

**EXPLANATORY MEMORANDUM TO**  
**THE AVIATION SAFETY (AMENDMENT) (EU EXIT) REGULATIONS 2020**

**2020 NO. [XXXX]**

**1. Introduction**

- 1.1 This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Act.
- 1.2 This memorandum contains information for the Sifting Committees.

**2. Purpose of the instrument**

- 2.1 The instrument uses powers in the European Union (Withdrawal) Act 2018 (“the Withdrawal Act”) to correct deficiencies in EU-derived aviation safety legislation (which has become applicable since 29th March 2019) arising as a result of the withdrawal of the United Kingdom from the European Union (“EU”). This will ensure that the legal framework on aviation safety continues to function correctly after IP completion day.

*Explanations*

What did any relevant EU law do before IP completion day?

- 2.2 The relevant EU law provides for a comprehensive system of aviation safety in the EU. The Basic Regulation (Regulation 2018/1139, which repealed and replaced Regulation 216/2008), established the European Union Aviation Safety Agency (“EASA”), provided powers to the European Commission (“the Commission”) to give effect to requirements in the Convention on International Civil Aviation (“the Chicago Convention”), and made further provision on the establishment of a comprehensive aviation safety regulatory system in the EU. In particular the Commission was given the power to adopt and amend Regulations containing technical requirements, and to amend technical detail in the Basic Regulation which is contained primarily in its Annexes. Implementing Regulations adopted by the Commission are subject to qualified majority voting by the Member States.
- 2.3 Under the Basic Regulation, EASA is responsible for preparing proposals for new and amended technical requirements. These form the basis of the technical Implementing Regulations. The Commission has adopted 15 technical Implementing Regulations dealing with different aspects of aviation safety regulation including:
  - (a) the design, construction, maintenance and operation of aircraft;
  - (b) the licensing of flight crew, maintenance engineers and air traffic controllers;
  - (c) the provision of air traffic management and air navigation services;
  - (d) the design and operation of aerodromes.These technical Regulations were adopted mainly by consensus.
- 2.4 Under EU law, certification and oversight responsibilities are split between EASA and the competent authorities of the Member States. EASA has responsibility for aircraft, engines and propellers (collectively referred to as “products”) which are intended for

use as or as part of EU registered aircraft; for the component “parts” of such products; and for organisations responsible for the design of such products and parts. EASA also has responsibility for the oversight of organisations based in countries outside the EU where those organisations are providing services within the scope of the Basic Regulation, for example maintaining products or parts intended for use as or as part of EU registered aircraft. All other certification and oversight activities (including certification and oversight of production organisations) are the responsibility of the Member State in which the individual or organisation is based. The Civil Aviation Authority (“CAA”) undertakes these tasks in the UK.

- 2.5 The EU Regulations applicable on or before 29th March 2019 will be corrected by the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (SI 2019 No 645) and the Aviation Safety (Amendment etc.) (EU Exit) (No 2) Regulations 2019 (SI 2019 No 1098). However, further Commission Implementing Regulations have been adopted that will become applicable before IP completion day and will be corrected by the instrument. They amend the requirements relating to:
- (a) the design certification and manufacture of aircraft;
  - (b) the maintenance of aircraft;
  - (c) the licensing of pilots; and
  - (d) the operation of aircraft.

*Why is it being changed?*

- 2.6 The instrument uses powers in the Withdrawal Act to make changes to retained aviation safety legislation to ensure that the law functions effectively after the UK has left the EU. These changes are necessary because the legislation has functioned on the basis of the UK being part of the EASA/EU system and having certain obligations as an EU Member State. From the end of the transition period, the UK will no longer be part of the EASA system, and provisions will need to be in place in the UK’s legal framework for aviation safety for UK bodies to carry out the regulatory activities previously carried out by EASA.

*What will it now do?*

- 2.7 From the end of the transition period, aviation safety legislation will work in a self-contained way within the UK, independent of the EASA system, with the CAA as the UK wide regulator. The CAA already undertakes the majority of certification and oversight tasks required by retained EU legislation. The CAA has contingency plans in place to ensure that it will be able to discharge the responsibilities taken on from EASA. The UK will continue to have the same technical requirements and standards as the EASA system on IP completion day, as none of the changes made by the instrument affects the substance of the technical requirements and standards established by retained EU legislation. Further detail on the corrections made by this instrument are set out in section 7 of this memorandum.

### **3. Matters of special interest to Parliament**

*Matters of special interest to the Sifting Committees*

- 3.1 The instrument is being laid for sifting by the Sifting Committees.

*Matters relevant to Standing Orders Nos. 83P and 83T of the Standing Orders of the House of Commons relating to Public Business (English Votes for English Laws)*

- 3.2 As the instrument is subject to negative resolution procedure there are no matters relevant to Standing Orders Nos. 83P and 83T of the Standing Orders of the House of Commons relating to Public Business at this stage.

**4. Extent and Territorial Application**

- 4.1 The territorial extent of this instrument is the United Kingdom.
- 4.2 The territorial application of this instrument is the United Kingdom and it also has extra-territorial effect in certain circumstances (as explained in paragraph 4.3).
- 4.3 This instrument has extra-territorial effect outside the United Kingdom in certain situations. The extra-territorial effect is analogous to the way in which the EU versions of the Regulations that it corrects have extra-territorial effect outside the EU. In relation to these EU Regulations, this instrument also applies to (and amends those Regulations so as to apply to) all aircraft which are registered in the UK, or which are registered elsewhere but operated by an operator established in the UK, wherever they may be.

**5. European Convention on Human Rights**

- 5.1 As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

**6. Legislative Context**

- 6.1 This instrument is made in exercise of powers in section 8(1) of the Withdrawal Act.
- 6.2 The Withdrawal Act makes provision for repealing the European Communities Act 1972 and will preserve EU law, as it stands immediately before the end of the transition period, in UK law. It enables the creation of a new body of domestic legislation by bringing the texts of directly applicable EU legislation into domestic legislation, as well as saving EU-derived domestic legislation which was made to implement the UK's obligations as a member of the EU. The Act also contains temporary power to make secondary legislation to enable Ministers and the devolved administrations to deal with deficiencies in retained EU law, to ensure the UK's legal system continues to function properly outside the EU.

**7. Policy background**

*What is being done and why?*

- 7.1 The instrument corrects retained EU aviation safety legislation in the following way: Part 2 amends corrections made to retained Commission Regulations in the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 and the Aviation Safety (Amendment etc.) (EU Exit) (No. 2) Regulations 2019, which are necessitated by amendments introduced by the Commission Regulations which have been adopted since 2nd July 2019; Part 3 corrects a principal EU Regulation (No 2111/2015 establishing a banned operator list); and Part 4 corrects EU Implementing Regulations to take account of amendments made to them by new Commission Regulations which have become applicable since 29th March 2019.

7.2 Corrections made include:

- (a) assigning to the CAA responsibilities and functions currently given to EASA; and
- (b) replacing EU terminology (e.g. “Member States”) where this would not be appropriate after IP completion day.

## **8. European Union (Withdrawal) Act/Withdrawal of the United Kingdom from the European Union**

8.1 This instrument is being made using the power in section 8 of the European Union (Withdrawal) Act 2018 in order to address failures of retained EU law to operate effectively or other deficiencies arising from the withdrawal of the United Kingdom from the European Union. In accordance with the requirements of that Act the Minister has made the relevant statements as detailed in Part 2 of the Annex to this Explanatory Memorandum.

## **9. Consolidation**

9.1 There are no plans currently to consolidate the legislation covered by this instrument.

## **10. Consultation outcome**

10.1 Department for Transport Ministers and officials have regular engagement with the aviation industry, aerospace industry, travel industry and consumer representatives. Through specific meetings and workshops on EU exit, and at long-established stakeholder forums, a number of issues related to the UK’s withdrawal from the EU have been addressed. This includes plans for making secondary legislation to ensure that the statute book continues to function irrespective of the outcome of negotiations. The Department also works closely with the CAA on all aviation matters, including preparing for the end of the transition period. Stakeholders broadly favour retaining EU aviation safety legislation, which affords stability; and they support the transfer of relevant functions to the CAA.

## **11. Guidance**

11.1 Where the CAA considers it appropriate to do so, the CAA will provide information, on how it will discharge new responsibilities that it takes over from EASA, for example through publications on its website. The Department for Transport is not producing any specific guidance on the amendments provided for in the instrument.

## **12. Impact**

12.1 There is no, or no significant, impact on business, charities or voluntary bodies.

12.2 There is no, or no significant, impact on the public sector.

12.3 An Impact Assessment has not been prepared for this instrument because the costs and benefits to business are minor.

## **13. Regulating small business**

13.1 The legislation applies to activities that are undertaken by small businesses.

13.2 No specific action is proposed to minimise regulatory burdens on small businesses.

13.3 The basis for the final decision on what action to take to assist small businesses is that the corrections made by this instrument are limited to what is needed to ensure that the regulatory regime on aviation safety continues to function effectively after IP completion day.

#### **14. Monitoring & review**

14.1 The approach to monitoring of this legislation is for it to be monitored in the course of normal departmental business.

14.2 As this instrument is made under the EU Withdrawal Act 2018, no review clause is required.

#### **15. Contact**

15.1 At the Department for Transport, Duncan Nicholls, telephone: 07825 263 416 or email: [duncan.nicholls@dft.gov.uk](mailto:duncan.nicholls@dft.gov.uk) or Pauline Hutchinson, telephone: 07802 479418 or email: [Pauline.Hutchinson@dft.gov.uk](mailto:Pauline.Hutchinson@dft.gov.uk) can be contacted with any queries regarding the instrument.

15.2 David Harding, Deputy Director for General Aviation, Safety, Skills and CAA at the Department for Transport, can confirm that this Explanatory Memorandum meets the required standard.

15.3 Rachel Maclean MP, Parliamentary Under Secretary of State, at the Department for Transport can confirm that this Explanatory Memorandum meets the required standard.

# Annex

## Statements under the European Union (Withdrawal) Act 2018

### Part 1

#### Table of Statements under the 2018 Act

This table sets out the statements that may be required under the 2018 Act.

Statement	Where the requirement sits	To whom it applies	What it requires
Sifting	Paragraphs 3(3), 3(7) and 17(3) and 17(7) of Schedule 7	Ministers of the Crown exercising sections 8(1), 9 and 23(1) to make a Negative SI	Explain why the instrument should be subject to the negative procedure and, if applicable, why they disagree with the recommendation(s) of the SLSC/Sifting Committees
Appropriate-ness	Sub-paragraph (2) of paragraph 28, Schedule 7	Ministers of the Crown exercising sections 8(1), 9 and 23(1) or jointly exercising powers in Schedule 2	A statement that the SI does no more than is appropriate.
Good Reasons	Sub-paragraph (3) of paragraph 28, Schedule 7	Ministers of the Crown exercising sections 8(1), 9 and 23(1) or jointly exercising powers in Schedule 2	Explain the good reasons for making the instrument and that what is being done is a reasonable course of action.
Equalities	Sub-paragraphs (4) and (5) of paragraph 28, Schedule 7	Ministers of the Crown exercising sections 8(1), 9 and 23(1) or jointly exercising powers in Schedule 2	Explain what, if any, amendment, repeals or revocations are being made to the Equalities Acts 2006 and 2010 and legislation made under them.  State that the Minister has had due regard to the need to eliminate discrimination and other conduct prohibited under the Equality Act 2010.
Explanations	Sub-paragraph (6) of paragraph 28, Schedule 7	Ministers of the Crown exercising sections 8(1), 9 and 23(1) or jointly exercising powers in Schedule 2 In addition to the statutory obligation the Government has made a political commitment to include these statements alongside all EUWA SIs	Explain the instrument, identify the relevant law before exit day, explain the instrument's effect on retained EU law and give information about the purpose of the instrument, e.g., whether minor or technical changes only are intended to the EU retained law.

Criminal offences	Sub-paragraphs (3) and (7) of paragraph 28, Schedule 7	Ministers of the Crown exercising sections 8(1), 9, and 23(1) or jointly exercising powers in Schedule 2 to create a criminal offence	Set out the ‘good reasons’ for creating a criminal offence, and the penalty attached.
Sub-delegation	Paragraph 30, Schedule 7	Ministers of the Crown exercising sections 10(1), 12 and part 1 of Schedule 4 to create a legislative power exercisable not by a Minister of the Crown or a Devolved Authority by Statutory Instrument.	State why it is appropriate to create such a sub-delegated power.
Urgency	Paragraph 34, Schedule 7	Ministers of the Crown using the urgent procedure in paragraphs 4 or 14, Schedule 7.	Statement of the reasons for the Minister’s opinion that the SI is urgent.
Explanations where amending regulations under 2(2) ECA 1972	Paragraph 13, Schedule 8	Anybody making an SI after exit day under powers outside the European Union (Withdrawal) Act 2018 which modifies subordinate legislation made under s. 2(2) ECA	Statement explaining the good reasons for modifying the instrument made under s. 2(2) ECA, identifying the relevant law before exit day, and explaining the instrument’s effect on retained EU law.
Scrutiny statement where amending regulations under 2(2) ECA 1972	Paragraph 16, Schedule 8	Anybody making an SI after exit day under powers outside the European Union (Withdrawal) Act 2018 which modifies subordinate legislation made under s. 2(2) ECA	Statement setting out: a) the steps which the relevant authority has taken to make the draft instrument published in accordance with paragraph 16(2), Schedule 8 available to each House of Parliament, b) containing information about the relevant authority’s response to— (i) any recommendations made by a committee of either House of Parliament about the published draft instrument, and (ii) any other representations made to the relevant authority about the published draft instrument, and, c) containing any other information that the relevant authority considers appropriate in relation to the scrutiny of the instrument or draft instrument which is to be laid.

## Part 2

### Statements required when using enabling powers under the European Union (Withdrawal) Act 2018

#### 1. Sifting statement(s)

- 1.1 The Parliamentary Under Secretary of State, Rachel Maclean MP, has made the following statement regarding use of legislative powers in the European Union (Withdrawal) Act 2018:

“In my view the Aviation Safety (Amendment) (EU Exit) Regulations 2020 should be subject to annulment in pursuance of a resolution of either House of Parliament (i.e. the negative procedure).”.

- 1.2 This is the case because the instrument only corrects deficiencies and failures in law that have arisen as a result of the UK leaving the EU and leaves the technical requirements unchanged. It does not create any criminal offences or the power to make regulations or raise fees.

#### 2. Appropriateness statement

- 2.1 The Parliamentary Under Secretary of State, Rachel Maclean MP, has made the following statement regarding use of legislative powers in the European Union (Withdrawal) Act 2018:

“In my view the Aviation Safety (Amendment) (EU Exit) Regulations 2020 do no more than is appropriate.”.

- 2.2 This is the case because this instrument only corrects deficiencies and failures in law that have arisen as a result of the UK leaving the EU. These changes are necessary to ensure that the legislation relating to aviation safety functions correctly after the UK has left the EU. It leaves technical requirements unchanged and only makes changes to the legislative and regulatory framework which are necessary for the legislation to operate effectively.

#### 3. Good reasons

- 3.1 The Parliamentary Under Secretary of State, Rachel Maclean MP, has made the following statement regarding use of legislative powers in the European Union (Withdrawal) Act 2018:

“In my view there are good reasons for the provisions in this instrument, and I have concluded they are a reasonable course of action.”.

- 3.2 These are:

- (a) ensuring that the legislation governing aviation safety in the UK continues to function correctly after the end of the transition period;
- (b) enabling the UK to continue to comply with its obligations under the Chicago Convention; and
- (c) maintaining the existing regulatory framework and technical requirements for aviation safety, minimising disruption to industry and recreational flyers.

#### **4. Equalities**

4.1 The Parliamentary Under Secretary of State, Rachel Maclean MP, has made the following statement:

“The draft instrument does not amend, repeal or revoke a provision or provisions in the Equality Act 2006 or the Equality Act 2010 or subordinate legislation made under those Acts.”.

4.2 The Parliamentary Under Secretary of State, Rachel Maclean MP, has made the following statement regarding use of legislative powers in the European Union (Withdrawal) Act 2018:

“In relation to the draft instrument, I, Rachel Maclean MP have had due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010.”.

#### **5. Explanations**

5.1 The explanations statement has been made in section 2 of the main body of this explanatory memorandum.