



Chief Executive's Office

Patrick Ky
Executive Director
EASA
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1 June 2018

Dear Patrick

Now that I've taken over as the CAA's Chief Executive, I am writing to say that I'm looking forward to working with you and the EASA team to advance our common cause of high standards of aviation safety. I firmly believe that effective multi-lateral international cooperation is required to best deliver the global standards of safety our citizens expect. I know that our two organisations will find all the required mechanisms to continue to work together productively in the future and I know that we will both play fully our parts in that. As you will be aware, the UK Government and the CAA have made public our strong preference to be an active member of the EASA system of aviation safety following the UK's departure from the EU; a preference shared across the aviation industry in the UK. It is our belief that this continued cooperation and active membership would be the best way of maintaining high and common safety standards, and efficient air transport, for all European citizens.

The outcome of Brexit is entirely a matter for the 27 EU Member States and the Commission, and the UK Government, to negotiate. As all parties continue to work towards achieving a mutually acceptable outcome, a number of different possible outcomes of these negotiations have been identified.

In this context, and building on the work we have already done on contingency planning, I believe that now is the right time for EASA and the CAA to undertake technical discussions to develop a common understanding about the practical changes in regulatory processes that may be required under the different Brexit scenarios, including that envisaged by the Commission in its notice to aviation stakeholders of 13 April 2018. It would be in both our interests to have a common understanding of the potential changes to these underpinning processes, have a joint transition plan and sufficient time to implement these changes should they be required. Examples of where this is required would include how EASA might under certain scenarios transfer state of design for aircraft capabilities back to the CAA and how both organisations might need to prepare to receive and accept third country applications from airlines and aerospace companies ahead of March 2019. There will be a range of aviation and aerospace stakeholders in Europe and globally affected by the transition arrangements and who may also need to make changes to their own organisational structure and seek new regulatory permissions from either EASA and/or the CAA in order to continue to operate across Europe. These technical discussions between us would enable a joint plan to be made and communicated, and for all EU citizens and businesses to be assured of the on-going integrity of the aviation framework in any future scenario.

I would welcome an early opportunity to meet with you to discuss a range of issues, including how we could best take forward these important technical discussions. My team is standing by to support these discussions.

I am copying this letter to Henrik Hololei at the European Commission and Dan Micklethwaite at the UK's Department for Transport.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized, cursive 'R' followed by a long horizontal line that ends in a sharp, upward-pointing flourish.

Richard Moriarty
CHIEF EXECUTIVE