



Aviation Security Service
— Kaiwhakamaru Rererangi —

International Agreements & Mutual Recognition

Stuart Worden, Manager Regulatory Policy & International Engagement

International Agreements

- A core function of the CAA is *“to enter into technical or operational arrangements, or both, with civil aviation authorities of other countries”* (Civil Aviation Act 2023)
- There are also agreements at a government-to-government level (e.g. ANZA)
- Managed by the CAA’s Strategy, Policy and International Engagement team, with SME support from ASOG



Types of International Agreement/Arrangement

- Memorandum of Understanding

A general, high-level agreement to work together, or a specific agreement to share information

- Mutual Recognition Agreement

A high-level agreement for mutual recognition of certificates, approvals etc

- Implementation procedures/Working Arrangements

Sets out how to give effect to a mutual recognition agreement

- Technical Agreement on Maintenance

Mutual recognition of maintenance approvals

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE CIVIL AVIATION AUTHORITY OF NEW ZEALAND
AND THE EUROPEAN UNION AVIATION SAFETY AGENCY
CONCERNING CIVIL AVIATION SAFETY AND ENVIRONMENTAL PROTECTION**

The Civil Aviation Authority of New Zealand (“CAA NZ”) and the European Union Aviation Safety Agency (EASA), hereinafter referred to as “the Participants” recall the importance and significant contribution of civil aviation to economic development and are mindful of the manifest practical utility and reciprocal benefits that can be obtained by further developing their cooperation.

The Participants have therefore decided to establish this Memorandum of Understanding (MOU), the aim of which is to strengthen and broaden their cooperation as per their Working Arrangement signed in 2007, which remains in force, by establishing additional mechanisms for the exchange of experience and technical knowledge in the field of civil aviation safety and environmental protection.

1. DEFINITIONS

(a) For the purposes of this MOU:

(i) *Safety information* means any information concerning aviation safety matters of mutual interest to the Participants, including mandatory occurrence reporting enforcement and compliance information, operational and technical reports, analysis on safety incidents and hazards, trend analysis and mitigation measures, safety plans, safety

Examples

- EASA-CAA Technical Arrangement on Airworthiness
- Bilateral Aviation Safety Agreement (BASA), and associated Implementation Procedures
- Working Procedure for Type Certification and Continued Airworthiness (Israel)
- Technical Arrangement on Design Approval, Export Airworthiness Certification and Post Design Approval Activities (China)



What are we working on?

- Initial discussions with EASA on updating and expanding the Working Arrangements (identification of need and business case)
- In discussions with EASA on recognition of NZCAA oversight of EASA-certified organisations in NZ
- Initial discussions with the UK on reciprocal recognition of STCs

Can be slow and complex process – both parties need to be satisfied with oversight arrangements in each State

What do you need?

- We want to hear where the biggest opportunities are for you...
- ...but we can't do everything!
- Are there some common themes?
- Can the sector prepare a proposal with highest priority needs?



The Future for Mutual Recognition?



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The Future for Mutual Recognition?

Germany	Norway	Republic of Moldova	South Africa	Nigeria
France	Finland	Bosnia and Herzegovina	New Zealand	Pakistan
Italy	Denmark	Latvia	Cyprus	Uganda
Netherlands	Romania	Bulgaria	Malta	Philippines
Sweden	Poland	Kazakhstan	South Korea	Viet Nam
Belgium	Portugal	Lithuania	Malaysia	Kyrgyzstan
Hungary	Russian Federation	Turkey	Thailand	
Czech Republic	Greece	Azerbaijan	Albania	
Spain	Ireland	North Macedonia	Armenia	
Serbia	Croatia	Andorra	Montenegro	
United Kingdom	Slovenia	European Union	San Marino	
Austria	Slovakia	Japan	Tunisia	
Luxembourg	Belarus	Australia	Georgia	
Switzerland	Estonia	Ukraine	Egypt	

- Tested Once
- Certified Once
- One production conformity oversight authority
- Testing and Certification can be by any State
- **Product accepted without further verification in 63 States**
- Example of **Multilateral Mutual Recognition**, started in **1958**

The Future for Mutual Recognition?

Aviation isn't like this...

- Still largely bilateral: one State enters into an agreement with another State
- Strongly based on a close working relationship between the NAAs in each State
- Maybe limited multilateral agreement to start with?



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Questions?

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