ADS-ASD-GAMA Statement on the UK-EU BASA and the UK-EU Specialised Committees on Aviation Safety

We welcome the political and strategic objectives of the UK and EU to rebuild relations and strengthen industrial competitiveness through the annual UK-EU Summits. This is a shared opportunity to address our industries' growing challenges and make more effective use of the scarce engineering workforce, support our regulators, and European aerospace, as critical industries. ADS, ASD and GAMA therefore call on the UK and EU governments to implement a comprehensive UK–EU Bilateral Aviation Safety Agreement (BASA). Future UK–EU Summits and Specialised Committees on Aviation Safety should push towards this objective.

We also welcome the closer cooperation between the UK Civil Aviation Authority (CAA) and the European Union Aviation Safety Agency (EASA). However, Government action is now needed to translate this cooperation into substantive improvements for our industries.

UK and EU aerospace industries operate through deeply integrated markets and supply chains. The lack of mutual recognition and a comprehensive BASA has generated regulatory duplication, critical operational delays and resulted in significant business costs. All of which impacts our industries' ability to support critical infrastructure, public services, and commercial activities. There is therefore mutual interest in both sides to implement a more comprehensive BASA and maintain the region's competitiveness within an inherently global industry.

The Maintenance, Repair and Overhaul (MRO) market is particularly impacted by the current BASA. The absence of mutual recognition of approvals under Part 145 requires organisations serving both markets to navigate duplicative regulatory requirements, adding unnecessary burden and costs for both industry and our regulators. In some cases, this has also resulted in UK- and-EU-registered aircraft being grounded, carrying significant costs for operators and customers. More concerningly, it has also led to operational challenges for aircraft undertaking critical public services, as well as ongoing supply chain pressures, a pressure that is heightened by the current geopolitical environment and global supply chain shocks. We believe that the BASA should mitigate, rather than add further challenges to geopolitical uncertainty and risk.

Impacts on the MRO market are compounded by the workforce challenges and shortages of engineers and technical expertise across Europe. The lack of mutual recognition of Aircraft Maintenance Engineer licences under Part 66 further restricts industry's ability to deploy limited resources where needed. This issue is already significant. It could become crippling in the coming years and raises long-term workforce concerns, as the rapid loss and retirement of the engineering and technician workforce will only deepen these shortages, constrain maintenance capacity, and ultimately, risk our ambitions to expand Europe's aircraft fleets.

ADS, ASD and GAMA collectively recognise the CAA's success in establishing itself as the UK's National Aviation Authority post EU-exit, and its competence as a world-class regulator. However, both the CAA and EASA have long struggled with resourcing and funding challenges, which cannot be sustained by industry alone - our regulators need support too.

In the context of the annual UK-EU Summits and the annual UK-EU Specialised Committees on Aviation Safety, we, as the voice of UK and EU aerospace industries, urge both governments to put in place the conditions that will strengthen the growth, trade and competitiveness of our deeply integrated industries. We call on the two sides to agree to a comprehensive UK-EU BASA covering Part 21, and in particular, Part 145 and Part 66. As ever, we stand ready to support both governments to ensure that the political ambitions of the UK and the EU translate into the tangible change that delivers real benefits for our industries and regulators.

About

ADS is the UK's trade association for the aerospace, defence, security and space sectors, representing more than 2,000 members, over 95% of which are SMEs. We work with those sectors to secure the UK's advantage, enhance our international positioning as a go-to destination for innovation, and deliver on our sustainable leadership goals. Combined, our sectors support 468,500 direct jobs, and contributed £46.8bn to the UK economy in 2025.

ASD is the voice of the European aerospace, security and defence industries – the industry that connects and protects. With 29 major European companies and 23 national associations, the overall representation adds up to more than 4,000 companies across 22 European countries. Our members collectively employed more than 1.1 million people and generated a turnover of €326 bn in 2024, accounting for 99% of industry's total turnover and 94% of its total employment in Europe. Based in Brussels, ASD actively supports the competitive development of our industries in Europe and worldwide by advocating common positions and providing technical expertise to public institutions and member companies.

The General Aviation Manufacturers Association (GAMA) is an international trade association representing more than 130 of the world's leading manufacturers of Business and General Aviation aeroplanes, rotorcraft, engines, avionics, components, and related services and technologies. GAMA members are also providers of maintenance and repair services, fixed-based operations, pilot and maintenance training, and aircraft management. Additionally, GAMA represents companies in the emerging sector of innovative/advanced air mobility, which includes the development of vertical take-off and landing (VTOL) aircraft as well as electric, hybrid and hydrogen propulsion and autonomous systems for civil purposes. GAMA member companies have facilities in over 60 countries.