

# C.A.S.E.

## AIR CARRIER SECTION

### POLICIES AND PROCEDURES

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#### CANADIAN AMO CHECKLIST

**NOTE:** This checklist is based on the Canadian Approved Maintenance Organization (AMO) Supplement to C.A.S.E. 1-A standard, which complies with the Maintenance Implementation Procedures (MIP), dated August 31, 2006, under the Agreement for the Promotion of Aviation Safety, dated June 12, 2000, between the Governments of the United States of America and Canada.

#### 1. General Information

A. Refer to Canadian AMO Supplement.

#### 2. Exclusions

The following CACS-20 checklist questions are not applicable to Canadian Approved Maintenance Organizations (AMOs) and will be marked "N/A" in the CACS-20 (1-A) checklist:

System Audit #s 2, 5, 7, 11, 18, 25, and Work Process Audit # 19.

#### 3. Additional Requirements

**YES   NO   N/A**

A. Do Return-to-Service personnel hold an ACA or SCA? [3A]      \_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_

B. Do SCA holders have a diploma or certificate from a course in an appropriate field or documented experience working under the supervision of an ACA or SCA holder for at least 1800 hours for engine/propeller overhaul, or 300 hours for other components (as applicable)? [3A]      \_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_

C. Have AMO personnel performing technical functions received human factors and MPM training? [3B]      \_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_

D. Do vendors performing airframe maintenance for 14 CFR Part 121 or 135 Air Carriers have :

1) An approved Safety Management System? [3C]      \_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_

2) A BASA MIP supplement approved by TCCA? [3D]      \_\_\_\_\_|\_\_\_\_\_|\_\_\_\_\_

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