

# C.A.S.E.

## AIR CARRIER SECTION

### POLICIES AND PROCEDURES

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#### MIP-G SUPPLEMENT

#### 1. General Information

- A. This supplement to the C.A.S.E. 1-A standard is based on the Guidance material for the U.S./European Bilateral Aviation Safety Agreement (BASA) and Maintenance Implementation Procedures (MIP) requirements stated in the MIP Guidance (MIP-G) Amendment dated March 9, 2007. The reference numbers enclosed in parentheses ( ) that appear throughout this document refer to the applicable paragraph(s) in Appendix 1 to EASA MIP Guidance Example Supplement.
- B. This supplement and its associated checklist are only to be used for U.S. based vendors which have not updated their EASA Supplements for compliance to the Maintenance Annex Guide (MAG) enacted on May 1, 2011.
- C. This supplement and its associated checklist expire on December 31, 2012.

#### 2. EASA Maintenance Special Conditions for the Approval of Maintenance from FAA Certificated 14 CFR Part 145 Repair Stations in accordance with the BASA/MIP Agreement

- A. The repair station shall hold a valid FAA Air Agency Certificate issued in accordance with the current 14 CFR 145 issued as a final rule and shall demonstrate the need for the EASA Part-145 approval.

**NOTE:** Already covered by 1-A standard, 2.A. and CACS-20, Sec. 1, #1.
- B. Repair stations with airframe/aircraft or limited airframe ratings shall have appropriate covered hangar(s) for the base maintenance aircraft.

**NOTE:** Already covered by 1-A standard, 10.C. and CACS-20, Sec. 3, #11.
- C. The repair station shall provide a supplement to its Repair Station Manual (RSM) accepted by the FAA on behalf of EASA. The supplement must contain a statement by the Accountable Manager of the repair station, which commits the repair station to compliance with the MIP and these special conditions. The supplement shall include the following:
  - 1) Detailed procedures for operation of an independent quality monitoring system. (15)
  - 2) Procedures for the release for return to service 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. (13; 11)
  - 3) 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. (12)

**NOTE:** For aircraft heavy maintenance vendors only.

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- 4) Procedures to ensure that repairs and modifications, as defined by EASA requirements, are accomplished in accordance with EASA approved data. (8)
- 5) A procedure for the vendor to ensure that the FAA approved its initial and recurrent training program and that any revision thereto includes human factors training. (18)
- 6) Procedures for reporting unairworthy conditions on civil aeronautical products to the EASA, aircraft design organization, and the customer or operator. (14)
- 7) Procedures to ensure completeness of, and compliance with, the customer or operator work order or contract including issued EASA Airworthiness Directives and other issued mandatory instructions. (9)
- 8) For 14 CFR Part 121 carriers, which are also 14 CFR Part 145 repair stations and subject to these MIP procedures, procedures detailing the approval of line stations within the United States. (19)

**NOTE:** For line maintenance vendors only.

- 9) The vendor must specify the items to be contracted and have procedures in place to ensure that the contractors meet the terms of these implementation procedures (i.e. using an EASA approved Part-145 organization or, if using an organization which does not hold an EASA Part-145 approval, the repair station returning the product to service is responsible for ensuring its airworthiness). (17)
- D. The EASA Part-145 approval certification shall not exceed the scope of the ratings and limitations contained in the 14 CFR 145 certificate. (5)