MAG-US SUPPLEMENT

1. General Information

A. This supplement to the C.A.S.E. 1-A standard is based on the guidance material for the United States (U.S.)/European Union (E.U.) requirements stated in the Maintenance Annex Guidance (MAG) enacted on May 1, 2011. The reference numbers enclosed in parentheses ( ) that appear throughout this document refer to the applicable paragraph(s) in Section A, 5.1.1.1(b) of the current MAG.

B. This supplement and its associated checklist are to be used for all U.S. based vendors which have an EASA Part-145 Maintenance Organization Approval.

2. Special Conditions in the MAG as agreed upon between the U.S. and E.U.

A. The repair station shall hold a valid FAA Air Agency Certificate issued in accordance with the current 14 CFR 145.

NOTE: Already covered by 1-A standard, 2.A. and CACS-20, Sec. 1, 1.

B. The repair station shall hold a valid EASA Part-145 Approval Certificate issued in accordance with the MAG.

NOTE: Already covered by 1-A standard, 2.A. and CACS-20, Sec. 1, 1.

C. The repair station shall establish, implement, and maintain a Safety Management System (SMS) acceptable to the FAA and compliant with International Civil Aviation Organization (ICAO) Annex 19 as applicable to the maintenance organizations. The FAA SMS Voluntary Program outlines the process and requirements.

D. The repair station shall provide a supplement to its Repair Station Manual (RSM) that is verified and accepted by the FAA on behalf of EASA. All revisions to the supplement must be accepted by the FAA. The supplement shall include the following:

1) The supplement must contain a statement by the Accountable Manager of the repair station, as defined in the current revision of EASA Part-145, which commits the repair station to compliance with Annex 2 and the special conditions as listed. (c.1)

2) Detailed procedures for the operation of an independent Quality Assurance System (QAS), including oversight of all multiple facilities within the territory of the United States and line stations under the surveillance of the FAA, with the exception of line stations located in an E.U. member state, as such line stations are beyond the scope of Annex 2 to the Agreement. (c.2)

3) Procedures for the approval for release or return to service that meet the requirements of EASA Part-145 for aircraft and the use of the FAA Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for aircraft components, and any other information required by the owner or

operator as appropriate. (c.3)

4) For airframe/aircraft rated facilities, procedures to ensure that the Certificate of Airworthiness (CofA) and the Airworthiness Review Certificate (ARC) are valid prior to the issue of a release to service document. (c.4)

NOTE: For aircraft heavy maintenance vendors only.

5) Procedures to ensure that repairs and modifications, as defined by EASA requirements, are accomplished in accordance with data approved by EASA. (c.5)

6) A procedure for the repair station to ensure that the FAA-approved initial and recurrent training program and any revision thereto include human factors training. (c.6)

NOTE: The recurrent human factors training must not be a simple repetition of the initial training.

7) Procedures for reporting unairworthy conditions as required by EASA Part-145 on civil aeronautical products to the EASA, aircraft design organization, and the customer or operator. (c.7)

8) Procedures to ensure completeness of, and compliance with, the customer or operator work order or contract including notified EASA Airworthiness Directives (AD) and other notified mandatory instructions. (c.8)

9) Procedures in place to ensure that contractors meet the terms of Annex 2; that is, using an EASA-approved Part-145 organization or, if using an organization that does not hold an EASA Part-145 approval, the repair station approving the product for release or return to service is responsible for ensuring its airworthiness. (c.9)

10) Procedures to permit work away from the fixed location on a recurring basis, when applicable. (c.10)

11) Procedures to ensure appropriate covered hangars are available for base maintenance aircraft. (c.11)

12) Procedures for establishing, implementing, and maintaining a Safety Management System acceptable to the FAA and compliant with ICAO Annex 19 as applicable to maintenance organizations. The FAA SMS Voluntary Program (SMSVP) outlines the process and requirements.

3. Additional C.A.S.E. Requirements

A. The repair station shall maintain records of maintenance, preventive maintenance, and servicing, if any is required, for a minimum of three (3) years.