

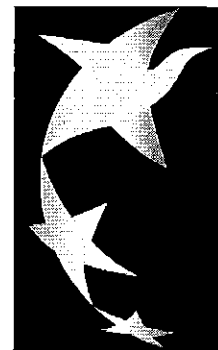
MAINTENANCE ANNEX GUIDANCE

BETWEEN THE

***FEDERAL AVIATION ADMINISTRATION
for the UNITED STATES OF AMERICA***

AND THE

***EUROPEAN AVIATION SAFETY AGENCY
for the EUROPEAN COMMUNITY***




EFFECTIVE DATE May 3, 2011

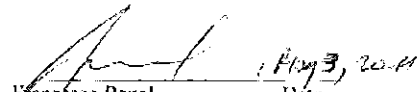
MAINTENANCE ANNEX GUIDANCE

THE MAINTENANCE ANNEX GUIDANCE APPROVAL (MAG):



THIS IS TO CERTIFY APPROVAL BY:


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


Francesco Banal Date
Approvals and Standardisation Director
EASA

V Special Conditions

1. EASA SPECIAL CONDITIONS APPLICABLE TO U.S.-BASED REPAIR STATIONS

1.1 To be approved in accordance with EASA Part-145, pursuant to the terms of this Annex, the repair station shall comply with all of the following Special Conditions:

1.1.1 The repair station shall submit an application in a form and a manner acceptable to EASA.

(a) The application for both initial and continuation of the EASA approval shall include a statement demonstrating that the EASA certificate and/or rating is necessary for maintaining or altering aeronautical products registered or designed in an EC Member State or parts fitted thereon.

(b) 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:

(i) The supplement must contain a statement by the accountable manager of the repair station, as defined in the current version of EASA Part-145 which commits the repair station to compliance with this Annex and the Special Conditions as listed.

(ii) Detailed procedures for the operation of an independent quality monitoring system including oversight of all multiple facilities and line stations within the territory of the United States.

(iii) 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.

(iv) 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.

(v) Procedures to ensure that repairs and modifications as defined by EASA requirements are accomplished in accordance with data approved by EASA.

- (vi) A procedure for the repair station to ensure that the FAA-approved initial and recurrent training programme and any revision thereto include human factors training.
- (vii) Procedures for reporting un-airworthy conditions as required by EASA Part-145 on civil aeronautical products to the EASA, aircraft design organisation, and the customer or operator.
- (viii) Procedures to ensure completeness of, and compliance with, the customer or operator work order or contract including notified EASA airworthiness directives and other notified mandatory instructions.
- (ix) Procedures in place to ensure that contractors meet the terms of these implementation procedures; that is, using an EASA-approved Part-145 organisation or, if using an organisation which does not hold an EASA Part-145 approval, the repair station returning the product to service is responsible for ensuring its airworthiness.
- (x) Procedures to permit work away from the fixed location on a recurring basis, when applicable
- (xi) Procedures to ensure appropriate covered hangars are available for base maintenance of aircraft.

1.2 To continue to be approved in accordance with EASA Part-145, pursuant to the terms of this Annex, the repair station shall comply with the following. The FAA shall verify that the repair station:

- (a) Allow EASA, or the FAA on behalf of EASA, to inspect it for continued compliance with the requirements of the 14 CFR part 145 and these Special Conditions (i.e., EASA Part-145).
- (b) Accept that investigation and enforcement action may be taken by EASA in accordance with any relevant EC regulations and EASA procedures.
- (c) Cooperate with any EASA investigation or enforcement action.
- (d) Continue to comply with 14 CFR part 43 and part 145, and these Special Conditions.

Compliance with Special Conditions and MAG		*
* (N/R) = applicable but not reviewed; (N/A) not applicable; (<input checked="" type="checkbox"/>) = In compliance; (x) = if not in compliance, put consecutive numbering in the box and make finding in relevant section.		
1.	Repair Station Holds valid FAA Repair Station Certificate and can demonstrate a need for EASA approval.	
2.	The EASA Part-145 certifications do not exceed the scope and rating of the FAA Part 145 certificate.	
3.	Repair Station has appropriate Covered Hangers for Base Maintenance of Aircraft.	
4.	EASA and FAA allowed access to Repair Station to inspect for continued compliance with 14 CFR part 145 and Special Conditions.	
5.	Repair Station accepts that investigation and enforcement action may be taken by EASA.	
6.	The Repair Station cooperates with any EASA investigation or enforcement.	
The supplement to the Repair Station Manual needs to include the following elements: (Verify that the AMO is applying the procedures correctly.)		
7.	Statement of Accountable Manager.	
8.	Detailed procedures for the operation of an independent quality monitoring system including oversight of all multiple facilities and line stations within the United States.	
9.	Procedures for the release or approval for return to service that meet the requirements of EASA Part-145.A.50 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.	
10.	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.	
11.	Procedures to ensure that repairs and modifications as defined by EASA requirements are accomplished in accordance with data approved by EASA.	
12.	A procedure for the repair station to ensure that the FAA-approved initial and recurrent training programme and any revision thereto includes human factors training.	
13.	Procedures for reporting unairworthy conditions as required by EASA Part-145.A.60 on civil aeronautical products to the EASA, aircraft design organisation, and the customer or operator.	
14.	Procedures to ensure completeness of, and compliance with, the customer or operator work order or contract including notified EASA airworthiness directives and other notified mandatory instructions.	
15.	Procedures to ensure that only 14 CFR 145 line stations located in the United States are covered by this Maintenance Annex.	
16.	The repair station must specify the items to be contracted and have procedures in place to ensure that contractors meet the terms of EASA Special Conditions that is, using an EASA-approved Part-145 organisation or, if using an organisation which does not hold an EASA Part-145 approval, the repair station returning the product to service is responsible for ensuring its airworthiness.	

17. HUMAN FACTORS. This section should describe the procedures the repair station will use to ensure the detection and rectification of maintenance errors that may endanger the safe operation of aircraft. The procedures shall ensure that the FAA-approved initial and recurrent training programme and any revision thereto includes human factors training, addressing resources, human performance limitations, shift changeover and how personnel are trained, to ensure an understanding of the application of human factors principles. The following topics should be covered:

- a) General/Introduction to human factors
- b) Safety Culture/Organisational factors
- c) Human Error
- d) Human performance and limitations
- e) Environment
- f) Procedures, information, tools and practices
- g) Communication
- h) Teamwork
- i) Professionalism and integrity
- j) Organisation's HF programme

18. LINE STATIONS.

a) **Repair stations with line maintenance authorisation:** EASA uses the term line stations, while the FAA uses the term line maintenance authorisation in 14 CFR 145. These terms are synonymous when applied under the terms of the Agreement.

b) **Air Carrier:** Where the repair station is also a 14 CFR part 121 air carrier and holds a 14 CFR part 145 certificate, the procedure shall ensure that at least one of its main maintenance facilities is rated for the aircraft type(s) and the scope of work is relevant to the line station(s).

c) **Repair Station:** The procedure must specify that a 14 CFR part 145 repair station can only be accepted if the Operations Specifications Part D107 authorises the certificate holder to perform line maintenance and lists the specific locations for U.S. operators. Do not list EC Operators on the FAA OpSpecs.

d) **For each of the above,** the EASA supplement procedure must clearly demonstrate that the quality system covers the air carrier certificate (if applicable), the