry)





# Process





# EU agreements



## Bilateral aviation safety Agreements – BASA

- US (Signature 2008, entry into force: 2011)
- Canada (Signature 2009, entry into force: 2011)
- Brazil (Signature 2010, entry into force: 2013)



# Scope of the BASAs (to date)



Airworthiness and  
environmental  
certification (Annex 1)

Maintenance (Annex  
2)



US: new annexes (3  
and 4)



## Situation

- FSTDs located abroad are used because of non-availability for certain types of aircraft or not enough devices available in Europe
- Evaluation of the same device by two authorities:
  - in the U.S. by FAA and EASA
  - in Europe by the local Competent Authority and FAA



# BASA Annex 4 'FSTD'



## Actual situation



**FAA + EASA**  
**Dual Evaluation**  
**Dual Qualification**



**NAA/EASA + FAA**  
**Dual Evaluation**  
**Dual Qualification**



: **132** FFS are used by European customers in the US



: **43** FFS are used by US customers in Europe





## Scope



**Avoid dual recurrent evaluations of FFS for  
aeroplanes  
located on the territory of the U.S. and Europe**



## BASA Annex 4 'FSTD'



So, what will be the changes  
for us – the FSTD operators ?

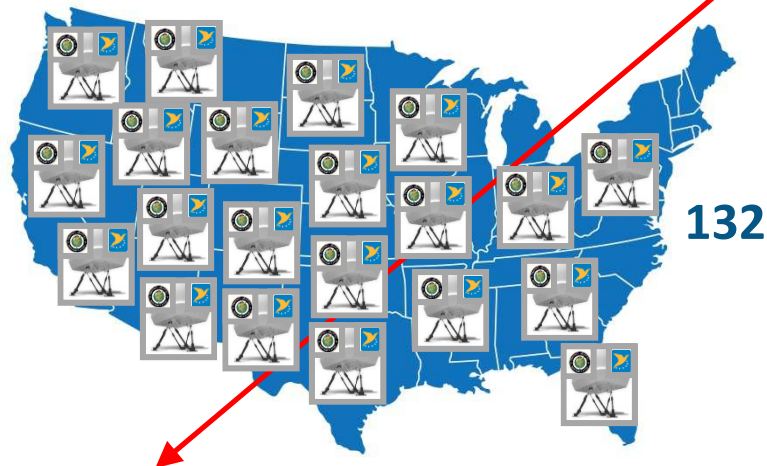


# BASA Annex 4 'FSTD'



New concept

## Recurrent Evaluations



FAA evaluation only

**FAA Regulation**

**+ EU special conditions**



NAA/EASA evaluation only

**EASA Regulation**

**+ US special conditions**



# BASA Annex 4 'FSTD'



## EU special conditions

to be considered by  
FAA inspectors



## US special conditions

to be considered by  
NAA or EASA inspectors

## Why do we need special conditions and what are they?

- cover differences *FAA regulation* ↔ *EASA regulation* during the recurrent evaluation
- to cover operational needs



# BASA Annex 4 'FSTD'



Is there any **guidance** on how the Annex shall be applied on both sides ?



Yes, there will be a SIP  
(Simulator Implementation Procedure)  
containing procedures to be followed by  
FAA, NAA/EASA and FSTD operators



## Reports

- Evaluation reports including special conditions reports will be submitted to the other authority
- After receipt of the reports each side follows the own procedures as known by the FFS operators (post-processing, communication with FFS operator, oversight,...)



# BASA Annex 4 'FSTD'

## Further agreements

- Synchronisation of due dates for recurrent evaluations ('anniversary dates')



- Transition provisions (training of inspectors w.r.t. special conditions)

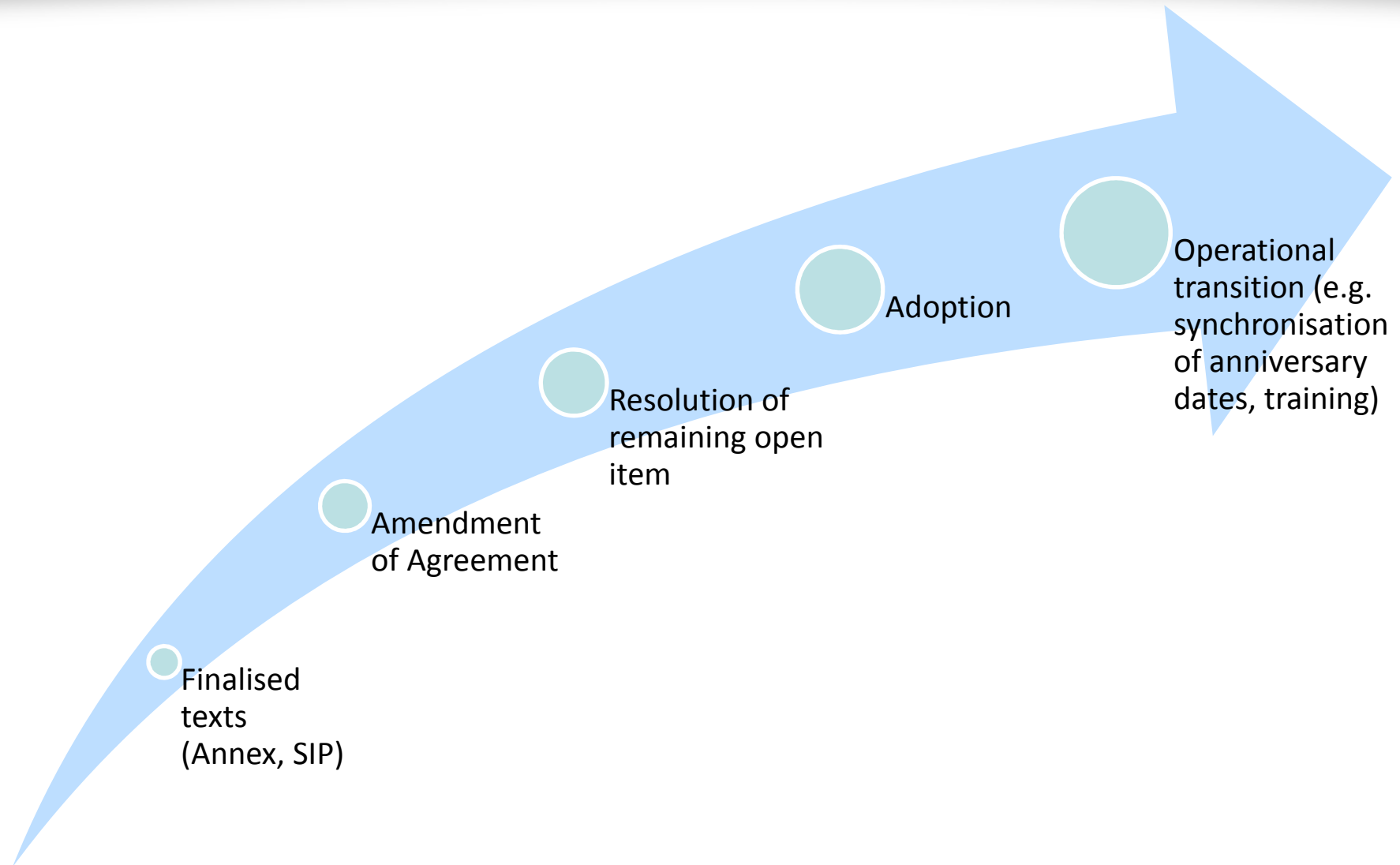


- Continued confidence activities





# Next steps







# EASA

European Aviation Safety Agency

**Thank you  
for your attention**

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