



U.S. Department
of Transportation
**Federal Aviation
Administration**

January 25, 2019

Jasper Rasmussen
Flight Standards Director
European Aviation Safety Agency
Postfach 10 12 53
D-50452 Cologne, Germany

Dear Mr. Rasmussen,

Due to a lapse in appropriations funding, the Federal Aviation Administration (FAA) entered a shutdown status and subsequently furloughed the majority of the Aviation Safety Inspector (ASI) workforce. As the shutdown has continued, all principal ASIs assigned to all air carriers, air operators and air agencies (including repair stations) have been recalled to conduct critical safety functions to ensure Continued Operational Safety (COS). In addition, the Aircraft Certification Service has recalled the manufacturing inspectors necessary to conduct production oversight. These COS functions include certificate oversight and risk management. Specifically, inspections, observations and other functions are being performed to collect and analyze data and take necessary actions to ensure these operations are being conducted safely.

The safety of our system continues to be the top priority. As one of our most important safety partners, we'd like to assure you that our oversight functions continue across all areas of our shared cooperation; such as repair stations, third country operators, delegation oversight, design and production oversight. As our system has matured to incorporate safety management approach, we are confident in the processes and procedures that are in place to maintain safety.

In specific regard to our shared cooperation for repair stations, a number of FAA and European Aviation Safety Agency (EASA) certificated repair stations in both the United States and Europe have certification approval renewals coming due that may be affected by the shutdown period. Annex 2 and the associated Maintenance Annex Guidance (MAG) to the "Agreement between the United States of America and the European Union on Cooperation in the Regulation of Civil Aviation Safety" contain procedures that allow for certificate renewal extensions based on exceptional circumstances. Such a circumstance would allow extensions for a maximum period of sixty days.

Therefore, to mitigate the economic impact of delayed approvals throughout the shutdown period, the FAA is requesting EASA concurrence to allow 60-day extensions for the affected certification approval renewals. The safety oversight functions accomplished by the ASIs during the extension will maintain an acceptable level of risk for the proposed period. The ASIs with responsibility for oversight of the affected repair station have conducted a desktop assessment

and utilized available risk analysis tools to provide the necessary confidence that renewing these approvals for 60 days does not constitute a safety risk.

Reciprocally, the FAA International Field Offices (IFOs) are processing renewal for part 145 repair stations in Europe upon receipt of the renewal package from EASA. While we do not anticipate any delay in renewing U.S. certificated repair stations located in the EU, reciprocal extension of those certificates may also be granted under the provisions of this letter.

In lieu of the completed EASA Form 9 for each extension as required per the MAG, we would like to request your concurrence that this exchange will suffice to cover all affected extensions. Please let us know of your concurrence with this approach at your earliest convenience.

For your reference, please find attached the list of affected FAA and EASA certificated repair stations.

Sincerely,



Rick Domingo
Executive Director, Flight Standards Service



Earl Lawrence
Executive Director, Aircraft Certification Service

Enclosure: Repair Station Listing