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. V. 1.1.1 (b) of the current MAG.
   B. This supplement and its associated checklist are only 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.
   C. 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) A statement by the Accountable Manager of the repair station, which commits the repair station to compliance with the MAG and these special conditions. (i)
      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 located within and outside of the United States (except those located in the EU Member States) under the oversight of the FAA. (ii)
      3) Procedures for the release or approval for return to service that meet the requirements of EASA Part 145 for aircraft and the use of the FAA form 8130-3 for aircraft components, and any other information required by the owner or operator as appropriate. (iii)
      4) For airframe/aircraft rated facilities, procedures to ensure that the Certificate of Airworthiness and the Airworthiness Review Certificate are valid prior to the issue of a release to service document. (iv)
      
      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 EASA approved data. (v)

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. (vi)

7) Procedures for reporting unairworthy conditions on civil aeronautical products to the EASA, aircraft design organization, and the air carrier or operator. (vii)

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

9) Procedures to ensure that contractors meet the terms of these implementation procedures (i.e. using an EASA Part 145 approved organization or, if using an organization that does not have EASA Part 145 approval, the repair station returning the product to service is responsible for ensuring its airworthiness). (ix)

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

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

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.