

Tuesday 12th February 2019

RE: AES POST BREXIT PLAN

Dear Customers,

As we approach the deadline for Brexit on the 29th March 2019 we tread towards an uncertain future between the UK and the EU. This statement is the position and path AES have chosen to pursue, that we believe best represents the interests of our customers and our business continuity. We are confident this will provide the reassurance our clients need in determining their design needs remain in place and available to meet their own future needs.

In line with the guidance received from the UK CAA as published on their microsite¹ the CAA has declared it will recognise the validity of existing UK companies with design approvals issued prior to Brexit by EASA. The UK CAA would continue to recognise EU member state design organisations for up to two years after Brexit.

Principal in our Brexit strategy but also as part of our development plan, AES Ltd have opened an office within the **Republic of Ireland** (Shannon) and in line with the requirements of EU Regulation 748/2012 applied for an EU member state DOA approval through our new ROI company DOA AESGLOBAL, trading as "Aerospace Engineering Solutions". We have been granted our provisional EU member state DOA approval (Provisional EASA DOA Appr 21J.722P) and hope to have the process completed in the next few weeks.

It should also be noted that EASA have recently commented that current design approvals² will remain valid for 9 months

The UK office based in Braintree will operate as normally supporting the EASA DOA approval through a subcontractor arrangement as part of the AES group of companies. AES UK will look to maintain its EASA DOA approval in the short term while it transitions to AES Ireland DOA.

From the perspective of our customers there will be minimal disruption as we will be using the same forms and procedures for issuing design changes albeit with a new DOA number.

Support for all POA production companies will be transferred through new POA/DOA agreements as requirements dictate.

¹ <http://publicapps.caa.co.uk/docs/33/CAP1714BrexitAviationSafety.pdf>

² (<https://www.easa.europa.eu/brexit>).

We are also closely following the guidance relating to new UK Part 21 approvals that forms part of the UK governments own strategy as an additional approval if required in the future.

AES also believes that leasing companies will still require EASA Part 21J certification and that the AES Group commitment will further maintain the terms and conditions of non EU countries who have also granted design approvals to AES (GCAA and ECAA).

We realise these are uncertain times for our customers also as they try to understand the sometimes confusing rhetoric coming from the regulators and we will work alongside you to answer any questions or worries you may have in this area.

Additionally we hope our valued clients will be further reassured to know AES Ltd have been engaged in our Brexit Strategy and planning for the last 18 months plus – our aim is to ensure there is as little, if any disruption to our services and the products we supply, and have done these last 20 years.

The steps we have taken, and the investment we have made is intended to ensure we can not only transition Brexit successfully but AES Ltd continues to develop and serve the needs of our clients and the aviation community in the future years.

Please feel free to contact myself (anton.heissig@aesglobal.co.uk) or Mr Andrew Dolby (andrew.dolby@aesglobal.co.uk) for more information, as ever the Directors and management at AES Ltd are available 24/7 to provide the support our clients deserve- having been involved with this process for an extended period we may be able to assist you with general questions on a wider regulatory basis.

On behalf of my fellow directors and our valued staff at AES Ltd may we thank you for continued support and business, it is appreciated greatly.

Yours sincerely,



Anton Heissig
Director and Head of Design Organisation