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| U.S. Department of Transportation Docket Operations West Building Ground Floor Room W12-140 1200 New Jersey Avenue, SE Washington, DC 20590-0001 | Submitted Electronically to: [www.regulations.gov](http://www.regulations.gov) |
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| RE: | Comments to Petition for Rulemaking on 14 CFR section 145.55Docket No. FAA- 2015-0042-0001 |

To Whom It May Concern:

We support the coalition’s petition for rulemaking reinstating a repair station’s ability to voluntarily surrender its certificate.

We are absolutely against individual bad actors being in charge of a repair station’s operations. We do not support individuals that use repair station or air carrier or any certificate irresponsibly or in a manner that jeopardizes safety.

We do however have to deal in the real world. That environment depends upon known and certain dates for business transactions. Loans, mergers, changes in corporate structure or just cessation of a business operation all may necessitate surrender of a repair station certificate.

Until November 2014, a repair station certificate was effective until surrendered, suspended or revoked—the date and time of a voluntary surrender is known and business transactions can be done with certainty. Awaiting the agency’s formal acceptance for cancellation creates unnecessary confusion and delay. There would certainly be no urgency on the part of the agency to complete the formality. It is completely understandable that an aviation safety inspector would find taking the 10 or 15 minutes to create, print and mail the formal document low on the priority list.

Since the agency’s ability to investigate and take action against individual bad actors is not hampered by reinstating the repair station’s ability to voluntarily surrender its certificate, we urge the FAA to act as suggested in the coalition’s petition for rulemaking.

Sincerely,

**[NAME]**

**[TITLE]**

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