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April 18, 2017

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Dorenda Baker
Director, Aircraft Certification Service
Federal Aviation Administration
800 Independence Avenue, SW
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John Duncan
Director, Flight Standards Service
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591-0001

RE: Treatment of Commercial Parts and COTS Parts under the Bilateral Agreement
between the European Union and United States

Dear Ms. Baker and Mr. Duncan:

On February 3, 2017, nine industry stakeholders requested FAA work with EASA to resolve the issues associated with "commercial" and "commercial-off-the-shelf" (COTS) parts. The letter specifically asked the agencies to address the need for these parts to be accompanied by an FAA Form 8130-3 or EASA Form 1 when used in work subject to the Maintenance Annex Guidance (MAG). As the letter describes in further detail, such parts do not require these forms when installed on civil aviation articles controlled by the United States.

Differences in the agencies' rules and systems must be negotiated to ensure the result does not create an impossible situation for either authority's industry and certificate holders. In this case, the failure to address the difference in the design regulations has created an untenable situation on both sides of the Atlantic.

It seems time for the FAA to acknowledge receipt of the February 3, 2017 letter and to schedule a meeting among and between the stakeholders on this side of the Atlantic to discuss the issue. Given that EASA's Engineering and Maintenance Stakeholder Technical Body (STeB) meeting will take place on May 9, 2017 followed by the FAA-EASA conference in June, this is a perfect opportunity to address how the FAA views the commercial/COTS parts issue.

Please contact me at your earliest convenience.

Sincerely,

A handwritten signature in blue ink that reads "Marshall S. Filler". The signature is written in a cursive, flowing style.

Marshall S. Filler
Managing Director & General Counsel

Dorenda Baker
John Duncan
February 3, 2017
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