



Transportation
Security
Administration

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JUL 30 2014

Mr. Daniel B. Fisher
Vice President of Legislative Affairs
Aeronautical Repair Station Association
121 North Henry Street
Alexandria, VA 22314-2903

Dear Mr. Fisher:

Thank you for your letter of June 12, 2014, regarding your request for the Transportation Security Administration (TSA) to provide clarification on repair station obligations as opposed to owner/operator responsibilities for unattended aircraft that may exist under other TSA issued aircraft operator security programs. After extensive collaboration and engagement with industry stakeholders, such as yourself and other key industry associations, TSA is able to provide the following clarification as to when TSA considers a repair station to be responsible for a large aircraft in accordance with the aircraft repair station rule.

TSA considers a repair station to be responsible for a large aircraft when the repair station has authority over the aircraft, contractual dominion or control of the aircraft, or when the repair station knows or should know that the large aircraft has been tendered to them by an aircraft owner/operator. TSA further considers the repair station to be responsible for the large aircraft until the aircraft owner/operator has taken delivery and/or control of the aircraft.

As you mentioned in your recent letter, TSA is finalizing the anticipated frequently asked question and answer document. Upon completion, this document will be released immediately to the repair station industry at large.

Again, thank you for taking the time to share your concerns. I hope this information is helpful.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Eddie D. Mayenschein".

Eddie D. Mayenschein
Assistant Administrator
Office of Security Policy and Industry Engagement