

Patrick KY
Executive Director

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Mr Richard Moriarty
Chief Executive
UK Civil Aviation Authority
K5, CAA House
45-59 Kingsway
London WC2B 6TE
United Kingdom

Subject: Your letter dated 1 June 2018

Dear Richard,

Thank you for your letter dated 1 June 2018 in which you express your wish to initiate technical discussions with EASA in preparation for the practical consequences of the United Kingdom's withdrawal from the EU.

EASA will in principle be available to discuss practical cooperation with the UK CAA, as we do with other third countries' safety authorities, when conditions allow. However, before engaging in such exchanges we consider it necessary to have sufficient clarity and certainty on the outcome of the ongoing Withdrawal Agreement negotiations, and more specifically on the associated discussions on a framework for future relations for aviation.

In this context, it is equally important that such eventual discussions be preceded by a clarification of the future legal and regulatory framework that will be the basis for the UK CAA's activities. Your letter clearly sets out your interest in having a common understanding of the potential changes that may emerge as a result of the UK's withdrawal from the EU, and in this context you have made reference to the Notice to Stakeholders published on 13 April 2018. This notice has set out in clear terms the implications of the UK's withdrawal from the EU's legal and regulatory framework for aviation safety in the absence of any particular arrangement, thus providing stakeholders with the requisite clarity on the baseline situation to which they would be advised to adapt. By contrast EASA does not have such clarity regarding the future UK system and what implications this will have for industry stakeholders. Such clarity is needed ahead of any technical discussions.

EASA is of course aware of the aviation industry's interests and concerns over legal certainty for their business planning purposes. That said, the UK's withdrawal process is an unprecedented event that, as a negotiation, inevitably risks involving an element of uncertainty until late in the process. Against that backdrop, and to mitigate any unnecessary disruption, the EU has been and continues to be fully dedicated to ensuring an orderly withdrawal and adequate level of preparedness under any scenario.

So while I understand your request for technical discussions in order to limit disruption and safety risks, it remains the case that without sufficient clarity on both the outcome of the withdrawal process and the future UK legal framework such discussions would currently be premature.

Yours sincerely,



Patrick KY