

Subject: Use of ECoFA EASA template for export of new/used aircraft to countries with BASA

Dear all,

We hope this message finds you well.

As you know, Export Certificates of Airworthiness (ECoFAs) are meant to facilitate the export of aircraft and its acceptance by the importing authority, so it is in the EU industry interest to apply the right process.

Hereunder you can find a table summarizing the documents required by our different partners when the aircraft is exported from EU to one of the countries with which there is a BASA:

Importing country	New aircraft	Used aircraft
Brazil	ECoFA mandatory (Use of EASA Form 27 recommended)	ECoFA mandatory (Use of EASA Form 27 recommended)
Canada	ECoFA mandatory (Use of EASA Form 27 recommended)	ECoFA mandatory (Use of EASA Form 27 recommended)
China	EASA Form 27 mandatory	EASA Form 27 mandatory
Japan	EASA Form 27 mandatory	EASA Form 27 mandatory
UK	EASA Form 52 by POA holder	EASA Form 27 or NAA ECoFA mandatory
US	EASA Form 27 mandatory	EASA Form 27 mandatory

The EASA Form 27 can be found here:

[Export Certificate of Airworthiness | EASA \(europa.eu\)](https://easa.europa.eu/export-certificate-of-airworthiness)

We remain available at foreignPOA@easa.europa.eu, should you have any question.