

# C.A.S.E.

## AIR CARRIER SECTION

### POLICIES AND PROCEDURES

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#### CANADIAN AMO SUPPLEMENT

#### 1. General Information

**NOTE:** This Supplement to the C.A.S.E. 1-A standard is based on the Maintenance Implementation Procedures (MIP), Revision 1, 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. In particular, it includes special requirements stated in section 3.6 of Appendix 3 to FAA AC43-10C.

- A. This supplement is applicable when auditing a Canadian 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) Canadian Aviation Regulations (CARs) are equivalent to 14 CFR (i.e. Part 43 is equivalent to CAR 571, Part 145 is equivalent to CAR 573, etc.).
  - 2) “Quality Control System” (14 CFR) is equivalent to “Quality System”.
  - 3) “CHDO” (14 CFR) is equivalent to “TCCA”.
  - 4) “Quality Control Manual (QCM)/Repair Station Manual (RSM)” (14 CFR) is equivalent to “Maintenance Policy Manual (MPM)”.
  - 5) “ODA” is equivalent to “Design Approval Organization (DAO)”.
  - 6) An A&P Certificate (14 CFR) is equivalent to an Aircraft Maintenance Engineer M-2 (AME M-2) license.
- B. Auditors may encounter the following personnel qualification differences:
- 1) The functions of an Accountable Manager (14 CFR) are performed under the CARs by the Accountable Executive (AE) and the Person Responsible for Maintenance (PRM).
  - 2) Return-to-service personnel are limited to holders of Aircraft Certification Authority (ACA) or Shop Certification Authority (SCA). These privileges are issued by the AMO contingent on training requirements being satisfied.

#### 2. Exclusions and Notes

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

**PAR. GUIDANCE AND NOTES**

- 2.B. Verification procedure for FAA mechanic certificates is not applicable outside of the United States.
- 2.C. A Capability Listing is not required under CARs. TCCA certificates will include a page for each of the AMO’s ratings. In addition, the MPM will specify the limitations/capabilities.
- 2.D. Anti-drug and alcohol misuse prevention programs are not applicable outside the United States.

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- 3.D.2) MPM must include procedures for authorizing return-to-service personnel and include (or reference) a roster of those persons.
- 3.D.4) See note above regarding Capabilities Listing.
- 5.C.1) Accountable Executive and/or PRM are not required to be listed on the roster under CARs.
- 5.C.2) Supervisory personnel are not required to be listed on the roster under CARs.
- 5.C.3) Inspection personnel are not required to be listed on the roster under CARs.
- 5.C.5) The roster has to be available to TCCA at any time, however, there is no time limit for it to be updated upon changes occurring.
- 5.D. Summary of employment is not required under CARs.
- 5.E. Supervisory personnel need not be licensed under CARs.
- 13.A. Duty limitations are not applicable outside the United States.
- 16. Canadian AMOs are not subject to 49 CFR Part 172 subpart H.

### 3. Additional Requirements

#### A. Return-to-Service Personnel

- 1) In addition to obtaining an AME license, ACA holders shall have successfully completed a TCCA approved maintenance training course specific to the aircraft, engine, or system being maintained and/or certified.
- 2) The AMO shall only issue an SCA to individuals with a diploma or certificate from a course in an appropriate field or with documented experience working under supervision of an ACA or SCA holder for 1800 hours in the case of engine or propeller overhauls or 300 hours in other cases.

B. All personnel authorized to perform, or supervise the performance of, any technical function shall have received MPM training in respect to the regulations, standards, and AMO procedures applicable to that function. Recurrent training shall not exceed three (3) years (CAR STD 573.06).

C. An AMO performing airframe maintenance for commercial air carriers (14 CFR Parts 121 or 135 or CAR 705) shall have a TCCA approved Safety Management System (SMS) in place.

D. An AMO performing maintenance, preventive maintenance, or alterations on aircraft operating under 14 CFR Part 121 or 135 must include in its TCCA approved manual a supplement to the MPM that describes the procedures specified in Section C, paragraph 3.2 of the FAA-TCCA MIP or explain where in the MPM those procedures are described.