

C.A.S.E.

AIR CARRIER SECTION

POLICIES AND PROCEDURES

MAG-EU 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 Guide (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, 5.2.1.1(b) of the current MAG.
- B. This supplement and its associated checklist are only to be used for E.U. based vendors which have been issued a FAA Part 145 Air Agency Certificate.
- C. Current countries affected by the Bilateral Aviation Safety Agreement can be found by visiting www.easa.europa.eu/country-category/easa-member-states. Some countries have their own agreement with the U.S. (e.g., Switzerland having a MAG); however, oversight is performed by EASA.
- D. This supplement is applicable when auditing a European Approved Maintenance Organization (AMO) using the C.A.S.E. 1-A standard. Auditors may encounter the following terminology used in an AMO which is equivalent to terminology used throughout the 1-A standard:
 - 1) “Quality Control System” (14 CFR) is equivalent to “Quality System”.
 - 2) “CHDO” (14 CFR) is equivalent to “EASA / NAA”.
 - 3) “Quality Control Manual (QCM)/Repair Station Manual (RSM)” (14 CFR) is equivalent to “Maintenance Organization Exposition (MOE)”.
 - 4) ODA/Organization Designation Authority is equivalent to “Design Organization Approval (DOA)”.
 - 5) An A&P certificate (14 CFR) is equivalent to an Aircraft Maintenance Engineer B1/B2.
- E. Auditors may encounter the following personnel qualification differences:
 - 1) Supervisors under the EASA rules need not to be certificated.
 - 2) Return-to-service personnel normally have the designation as Certifying Staff. These privileges are issued by the EASA AMO contingent on training requirements being satisfied.

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2. Exclusions and Notes

- A. The following C.A.S.E. 1-A standard requirements are not applicable to EASA AMOs:

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- 2.B. Verification procedure for FAA mechanic certificates is not applicable outside of the United States.
- 2.D. Anti-drug and alcohol misuse prevention programs are not applicable outside the United States.
- 3.D.2 Maintaining and revising roster(s) is generally not applicable.
NOTE: The MOE must include procedures for authorizing return-to-service personnel and include (or reference) a roster of those persons.
- 3.D.5 Training Program in the MOE does not require FAA Approval.
- 5.C.1) Accountable Manager is not required to be listed on the roster under EASA Part-145.
- 5.C.2) Supervisory personnel are not required to be listed on the roster under EASA Part-145.
- 5.C.3) Inspection personnel are not required to be listed on the roster under EASA Part-145.
- 5.C.5 The roster of Certifying Staff shall be available to the NAA at any time; however, there is no requirement of notification to the authorities upon changes occurring.
- 5.D. Employment Summaries are not required under EASA Part-145.
NOTE: Certifying staff records have to be maintained but the format is not prescribed and does not have to contain total years of experience and past relevant employment.
- 5.E. Supervisory personnel need not to be certificated under EASA Part-145.
- 13.A. Duty limitations are not applicable outside the U.S.

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

- A. The AMO 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.

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B. The AMO shall provide a supplement in English to its MOE that is approved by the Aviation Authority and maintained by the AMO. All revisions to the supplement must be approved by the Aviation Authority. The FAA supplement to the MOE shall include the following:

- 1) A signed and dated statement by the Accountable Manager that obligates the organization to comply with the Annex. (b.1)
- 2) A summary of its quality system that shall also cover the FAA special conditions. (b.2)
- 3) Procedures for approval for release or return-to-service that satisfy the requirements of 14 CFR Part 43 for aircraft and use of EASA Form 1 for components. This includes the information required by 14 CFR sections 43.9 and 43.11 and all information required to be made or kept by the owner or operator in English as appropriate. (b.3)
- 4) Procedures for reporting to the FAA failures, malfunctions, or defects, and Suspected Unapproved Parts (SUP) discovered or intended to be installed on U.S. aeronautical products. (b.4)
- 5) Procedures to notify the FAA regarding any changes to the line stations that:
 - a) are under the surveillance of an Aviation Authority within the E.U. member states listed in paragraph 1.C. of this Supplement, with the exception of line stations located in the U.S., as such line stations are beyond the scope of the Annex.
 - b) maintain U.S. – registered aircraft.
 - c) will impact the FAA Operations Specifications. (b.5)
- 6) Procedures to qualify and monitor additional fixed locations within the E.U. member states listed in paragraph 1.C. of this Supplement. (b.6)
- 7) Procedures in place to verify that all contracted/subcontracted activities include provisions for a non-FAA-certificated source to return the article to the AMO for final inspection/testing and approval for return to service. (b.7)
- 8) Procedures to ensure that major repairs and major alterations/modifications (as defined in 14 CFR and current MAG, Seciton A, Appedix 10) are accomplished in accordance with applicable technical data approved by the FAA. (b.8)
- 9) Procedures to ensure compliance with an air carrier’s Continuous Airworthiness Maintenance Program (CAMP), including the separation of maintenance from inspection on those items identified by the air carrier/customer as Required Inspection Items (RII). (b.9)

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- 10) Procedures to ensure compliance with the manufacturers' maintenance manuals or instructions for continued airworthiness (ICA) and handling of deviations. (b.10)
- 11) Procedures to ensure that all current and applicable Airworthiness Directives (ADs) published by the FAA are available to maintenance personnel at the time work is being performed. (b.10)
- 12) Procedures to confirm that the AMO supervisors and employees responsible for final inspection and approval for release or return to service of U.S. civil aeronautical products and foreign-registered products operated under provisions of 14 CFR are able to read, write, and understand English. (b.11)
- 13) Procedures to permit work away from the fixed location on a recurring basis, when applicable. (b.12)