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Flight Standards Director

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Mr Rick Domingo  
Executive Director  
Flight Standards Service  
Federal Aviation Administration

**Subject: FAA shut-down – Extension for certification approval renewals**

Reference: Your letter dated 24 January 2019

Dear Mr. *Rick* Domingo,

I thank you for your letter providing us all the information we need regarding the FAA shut-down and the mitigation measures you took to ensure the continuation of safety oversight. You indicated in particular that, 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. Similarly, the Aircraft Certification Service has recalled the manufacturing inspectors necessary to conduct production oversight.

Although the shut-down is now suspended, a number of FAA and European Aviation Safety Agency (EASA) certificated Maintenance Organisations in both the United States and Europe have certification approval renewals coming due that might still be affected by the shut-down 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.

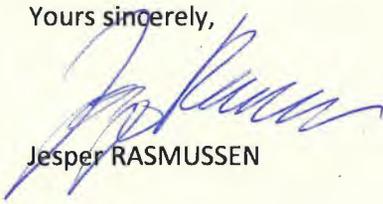
Therefore, to mitigate the economic impact of delayed approvals throughout the shutdown period, EASA agrees to allow 60-day extensions for the certification approval renewals affected by the shut-down. This will be performed based on your assurance that the safety oversight functions accomplished by the Aviation Safety Inspectors (ASIs) during the extension will maintain an acceptable level of risk for the proposed period. The ASIs with responsibility for oversight of the affected Maintenance Organisations 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. In lieu of the completed EASA Form 9 for each extension as required per the MAG, I agree to consider this exchange sufficient to cover all affected extensions.

The extension will be granted by email to the concerned organizations, with copy to the FAA. We will publish this exchange of letters on our website, as basis for the 60 days renewal.

I am glad to note that, reciprocally, the FAA International Field Offices are processing renewal for part 145 repair stations in Europe upon receipt of the renewal package from the European Aviation Authorities.

Finally, let me emphasize that I really appreciate your efforts to minimize the economic impact of the shut down on industry on both sides of the Atlantic while ensuring uncompromised level of safety.

Yours sincerely,



Jesper RASMUSSEN