

# C.A.S.E.

## AIR CARRIER SECTION

### POLICIES AND PROCEDURES

---

#### CANADIAN AMO CHECKLIST

**NOTE:** This checklist is based on the Canadian Approved Maintenance Organization (AMO) Supplement to C.A.S.E. 1-A standard, which complies with Revision 1 of the Maintenance Implementation Procedures (MIP), dated June 12, 2019, under the Agreement for the Promotion of Aviation Safety, dated June 12, 2000, between the Governments of the United States of America and Canada.

Audit Date: \_\_\_\_\_ Vendor Allocation #: \_\_\_\_\_

C.A.S.E. Member #: \_\_\_\_\_ Auditor: \_\_\_\_\_

Vendor Name: \_\_\_\_\_

#### 1. General Information

A. Refer to Canadian AMO Supplement.

#### 2. Exclusions

A. The following CACS-20 checklist questions are not applicable to Canadian Approved Maintenance Organizations (AMOs) and will be marked "N/A" in the CACS-20 (1-A) checklist: #s 2, 4, 6, 19, 35, 88, and 112.

#### 3. Additional Requirements

	<u>YES</u>	<u>NO</u>	<u>N/A</u>
A. Do return-to-service personnel hold an ACA or SCA? [3A]	_____	_____	_____
B. Do SCA holders have a diploma or certificate from a course in an appropriate field or documented experience working under the supervision of an ACA or SCA holder for at least 1800 hours for engine/propeller overhaul, or 300 hours for other components (as applicable)? [3A]	_____	_____	_____
C. Have AMO personnel performing technical functions received MPM training? [3B]	_____	_____	_____
D. Do vendors performing airframe maintenance for 14 CFR Part 121 or 135 Air Carriers have :			
1) An approved Safety Management System? [3C]	_____	_____	_____
2) A supplement in its MPM approved by TCCA? [3D]	_____	_____	_____