

C.A.S.E.

AIR CARRIER SECTION

POLICIES AND PROCEDURES

MIP-G CHECKLIST

NOTE: 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 MIP-G Supplement to the C.A.S.E. 1-A standard.

Audit Date: _____ Vendor Allocation #: _____

C.A.S.E. Member #: _____ Auditor: _____

Vendor Name: _____

YES NO N/A

1. General Information

- A. Refer to MIP-G Supplement.
- B. This checklist expires 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. Does the vendor hold a current EASA certificate? (2A) _____|_____|_____
- B. Obtain a copy of the EASA certificate.
- C. Has the vendor provided a supplement to its Repair Station Manual (RSM) which has been accepted by the FAA of behalf of EASA? (2C) _____|_____|_____
 - 1) Does the supplement 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? _____|_____|_____
 - 2) Does the supplement include:
 - a) Detailed procedures for operation of an independent quality monitoring system? _____|_____|_____
 - b) Procedures for the release for return to service of aircraft and the use of FAA form 8130-3 for aircraft components and any other information required by the customer as appropriate? _____|_____|_____

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	<u>YES</u>	<u>NO</u>	<u>N/A</u>
2. C 2) c) For airframe/aircraft rated facilities, procedures ensure that the Certificate of Airworthiness and the Airworthiness Review Certificate are valid prior to the issue of a release to service document? NOTE: For aircraft heavy maintenance vendors only.	_____	_____	_____
d) Procedures to ensure that repairs/modifications, as defined by EASA requirements, are accomplished in accordance with EASA approved data?	_____	_____	_____
e) The vendor's initial and recurrent training program, including human factors training?	_____	_____	_____
f) Procedures for reporting unairworthy conditions on civil aeronautical products to the EASA, aircraft design organization, and the customer or operator?	_____	_____	_____
g) Procedures which ensure completeness of, and compliance with, the customer or operator work order or contract including issued EASA Airworthiness Directives and other issued mandatory instructions?	_____	_____	_____
h) For 14 CFR Part 121 carriers which are also 14 CFR Part 145 repair stations and subject to these MIP procedures, procedures which detail the approval of line stations within the United States? NOTE: For line maintenance vendors only.	_____	_____	_____
i) The items specified by the repair station to be contracted and does it 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)?	_____	_____	_____
D Is the EASA Part-145 approval certification within the scope of the ratings and limitations contained in the 14 CFR 145 certificate? (2D)	_____	_____	_____