

Agenda

8:30 – Registration

9:00 – Welcome and Introductory brief

9:30 – Presentation

10:30 – Coffee Break

11:00 – Presentation

11:30 – 12:15 – Questions and Answers

12:30 – Lunch Break

13:30 – Presentation

15:00 – Coffee Break

15:30 – Questions and Answers

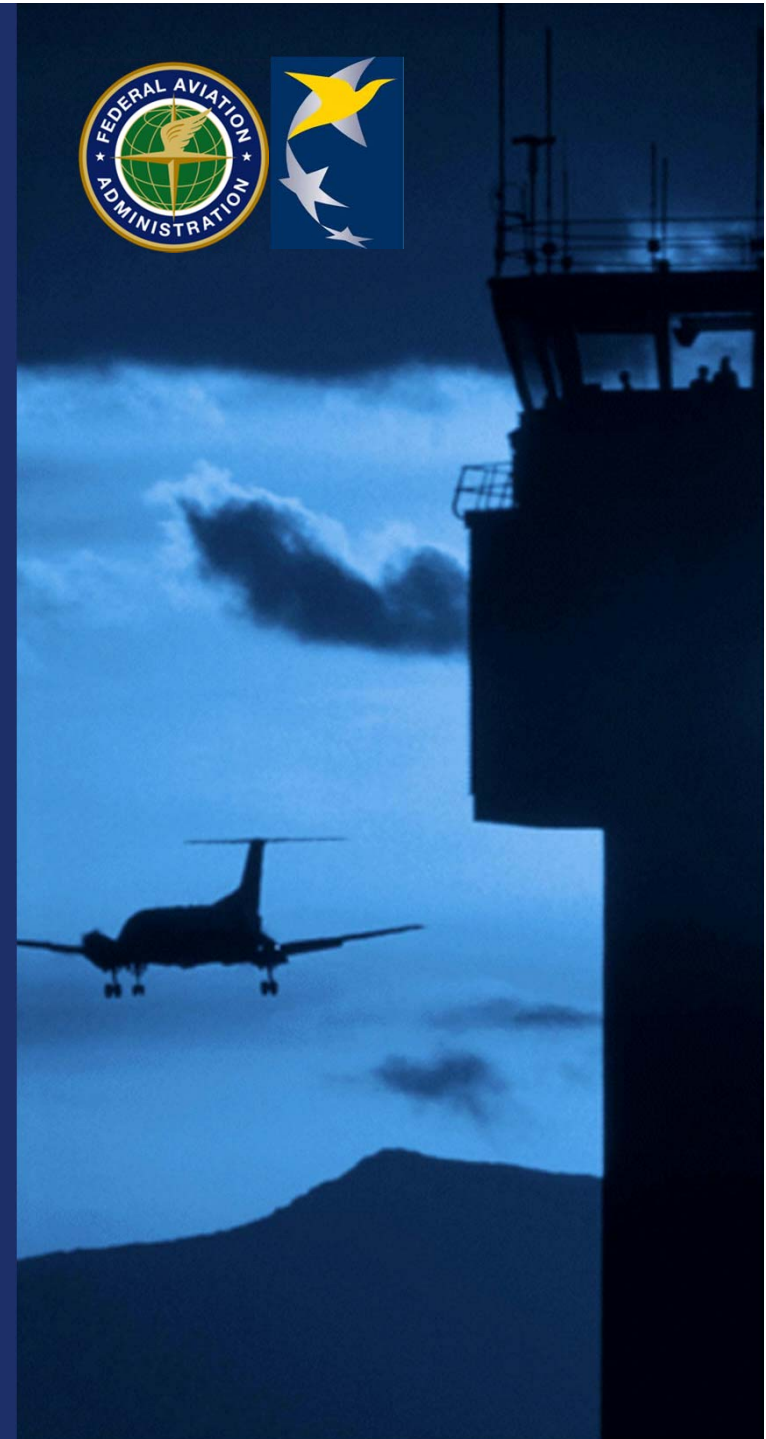
16:30 – Close

Aviation Safety Agreement Between The United States and The European Community

Presented to:

By:

Date: August / September 2011



Introduction

- **Steve Douglas**
FAA, Acting Manager
Aircraft Maintenance Division
- **John Benning**
FAA, Manager
Frankfurt International Field Office
- **Marty Bailey**
Repair Station Branch Manager,
AFS-340
- **Kathrine Rask**
FAA, Aircraft Certification Service
International Policy Office
- **Karl Specht**
EASA, Continuing Airworthiness Organisations Manager
- **Luis Pires**
EASA, International Standardisation Coordinator

Agenda

- NEW Agreement & Annexes
- Maintenance Annex Guidance
 - Section A – Authority to Authority
 - Section B – U.S. Based Repair Stations
 - Section C – European Based Repair Stations
- Supplement Example

Introduction to the U.S./EC Aviation Safety Agreement

AGREEMENT
BETWEEN THE UNITED STATES OF AMERICA
AND THE EUROPEAN COMMUNITY
ON COOPERATION IN THE REGULATION
OF CIVIL AVIATION SAFETY



What is the Safety Agreement?

- Bilateral Agreement
 - It is a cooperative Agreement between the United States and the European Union
 - May be required by regulations
 - Allow FAA, EASA, and AA's to leverage resources & mitigate undue burden
- Minimize duplication of effort, increase efficiency
 - Build a partnership of competent civil aviation safety regulatory authorities



What is a Safety Agreement?

- Bilateral Agreement
 - Does not relieve FAA, EASA and the AA's of their statutory responsibilities to “make findings of compliance” with regulations; however...
 - Does provide an alternative means for the Authorities to make its findings, using the system of the other signatory country to the maximum extent practicable



Principles of Safety Agreements

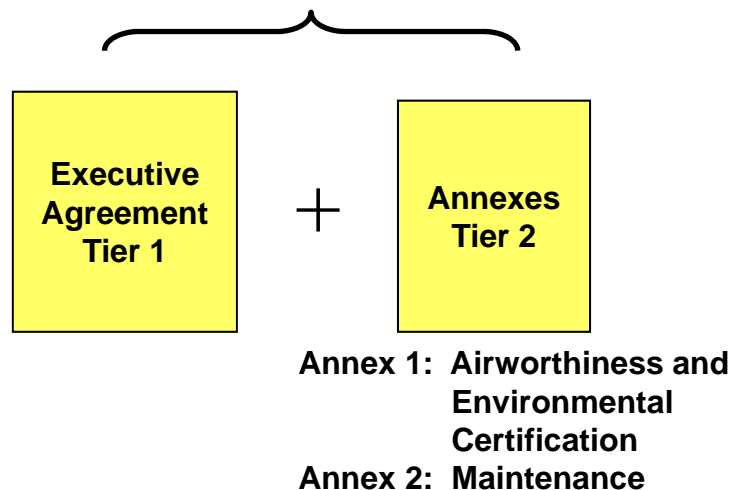
- Safety Agreement
 - Is between the United States and the European Union, not industry
 - Promotes *reciprocal acceptance* of findings and approvals, *not mutual recognition*
 - Is based on systems that produce equivalent results, though processes and procedures may be different
 - Relies to the maximum extent practicable on EASA and the aviation authority
 - Is based on acceptance of a system

The U.S./EC Aviation Safety Agreement

- The Agreement with the European Community is an agreement “On Cooperation in the Regulation of Civil Aviation Safety.”
- The Agreement and it's Annexes may be found at
 - <http://www.faa.gov/aircraft/repair/>
 - <http://easa.europa.eu/approvals-and-standardisation/organisation-approvals/CAO-foreign-part-145-organisations-located-in-the-united-states.php>
 - The Executive Agreement and its Annexes are *BINDING* in international law
- FAA/EASA on-line training can be found at:
<https://av-info.faa.gov/DsgReg>

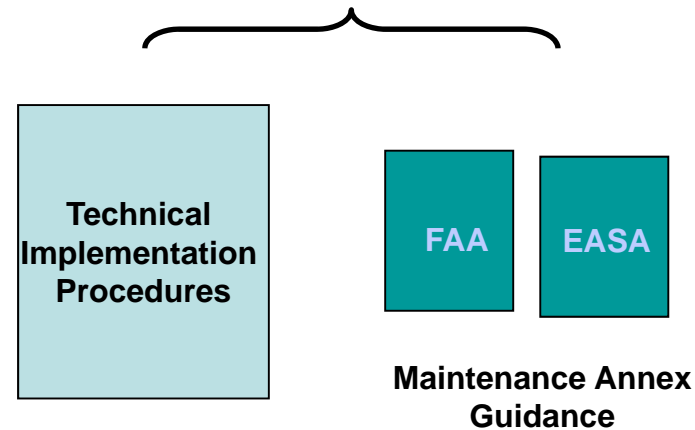
Components of the New Aviation Safety Agreement Format

**Safety Agreement between
the United States and
European Community**



Between the FAA and EASA

Tier 3



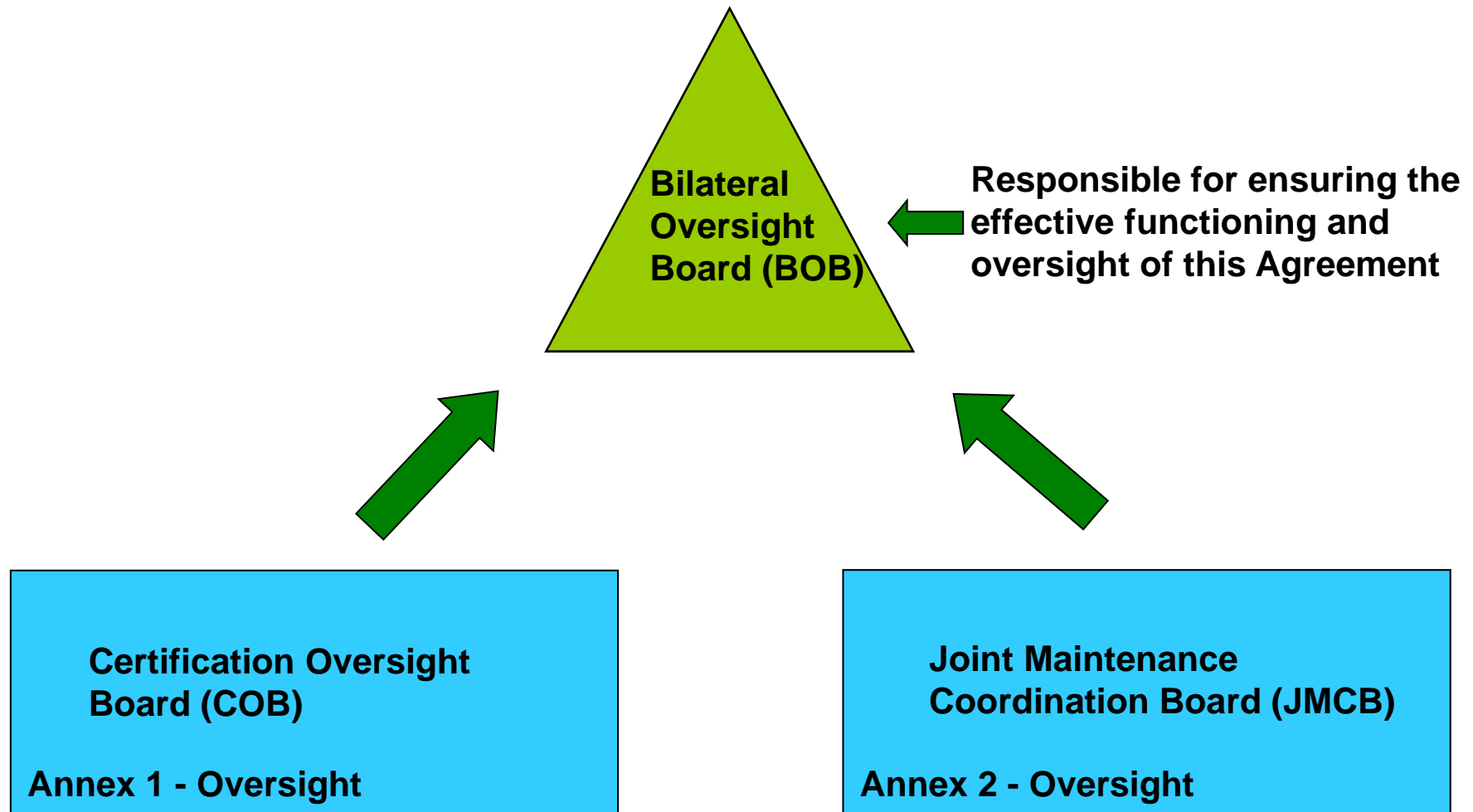
Level of detail increases with each tier

Executive Agreement

- The Executive Agreement contains 19 articles and two annexes.
- Articles 1 through 12, are key for understanding the agreement, and the remainder articles offer supplementary information, Articles 13 through 19.



Executive Management



Executive Agreement

- New provisions in Executive Agreement:
 - For Technical Agents to develop and adopt procedures for regulatory cooperation
 - Two Annex's
- Detailed dispute resolution provisions
- Procedures for the acceptance and suspension of compliance findings and approvals

Executive Agreement

- The Executive Agreement is an umbrella Agreement defining U.S./EC cooperation in aviation safety.
- It is unique in that the Agreement is with the EC, not with an individual country
 - Applicable to the United States and EC Member States contained in Annex 2, Appendix 2
- In other words, this agreement is the,
 - first aviation safety bilateral that is multilateral in its scope



Executive Agreement

- The **purpose** of this Agreement is to:
 - Enable the reciprocal acceptance of findings of compliance and approval issued by the Technical Agents and Aviation Authorities
 - Promote a high degree of safety in air transport
 - Ensure the continuation of the high level of regulatory cooperation and harmonization between the United States and the European Community



Executive Agreement

- The **scope** of cooperation under this Agreement is:
 - Airworthiness approvals and monitoring of civil aeronautical products;
 - Environmental testing and approvals of civil aeronautical products; and
 - Approvals and monitoring of maintenance facilities

Executive Management

Certification Oversight Board

Annex 1

EASA

Certification Director



FAA

Director, Aircraft
Certification (AIR-1)



Members of the board are appointed by the leadership

Executive Management

Joint Maintenance Coordination Board

Annex 2

EASA

Approvals and
Standardisations Director



FAA

Director of Flight
Standards (AFS-1)



Members of the board are appointed by the leadership

Executive Management

Consultations and Settlement of Disputes

(Article 17)

- Either Party may request consultations with the other on any matter related to the Agreement
 - Shall enter into consultations at a time agreed within 45 days
- The Parties Technical Agents shall attempt to resolve any disagreement under the Agreement
- If unable to resolve any disputes may refer the dispute to the Board



Maintenance Annex Guidance (MAG)

EFFECTIVE DATE May 3, 2011

MAINTENANCE ANNEX GUIDANCE

- The purpose of the MAG is to define the procedures and activities of the FAA, EASA, AA and the applicant for FAA and EASA part 145 approval's under the Agreement, Annex 2

THE MAINTENANCE ANNEX GUIDANCE APPROVAL (MAG):



THIS IS TO CERTIFY APPROVAL BY:

John M. Allen 15-3-2011
John M. Allen Date
Director
Flight Standards Service (AFS-1)

Francesco Banal 1 May 3, 2011
Francesco Banal Date
Approvals and Standardisation Director
EASA

Maintenance Annex Guidance (MAG)

- The Maintenance Annex Guidance is subdivided into sections A, B, and C
- The MAG details EASA, FAA, AA, and applicant actions required to be taken to be in compliance with the Agreement
- The Agreement between the FAA and the EC permits reliance on each others surveillance systems to the greatest extent possible



Agreement/Annex 2/Maintenance

“Special Conditions”

- The Special Conditions contained in Annex 2, Appendix 1, have been developed to eliminate duplicate activities
- The FAA, EASA and AA's contained in Annex 2, Appendix 2, have numerous duplicated elements in their respective inspection, surveillance, evaluation, and certification programs

Understanding the U.S./EC Aviation Safety Agreement

Maintenance Annex Guidance **Section A** - Authority Interaction Guidance

Section A applies to the FAA, AA's and EASA



General

Communications and Training

Communications between authorities

The FAA, EASA, and AA's need to keep each other informed of significant changes within their respective systems concerning:

- responsibility
- organizational structure
- significant revisions to an AMO's systems standards or procedures
- revision by the FAA, EASA or an AA to published materials



General

Communications and Training

Requirements for training

FAA, EASA, and AA personnel should receive training in:

- maintenance annex
- special conditions, and
- certification procedures

General

Technical Consultations and Issue Resolutions

- Technical consultations between the FAA and EASA
- For technical consultations the FAA Director of Flight Standards and the EASA Director responsible for Organization oversight agree to consult as necessary

General

Interpretations and resolution of issues between the FAA and EASA

The FAA and EASA agree to address interpretations and resolution of issues and resolve issues through consultation or any other mutually agreed-upon means (reference MAG, Section A , Part 1, Paragraph 5.0, 5.1 & 5.2)

- Try to resolve the issues at the lowest possible level
- To address interpretations and resolve issues the FAA and EASA (If an AA is involved, EASA shall ensure adequate coordination.) have agreed to use the processes addressed in the MAG, Section A, Part I, Paragraph 5 (page 9) (MAG, Section A, Part I, Paragraph 5 page 9)

Cooperation in Quality Assurance and Standardization Activities

In order to promote continued understanding and compatibility in each other's maintenance systems, FAA and EASA need to consult and share information on quality assurance and standardization activities

This is achieved through these four programs, processes, and systems

EASA Standardization

EASA Sampling Inspection System

Flight Standards Evaluation Program

FAA Sampling Inspection System

FAA Sampling System

FAA Responsibilities

Sampling Inspection Schedule

- Eastern Region Coordinator will develop the FAA Sampling System schedule using objective criteria
- Frequency may be tied to successful implementation of the EASA audit program of FAA Special Conditions
- Annual schedule must be provided to EASA for coordination with the Aviation Authorities

FAA Sampling System

FAA Responsibilities

- Monitor the application of the Maintenance Annex by EASA and the Aviation Authorities
- Ensure that maintenance organizations meet standards in accordance with FAA Special Conditions
- Sampling inspection team composition
- Selection of AA and repair stations to be visited

FAA Sampling System

AA Responsibilities

Sampling Inspection Process

- Assist and cooperate with the FAA Team
- Provide AA inspector training records
- Provide the FAA assistance of an AA staff member who speaks English

FAA Sampling System

FAA Responsibilities

Sampling Inspection Process

- Complete the FAA Sample Audit of Aviation Authority form
- Review the FAA Annex to EASA Form 6
 - Select several different items on the Form for each AMO visited
 - Every item does not need to be completed

FAA Sampling System

FAA Responsibilities

Sampling Inspection Process continued

- Create annual report summarizing the results of the sampling inspections
- More than one sampling inspection team may be operating in the European Union at any one time
- FAA Inspectors should reference additional inspector guidance contained in FAA policy and procedures

FAA Sampling System

AA Responsibilities:

Sampling Inspection Process:

- AA completion, follow up and closure actions



- Findings concerning demonstration of continued confidence are handled in accordance with MAG A,II, 2

Procedures for Adding and Suspending the Acceptance of Findings of Compliance and Approvals

- Procedure for Adding Acceptance of Findings of an AA
- Procedure for Suspending Acceptance of Findings of an AA
- Procedure for Suspending Acceptance of Findings of the FAA

Procedures for Adding and Suspending the Acceptance of Findings of Compliance and Approvals

- Procedure for Re-instatement and Acceptance of Findings of Compliance and Approvals Made by an AA
- Procedure for Continued Confidence

Transfer Provisions

Applicable in Europe

- Transfer of Surveillance - 2 yr window
- Manual Requirements
- Renewal Dates
- Records
- Time Frame
- Transfer provisions are applicable to EC member countries listed in The Agreement that do not have current Maintenance Implementation Procedures (MIP)

Transfer Provisions

AA Responsibilities/Actions:

- Designate a liaison to FAA country coordinator
- Submit list of AMO's to AA HQ
- Ensure AA's Staff have Agreement & Annexes training
- Meet FAA to exchange information
- Review FAA documentation on AMO
- Establish communication with AMO

Geographic Authorization will be converted to Line Maintenance Authorizations

Transfer Provisions

FAA Responsibilities/Actions:

- JMCB make final determination for exemptions
- Exchange of information between FAA and AA
- FAA sends out notices to AMO's of transfer
- Transfer the responsibility for acceptance of FAA Manuals

Transfer Provisions

FAA Responsibilities/Actions:

- Ensure Aviation Safety Inspector's (ASI) and Surveyors have Agreement & Annexes training
- Appoint a country coordinator
- Country coordinator establishes communication with AA
- Review repair station renewal date
- Submit target dates to
 - FAA Eastern Region Coordinator
 - The FAA Flight Standards Aircraft Maintenance Division (AFS-300)
- Ensure outstanding findings have corrective action plan

Transition to the New Agreement

Geographic Authority

Geographic authorizations located within the EU member states should be changed to Line Maintenance Authorizations



Transition to the New Agreement

AA Responsibilities:

FAA Supplement to the
Maintenance Organization Exposition (MOE)

- Acceptance of the FAA Supplement by the AA
- AA provides notification to the FAA country coordinator that the AMO's supplement has been accepted

Transition to the New Agreement

FAA Responsibilities:

- FAA Eastern Region Coordinator provides a sample letters
- Principal Maintenance Inspector (PMI) must prepare a letter to his or her repair stations
- Letter advises Repair Station to contact local AA inspector
- This transition is only applicable to France, Germany, and Ireland

Understanding the U.S./EC Aviation Safety Agreement

Maintenance Annex Guidance

Section B - Certification Process for U.S.-Based Repair Stations

Section B applies to U.S. Based Repair Stations

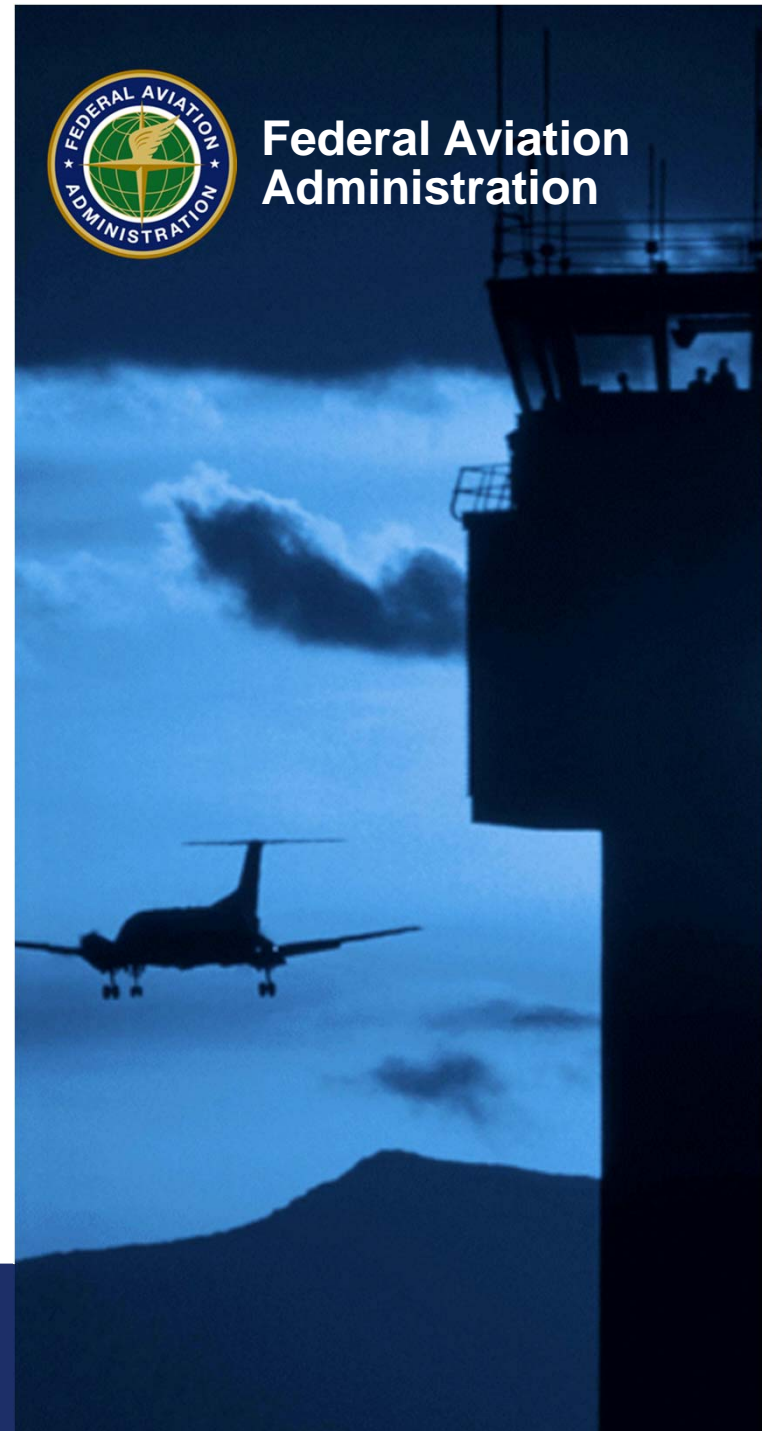


FAA and EASA Reciprocal Acceptance of Repair Data within the United States and European Union

Presented to: Workshop on the Implementation of Annex 2
(Maintenance) to the Agreement between USA and EU



**Federal Aviation
Administration**





Briefing Points

- **The FAA and EASA have agreed to reciprocal acceptance of repair data.**
 - Implemented through the new US/EU Aviation Safety Agreement, effective May 1, 2011
 - Annex 1, paragraph 3.2.7
 - Technical Implementation Procedures, paragraph 3.3
 - Implemented prior to May 2011 through Bilateral Aviation Safety Agreements Implementation Procedures for Airworthiness with 6 EU member states.



Briefing Points

- **FAA and EASA will accept each others approved repair design data regardless of State of Design of the component/product.**

Two processes established:

- Streamlined Reciprocal Acceptance of repair data for non-critical components
- Formal approval of critical component repair data



Briefing Points

Streamlined Reciprocal Acceptance

- Automatic acceptance of **all** repair data (minor/major) regardless of the State of Design of the product from:
 - TC/STC holder, or
 - third party **except** repair data on critical components.

Process 1: Streamlined acceptance of repair data

US to EUROPE:

- EASA has certificated/validated the product or appliance, i.e. the product has an EASA TC/STC or ETSO approval.
- FAA is the authority of the State of Design for the repair design data.
- Data approved via an FAA letter, FAA Form 8110-3, 8100-9 or 337

Process 1: Streamlined acceptance of repair data (continued)

EUROPE to US:

- FAA has certificated/validated the product, part, appliance or component (i.e. the product has an FAA TC/STC or TSO approval).
- EASA is acting on behalf of the State of Design for the repair design data.

Process 1: Streamlined acceptance of repair data (continued)

EUROPE to US continued:

- EASA repair design data approval is substantiated via an EASA repair design approval letter or a repair design approval issued under a Design Organisation Approval (DOA), and
- The repair is not in an area that is subject to an FAA AD, unless the AD allows for acceptance of an EASA repair design approval

Assumes the initial approval (acceptance) of repair data!

FAA and EASA have agreed to accept each other's systems for the classification and approval of repair data.

- Data must have a local approval.
 - FAA approval for repairs designed in the US system;
 - EASA approval for repairs designed in the EU system

Remember, FAA or EASA must approve/accept the repair design data under its own system before the other bilateral partner can accept it.

Process 2: CRITICAL COMPONENTS

Formal Approval of Critical Component Repair Data (by other than the TC/STC holder)

- Make application through FAA/EASA:
 - **Fast track process when the FAA or EASA can confirm that the applicant has entered into an arrangement with the TC/STC holder for this data.**
 - **Validation process is required when there is no arrangement with the TC/STC holder.**
 - **FAA or EASA will issue its own approval of the critical component repair.**



SUMMARY

- **FAA and EASA will accept each others approved repair design data regardless of State of Design of the component/product.**
- **Critical components will require additional review.**

Understanding the U.S./EC Aviation Safety Agreement

Maintenance Annex Guidance
Section C - Certification Process
For EC Based Maintenance
Organizations

Section C applies to EC Based Repair Stations



MAG Section C

Introduction

How an EASA approved maintenance organization located in an EC member state...



Overview

Certification Process for EC Based Maintenance Organizations

Section C

- Initial Certification Process
- Renewal Certification Process
- Change / Amendment Certification Process
- Revisions to the FAA Supplement
- Revocation, Suspension and Surrender
- Appeal and Conflict Resolution

Initial Certification Process

First Step:

Determine if the applicant can show a need for an FAA Repair Station, as follows:

Show of Need Requirement

A letter or contract from a U. S. Operator, a Foreign Operator operating U.S. registered aircraft, a certified air agency or a distributor/leasing company that the maintenance is intended to be performed or traceable to a U.S.- registered aircraft or a foreign- registered aircraft operated under 14 CFR 121 or 135, or articles for use on those aircraft.

Show of Need Requirement

- **If the applicant can not demonstrate a need for FAA certification, do not proceed with the certification process until you are satisfied they meet the requirement.**

Initial Certification Process

To apply for a CFR part 145 repair station certificate under the provisions of the BA Maintenance Annex, an applicant Approved Maintenance Organization (AMO) must:

- Be located in a country that is part of this Bilateral Agreement (BA) (Listed in MAG Section A, Appendix 1)
- Have an EASA Part 145 approval
- Show a need to have an FAA certification
- Pay fees in accordance with 14 CFR part 187

MAG A, Appendix 1



Initial Certification Process

Upon initial inquiry from an applicant AMO:

The Aviation Authority (AA) should provide the applicant:

- Copy of MAG Section C
- FAA Form 8400-6 (PASI) and 8310-3 (Application)

The AA should also advise that the applicant:

- Submit an FAA Supplement to the AA.
- Provide a “statement of need” to the AA.
- Provide required documentation in the English language to the AA, which the AA will forward to the FAA.
- Ensure that the AMO does not have any outstanding findings of noncompliance from the AA.

Initial Certification Process

- After review of the guidance material (MAG) the applicant will submit the pre-application statement of intent (PASI) and the Vital Information System (VIS) data to the AA (Section C, Appendix 4)
- The AA will review submitted documents to insure proper completion, then forward to FAA for a precertification number.
- FAA will review the submitted documents. Upon satisfactory review, FAA will provide a pre-certification number to the AA.

Additional Guidance

The actions of all three organizations pertain to the same form, FAA Form 8400-6 FAA VIS information is located in MAG Section C, Appendix 4



Initial Certification Process

- The AA should notify the applicant of the pre-certification number and inform them it must be referenced in related correspondence to facilitate tracking.
- The AA should review the requirements for additional fixed locations or line stations and advise the applicant as necessary.

MAG A, Appendix 1

Note: EASA uses the term Line Stations, while the FAA uses the term Line Maintenance Authorization in relation to CFR part 145

Initial Certification Process

Applicant should submit a formal application package to The AA with the following enclosures:

- FAA Form 8310-3
 - Block 4 must include a list of maintenance functions contracted to an outside agency
- A written statement of need
- An FAA supplement to the Maintenance Organization Exposition (MOE)
- A letter that employees have Hazardous Materials (Hazmat) training

Initial Certification Process

Formal Application Package continued

- A list of addresses for each additional fixed location, if applicable.
- A list of all line stations within the EU member states where the FAA certificate will be used.
- The name of the person identified as the manager or director of quality control.
- Copy of EASA Form 3 Approval certificate and scope of work

Initial Certification Process

AA Review of Formal Application Package

- Review application package for completeness and correctness
- Review the proposed FAA supplement
- Review submitted information and documentation for acceptability
- Conduct an oversight audit using the FAA Annex to EASA Form 6
- Notify the applicant of any required fees for the performance of this audit
- Address deficiencies in an AMO's application package

Initial Certification Process

The AA will send to the FAA:

- FAA Form 8310-3 with Blocks 7, 8 and 9 completed
- A copy of the completed FAA Annex to EASA Form 6
- A list of additional fixed locations (OpSpecs A101), if applicable
- A list of line stations authorizations as applicable (OpSpecs D107)
- A letter certifying that employees have been trained in dangerous goods (Hazmat) if required
- A copy of the EASA AMO certificate and scope of work

Initial Certification Process

FAA will Review the documents submitted by the AA to ensure the package is complete

- Review FAA Annex to EASA Form 6 and ensure there are no open findings
- Ensure the information contained in the FAA Vital Information System (VIS) is complete and updated
- Verify any special authorizations and limitations that need to be entered in paragraph A004 of the Operations Specifications

MAG A, Appendix 7



Initial Certification Process

FAA will invoice the AMO as required by 14 CFR Part 187 and FAA Advisory Circular 187.

Upon payment of the appropriate fee, the following will be accomplished:

1. FAA will complete Block-10 of FAA Form 8310-3.
2. FAA will Forward FAA Form 8000.4 (Air Agency Certificate) and Operations Specifications with the appropriate ratings to the AMO

Initial Certification Process

AMO Responsibility

- Sign and date the Operation Specifications and return a signed copy to the FAA Frankfurt IFO.
- Provide the AA with a signed copy of the operations specification and the certificate

FAA Supplement Overview / Contents

- List of Effective Pages
- Revision Procedures
- Introduction
- Accountable Managers Statement
- Extent of Approval
- Summary of Management and Quality Systems
- Approval For Return To Service And Maintenance, Alteration,
- Reporting Of Unairworthy Conditions To The FAA
- Additional operating locations
- Contracting/Subcontracting Contract Maintenance Provider (CMP)
- Major Repairs and Major Alterations
- Compliance with U.S. Air Carrier Continuous Airworthiness Maintenance Program
- Compliance with Manufacturers' Maintenance Manuals Or Instructions For Continued Airworthiness (ICA)
- Qualifications of Personnel (English Language Requirement)
- Forms
- Work away from a fixed location

FAA Supplement - Revision Procedures

- Procedures the organization will use to ensure that the FAA Supplement remains current
- Identifies by title, the person responsible for revising the FAA Supplement
- Copies of revisions are provided to the AA
- Incorporates revisions to the FAA Supplement into the quality monitoring system

MAG Section C: Appendix 3 – Example FAA Supplement



FAA Certificate Renewal Process

Applicant Action Overview

- Apply to AA for repair station certificate renewal with FAA Form 8310-3.
- Follow required time frames for application and renewal package submission (60-90 days before expiration)
 - Initial certification is valid for 12-months.
 - FAA certificate may be renewed for up to 24 months thereafter.

FAA Certificate Renewal Process

Renewal package content requirements

- FAA Form 8310.3, Application for Repair Station Certificate and/or Rating
- Statement of Continued Need
- An updated FAA Supplement to the MOE (if required)
- Letter certifying that employees have been trained in dangerous goods (Hazmat) if required
- Any changes to the VIS elements

FAA Certificate Renewal Process

For AMOs that have Line Stations within the EU and/or Additional fixed locations within the EU:

- The AA must provide recommendations on a **separate** FAA Annex to EASA Form 6 for **each** location.

Additional Guidance

The AA responsible for the principal base of operations must obtain all required documentation.

MAG C, I.6 & MAG C, I.7.5 – I.7.6 (Information for additional fixed locations and line station authorizations)



FAA Certificate Renewal Process

Aviation Authority review renewal package content:

- FAA Form 8310-3. (Ensure block 4 is current and correct)
- Statement of continued need
- Completed FAA Annex to EASA Form 6
- AA Acceptance of the FAA supplement
- AMO application deficiencies addressed.
- Level 1 and Level 2 findings addressed
- Certificate renewal recommended as applicable.

FAA Certificate Renewal Process

Aviation Authority Submits the following documents to the FAA:

- A completed FAA Form 8310-3
- A copy of the AMO's amended AA certificate and limitation document
- FAA Form 8310-3 application for each new line station or additional facility detailing additions or deletions
- Completed copy of the FAA Annex to EASA Form 6 for each location

Note: The AA responsible for the principal place of business for the applicant organization operations must obtain all required documentation



FAA Certificate Renewal Process

Aviation Authority Submits the following documents to the FAA (Continued):

- Letter certifying that employees have been trained in dangerous goods (Hazmat) if required
- Changes made to the repair station that affect the VIS elements.

FAA Certificate Renewal Process

Frankfurt IFO will review the documentation submitted by the Aviation Authority

- If incomplete or for minor deficiencies (*typographical or grammatical errors or lack of clarity*), FAA will contact the AA for resolution.
- For major deficiencies, FAA will notify the AA in writing.
- When all documentation meets the requirements, and fees are paid:
 - Complete Block 10 of FAA Form 8310.3
 - Prepare and send Air Agency Certificate and Operations Specifications (not to exceed EASA ratings).

FAA Form 8310-3 MAG A, Appendix 7



FAA Certificate Renewal Process

AMO Responsibility

- Sign and date the Operation Specifications and return a signed copy to the FAA Frankfurt IFO.
- Provide the AA with a signed copy of the operations specification and the certificate

Significant Findings Noted Between Certificate Renewals

- AA notification to the FAA of significant findings against an FAA approved AMO.
- FAA acts on notification that an EASA Approval has been revoked or suspended by an AA
- FAA acts on notification of a limitation imposed on an EASA Form 3, approval schedule.
- Action is made against an additional fixed location or Line Station.
- FAA notification to the AA of action taken

MAG C, 6.0, page 122



Change/Amendment Certification Process

Situations that require the AMO to apply for a change in a repair station certificate:

- A request to add or amend a rating
- Change in the housing and facilities
- A change in ownership or name change
- Additional fixed locations or line station authorizations

Change/Amendment Certification Process.

AMO has the following responsibility

- Forward a completed FAA Form 8310-3 to the AA
- Documentation submitted should be available in the English language
- Submit a duplicate document in the national language if required by the AA
- Submit changes to the AMO's FAA Supplement to the AA
- Provide updated FAA VIS information.
- **Reference:** MAG Section C, Appendix 4

MAG C, Appendix 4

Change/Amendment Certification Process

Aviation Authority take the following action.

- Inform the FAA of all proposed changes to the location, housing or facilities that would affect the current FAA certificate
- May recommend, after consulting the FAA, that the AMO continue operations under CFR part 145 while changes are being made

Change/Amendment Certification Process

Aviation Authority (AA) Conduct an on-site review of the AMO for requests involving a change in ratings or facilities, and review and forward to the FAA submitted documentation including:

- FAA Form 8310-3
- The AMO's amended EASA certificate and limitation document/Approval Schedule
- The FAA Annex to Form 6 including a signed recommendation



Change/Amendment Certification Process

Aviation Authority (AA) Conduct an on-site review of the AMO for requests involving a change in ratings or facilities, and review and forward to the FAA submitted documentation continued:

- A list of line station locations and/or additional fixed locations.

Reference: MAG Section C Part I Para. 6

Updated letter certifying that employees have been trained in dangerous goods (Hazmat) if required

Change/Amendment Certification Process

Organization

Action

FAA

- Reviews AMO's documentation to ensure that it is complete
- Forwards Certificate and OpSpecs to the AMO

Responsibility

AMO

- Signs and dates the OpSpecs, sends copies to the FAA

Action

FAA

- Provides AA with a signed copy of the OpSpecs and the Certificate

Revisions to the FAA Supplement

Organization Action

AA

- Retains copies of all documents supporting the change

Responsibility

AMO

- Submits revisions to their FAA Supplement to the AA for review and acceptance before implementation in accordance with AA procedures

Action

AA

- Reject the revision and advise the repair station as soon as possible in writing if changes do not meet the FAA Special Conditions

Revocation, Suspension, and Surrender

- A CFR part 145 certificate may be suspended or revoked by the FAA if the certificate becomes invalid under the conditions specified in the Agreement, Annex 2 or MAG
- The FAA will notify the holder of an CFR part 145 certificate in writing about any suspension or revocation. The FAA will also notify the appropriate AA of the action
- Where a company surrenders its FAA certificate to the AA, then the AA should inform the FAA by mail and attach the FAA certificate

Appeal and Conflict Resolution

If the Repair Station Certificate holder does not accept the suspension or revocation of its Part 145 Certificate, persons may appeal in accordance with Title 14 Code of Regulations Part 13

However, There is no right of appeal to the FAA when the Aviation Authority revokes or limits any EASA Part 145 maintenance organization approval

Reference: MAG Section VI, Page 127.

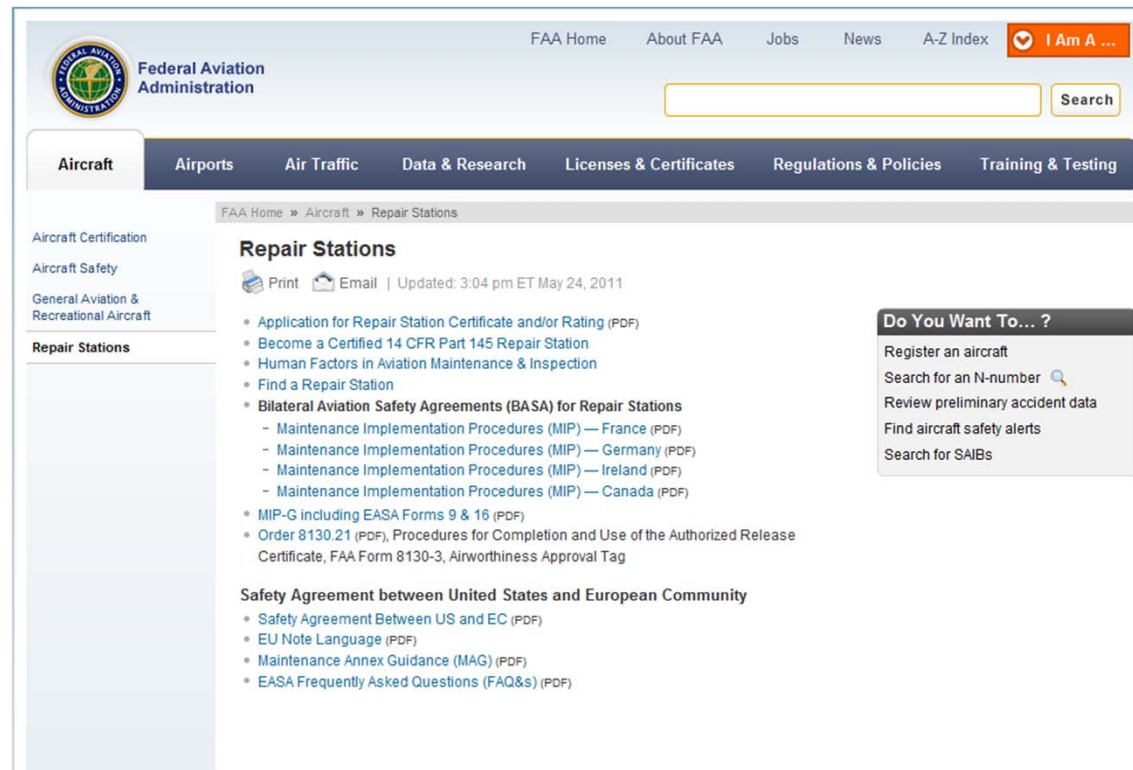
Why is Conflict Resolution So Important?

- Both governments are committed to a smoothly functioning Agreement
- The FAA is committed to continuous improvement. This extends to our international relationships as well as domestic ones
- The FAA's stakeholders, US, EC and industry expect to benefit from the reciprocal acceptance under this Agreement



Where Can I Find The Agreement?

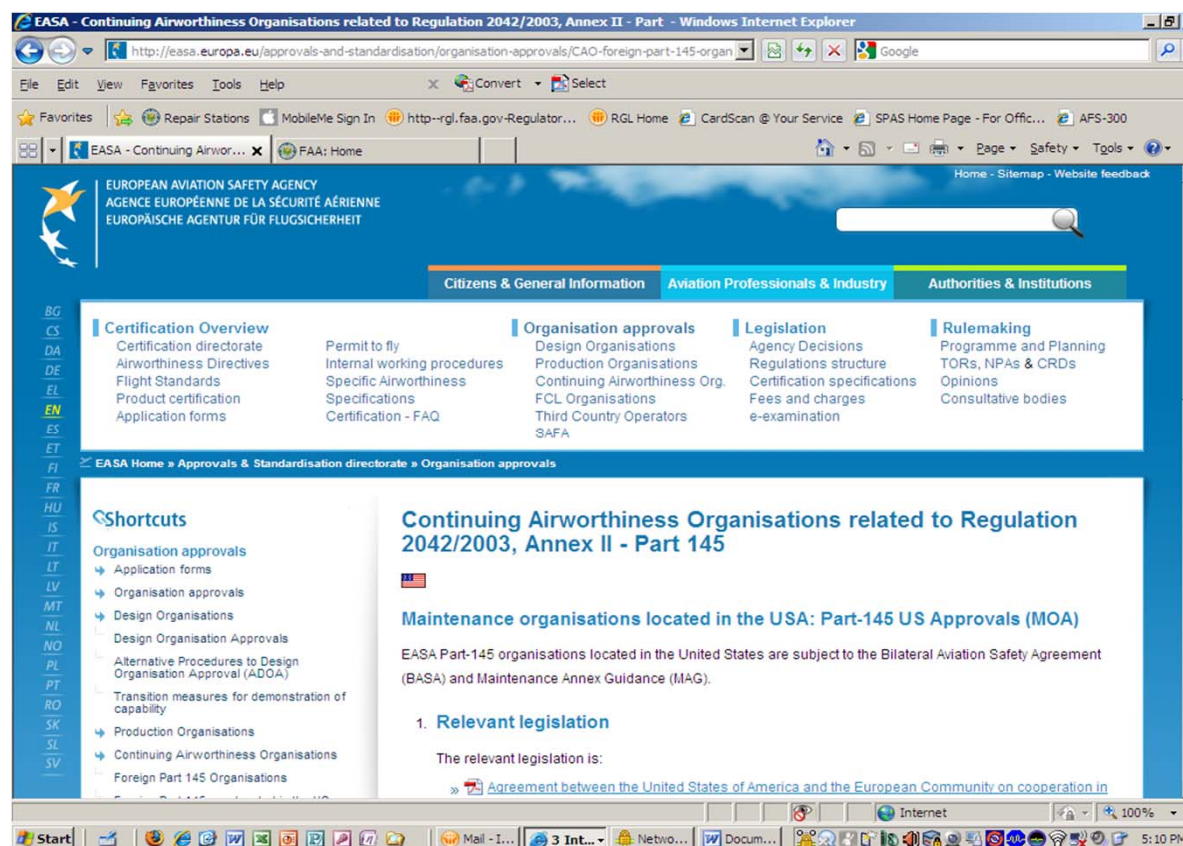
The Agreement, Annexes and Maintenance Annex Guidance
– <http://www.faa.gov/aircraft/repair>



Where Can I Find Bilateral Agreements?

EASA - Bilateral Agreement, Annexes and Maintenance Annex Guidance:

<http://easa.europa.eu/approvals-and-standardisation/organisation-approvals/CAO-foreign-part-145-organisations-located-in-the-united-states.php>



Maintenance Annex Guidance

Appendix 3

Example of FAA Supplement



Agreement/Annex 2/Maintenance

“Special Conditions”

- The Special Conditions contained in Annex 2, Appendix 1, have been developed to eliminate duplicate activities
- The FAA, EASA and AA's contained in Annex 2, Appendix 2, have numerous duplicated elements in their respective inspection, surveillance, evaluation, and certification programs

Understanding the FAA Supplement to an MOE

This example FAA Supplement gives guidance on the subjects which need to be addressed and developed into working procedures to ensure compliance with FAA Special Conditions

The Supplement must therefore be customized to satisfy the specific Aviation Maintenance Organization

MAG Section C: Appendix 3 – Example FAA Supplement

Supplement Overview / Contents

- List of Effective Pages
- Revision Procedures
- Introduction
- Accountable Managers Statement
- Extent of Approval
- Summary of Management and Quality Systems
- Approval For Return To Service And Maintenance, Alteration,
- Reporting Of Unairworthy Conditions To The FAA
- Additional operating locations
- Contracting/Subcontracting Contract Maintenance Provider (CMP)
- Major Repairs and Major Alterations
- Compliance with U.S. Air Carrier Continuous Airworthiness Maintenance Program
- Compliance with Manufacturers' Maintenance Manuals Or Instructions For Continued Airworthiness (ICA)
- Qualifications of Personnel (English Language Requirement)
- Forms
- Work away from a fixed location

List of Effective Pages



- A list of the sections it contains
- The page number of each section
- The revision dates of each section

Revision Procedures

- Procedures the organization will use to ensure that the FAA Supplement remains current
- Identifies by title, the person responsible for revising the FAA Supplement
- Copies of revisions are provided to the AA
- Incorporates revisions to the FAA Supplement into the quality monitoring system

Introduction

- Indicate that the organization is performing work under the terms of the Agreement
- State what the Maintenance Annex permits concerning certification and renewal as a foreign repair station under 14 CFR part 145
- Addresses the purpose of the FAA Supplement
- The FAA Supplement describes the methods and procedures the organization uses to ensure FAA Special Conditions are met



Accountable Manager's Statement

The accountable manager is the individual responsible for the organization's compliance with EASA regulations and requirements and the FAA Special Conditions.

- The EASA accountable manager may also be the FAA accountable manager
- Accountable managers must sign the FAA statement
- Statement must be reissued and signed each time an accountable manager is changed

Note: The Accountable Managers statement must reflect the intent of the sample statement in the supplement.

Extent of Approval

- The extent of FAA approval will not exceed the ratings and scope of work permitted under EASA and AA regulations and requirements.
- Occasions when EASA ratings exceed FAA ratings
- Issuance of limited rating for specialized service



Extent of Approval

Supplement procedures for using a capabilities list (CL)

- CL must include an introduction that references a document identifying an article by make, model or other nomenclature
- Components or subassemblies identified on the CL do not require listing of their individual parts
- Use the AMO's quality monitoring system for revisions to the CL

Summary of the Quality System

- The summary should contain an overview of how the AMO will include FAA Special Conditions in its quality monitoring system
- The primary concern is that the FAA special conditions are identified and included in the AMO's quality monitoring system audits of each location

Approval for Return to Service and Maintenance, Alteration and Modification Records

- Return to service of a U.S. registered aircraft
- Acceptable release statements for articles that meet FAA special conditions and EASA Form 1 dual release
- Acceptability of components

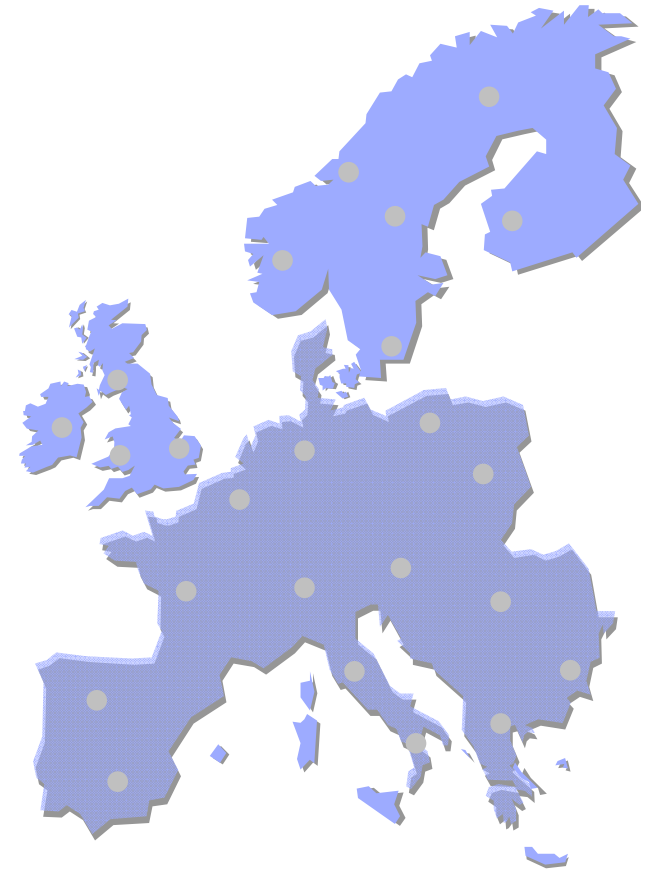
Reporting of Unairworthy Conditions to the FAA

The AMO must have procedures to:

- Report a malfunction or defect
- Report suspected unapproved parts

Additional Operating Locations

- Additional fixed locations within the EU Member States
- Line Stations Authorization located within the European Community



Additional Operating Locations

**Work away from the principle base of operation
(principle place of business)**

- Procedures to ensure compliance with the MAG
- How repair station will perform maintenance on a U.S. registered article inside the territories of the United States
- Performing work away from station for a one time special circumstance or recurring basis
- Work away from station for extended periods

Contracting/Subcontracting Maintenance Provider (CMP)

3 Elements:

- Quarterly Utilization Report QUR (This requirement is being removed, revision initiated)
- List of Contractor / CMP
- Qualifying and Auditing CMP

Major Repairs and Major Alterations

- Automatically approved data
- Procedures the AMO uses to ensure data is approved
 - Determining when approved data is required
 - Obtaining FAA approved data for major repairs and alterations
 - Forms used
- All procedures shall ensure English version of FAA Form 337 is provided

Compliance with U.S. Air Carrier Continuous Airworthiness Maintenance Program (CAMP) or 14 CFR part 125 Operator Inspection Program

- How the AMO will comply with the Operator's CAMP
- Procedures for Required Inspection Items (RII)

Compliance with Manufacturers' Maintenance Manuals or ICA

How the AMO will comply with:

- Manufacturer's maintenance manuals or ICA
 - Converting technical data into a national language
- Operator's work order and manual including deviations
- FAA Airworthiness Directives

Qualifications of Personnel

The personnel requirements section should include:

- The name, title, telephone numbers, of person who will act as the organizations liaison
- The procedures the organization uses to ensure that its personnel have been trained
- The procedures the organization will use to ensure that required personnel can read, write, and understand English
- The title of each person authorized to review a final work package

Forms

The forms section should include copies of all forms referred to in the Supplement.

- EASA Form 1
- FAA Form 337
- FAA Form 8010-4
- FAA Form 8130-2
- FAA Form 8310-3
- FAA Form 8400-6
- FAA Annex to EASA Form 6
- AC Form 0000-11

Questions?

