



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

AC 145-7
DATE: 05/11/1998

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Change:

Initiated

by: AFS-350

Subject: ISSUANCE OF REPAIR STATION CERTIFICATES TO JAA-APPROVED
MAINTENANCE ORGANIZATIONS UNDER THE MAINTENANCE
IMPLEMENTATION PROCEDURES OF A BILATERAL AVIATION
SAFETY AGREEMENT

1. PURPOSE. This advisory circular (AC) provides information and guidance concerning acceptable means, but not the only means, that should be used by a Joint Aviation Authorities (JAA) Approved Maintenance Organization (AMO) to obtain, renew, or amend a Federal Aviation Regulation (FAR) Part 145 repair station certificate under the provisions of Maintenance Implementation Procedures (MIP) concluded pursuant to a Bilateral Aviation Safety Agreement (BASA).

2. FOCUS. This AC applies to JAA AMOs seeking a FAR Part 145 repair station certificate under the provisions of a BASA/MIP. The AMO must be located in a JAA-member country with which the Federal Aviation Administration (FAA) has concluded a BASA/MIP.

3. RELATED MATERIAL.

a. FAR Parts 43, 121, and 145.

b. AC 00-2.11, Advisory Circular Checklist; AC 00-44II, Status of Federal Aviation Regulations; AC 20-62D, Eligibility, Quality, and Identification of Aeronautical Replacement Parts; AC 21-29B, Detecting and Reporting Suspected Unapproved Parts; AC 140-7I, FAA-Certificated Maintenance Agencies Directory; and AC 187-1, Flight Standards Service Schedule of Charges Outside the United States. Copies of these documents may be obtained from the U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, Maryland 20785.

c. FAA Order WA 0000.4Z, Washington Headquarters Directives Checklist; and FAA Order 8300.10, Airworthiness Inspector's Handbook. Copies of these documents may be purchased from New Orders, Superintendent of Documents, P.O. Box 371954, Pittsburgh, Pennsylvania 15250-7954.

d. Joint Aviation Requirements (JAR) 145, Approved Maintenance Organizations; and JAA Administrative & Guidance Material Section Two: Maintenance, Part Two: Procedures, Chapter 30, which describes working procedures for the application of the general elements of the special conditions in the MIP. Copies of these documents may be obtained from the Civil Aviation Authority, Printing and Publication Services, Greville House, 37 Grafton Road, Cheltenham, Glos. GL50 2BN England.

4. BACKGROUND.

a. The FAA certifies repair stations located outside the United States under the provisions of FAR Section 145.13 and subpart C of FAR Part 145. The certification of foreign repair stations responds to the need to perform maintenance, alteration, or modification of aeronautical products subject to U.S. airworthiness regulations in foreign countries. The necessity to maintain aircraft and components outside the United States has continued to expand with the corresponding increase in international air travel and the rise in the number of foreign-manufactured aeronautical products used by U.S. operators.

b. Similarly, JAA-member countries also have experienced an increase in the use of U.S. facilities to perform maintenance, alteration, or modification of aeronautical products subject to the JAR. Because the FAA and JAA-member national aviation authorities (NAAs) have extensive inspection, surveillance, evaluation, and certification programs for their respective repair facilities, these authorities have developed a system to eliminate duplicative activities. This is accomplished through the implementation of a BASA and its accompanying MIP.

c. The MIP are based on an FAA and JAA evaluation of FAR Part 145 and JAR 145. This evaluation has determined the areas where these regulations and requirements are harmonized. The requirements in FAR Part 145 that are not in JAR 145 are in FAA Special Conditions in the MIP; the requirements in JAR 145 that are not in FAR part 145 are in JAA Special Conditions in the MIP. As a result, a JAA AMO complying with JAR 145 and the FAA Special Conditions in the MIP (in appendix 1 to this AC) is in compliance with FAR Part 145.

5. DEFINITIONS.

a. Alteration or Modification. A change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.

b. Approved Maintenance Organization (AMO). A maintenance

organization certificated by a JAA-member NAA and listed by the JAA.

c. Bilateral Aviation Safety Agreement (BASA). An executive agreement concluded between the United States and a foreign country for the purpose of promoting aviation safety; also known as an Agreement for the Promotion of Aviation Safety.

d. Civil Aeronautical Product. Any civil aircraft, aircraft engine, or propeller, or subassembly, appliance, material, part, or component to be installed thereon.

e. Compliance with FAR Part 145. Compliance with the latest issue of JAR 145 and the FAA Special Conditions as set forth in a MIP and all Interpretive Explanatory Material (IEM), Acceptable Means of Compliance (AMC), and JAA Maintenance Temporary Guidance Leaflets (TGLs).

f. Compliance with JAR 145. Compliance with the latest issue of FAR Part 145 and the JAA Special Conditions as set forth in a MIP recognizing that ACs provide additional guidance in this area.

g. Data Approved by the FAA. Data approved by the Administrator or the Administrator's designated representative.

h. Data Approved by the NAA. Data approved by an NAA or by an organization approved by the NAA for that purpose.

i. Federal Aviation Regulations (FAR). Title 14, Code of Federal Regulations Parts 1 through 199.

j. Geographic Authorization. An approval provided to a foreign station to perform maintenance support under contract for a U.S. air carrier, or operator of U.S.-registered aircraft under FAR Part 129, at a location other than the repair station facility. A geographic authorization is issued by the FAA to respond to the need of a U.S. air carrier or FAR part 129 operator for maintenance at a station where the frequency and scope of that maintenance does not warrant permanently staffing and equipping the station for its accomplishment.

k. Inspection Procedures Manual (IPM). A manual explaining the inspection system and internal inspection procedures of a FAR Part 145-certificated repair station. It describes how the repair station will comply with the inspection requirements in FAR Section 145.45 and the procedures for the performance of work away from the station in FAR Section 145.51(d).

l. Joint Aviation Authorities (JAA). An organization consisting of representatives of the Civil Aviation Authorities (CAAs) of the countries that have signed the "Arrangements Concerning the Development and the Acceptance of the Joint Airworthiness Requirements." Countries with full JAA membership are Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Monaco, The Netherlands,

Norway, Portugal, Spain, Sweden, Switzerland, and the United Kingdom. Candidate members of the JAA are Cyprus, the Czech Republic, Hungary, Malta, Poland, Slovakia, Slovenia, and Turkey. The JAA are located at Joint Aviation Authorities, Saturnusstraat 8-10, P.O. Box 3000, 2130 KA Hoofddorp, Netherlands; telephone: 31 23 56 79711; facsimile: 31 23 56 21714.

m. JAA Procedures. NAA application of JAA procedures in its national systems, rules, practices, and procedures.

n. Joint Aviation Requirements (JAR). JAR are a uniform set of regulations issued by the JAA. They are interpreted and implemented by JAA policy guidance in the form of IEMs, AMCs, JAA Maintenance TGLs, and JAA Administrative and Guidance Material, Part Two: Maintenance.

o. Main Base. The primary location of a repair station that includes the facilities where all aspects of maintenance under its rating can be performed and records are maintained.

p. Maintenance. The performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a civil aeronautical product to ensure the continued airworthiness of that product, excluding alterations or modifications.

q. Maintenance Implementation Procedures (MIP). Procedures for implementing the provisions of a BASA that apply to maintenance.

r. Maintenance Standardization Team (MAST). A team of maintenance inspectors from JAA-member NAAs that visit an NAA. The team determines whether that NAA applies maintenance-related JAR in accordance with JAA standards.

s. Maintenance Organization Exposition (MOE). A manual required by JAR 145.70 that describes an AMO and sets forth its procedures, means, and methods.

t. National Aviation Authority (NAA). The aviation regulatory authority of a foreign country.

u. Perceived Need. A current or future operational or economic necessity for the maintenance, preventive maintenance, or alteration of aeronautical products subject to the regulatory oversight of the FAA at a facility located outside the United States.

v. Required Inspection Items (RIIs). The items of maintenance and alterations that must be inspected by a person other than the one that performed the work, to include at least those items that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not performed properly or if improper parts or materials are used.

w. Special Conditions. Conditions in a MIP that specify the requirements in FAR Part 145 that the FAA has determined are

not in JAR 145 (FAA Special Conditions) and the requirements in JAR 145 that an NAA has determined are not in FAR Part 145 (JAA Special Conditions). FAA Special Conditions are in appendix 1 to this AC.

x. Unapproved Part. A part that does not meet the requirements of an "approved part" as specified in AC 21-29B.

6. DISCUSSION. A JAA AMO seeking certification as a FAR Part 145 repair station under the MIP of a BASA or a JAA AMO seeking to amend or renew a FAR part 145 repair station certificate under the MIP of a BASA should follow the procedures specified below.

a. Initial Certification.

(1) To apply for a FAR Part 145 repair station certificate under the provisions of a BASA/MIP, a JAA AMO must be located in and under the regulatory control of a JAA-member country that has signed a BASA/MIP with the United States. The AMO also must not have relevant outstanding findings of noncompliance from JAA or NAA oversight audits. A maintenance organization may not apply concurrently for a FAR Part 145 repair station certificate and JAA approval/certification under the MIP.

(2) Upon receipt of an inquiry from a JAA AMO, the NAA having jurisdiction over that AMO will forward to the AMO a copy of this AC and FAA Form 8400-6, Preapplication Statement of Intent (PASI).

(3) After thoroughly reviewing this AC, the JAA AMO seeking a FAR Part 145 repair station certificate should submit FAA Form 8400-6 to the local NAA. The applicant should state on the form how the AMO will meet facility, equipment, and documentation requirements as well as how the AMO will provide guidance to its personnel in accordance with JAR 145 and the FAA Special Conditions in the MIP (in appendix 1 to this AC). The applicant may attach additional documentation to meet this requirement. The PASI should include a statement that indicates the perceived need of the AMO to perform work on U.S.-certificated products and obtain a FAR Part 145 repair station certificate. The applicant can substantiate this perceived need by including a statement from an operator of U.S.-registered aircraft or a company that requires maintenance or alterations of items that may be installed on U.S.-registered aircraft indicating that the services of the applicant are required. All documents submitted should be in English.

(4) The NAA will review the PASI and accompanying documents to ensure the documents are complete and the AMO has the capability to meet the FAA Special Conditions as set forth in the MIP.

(5) If the NAA determines the PASI and accompanying documents are complete and acceptable, the NAA will forward the PASI and any related information to the FAA International Field Office (IFO)/Certificate Holding District Office (CHDO) with geographic responsibility for the country in which the AMO is

located (as specified in appendix 3 to this AC). Upon receipt of the PASI, the IFO/CHDO will forward a precertification number to the NAA for distribution to the AMO. (Use of the precertification number by the AMO will assist the FAA in processing the application.) The NAA also will forward FAA Form 8310-3, Application for Repair Station Certificate and/or Rating, to the AMO for completion.

(6) The AMO should submit the following documents in English to the NAA for review:

(a) A completed FAA Form 8310-3, to include a list of maintenance functions to be performed for the AMO under contract.

(b) An FAA Supplement to the AMO's MOE (Part 7). The FAA Supplement addresses compliance with all FAA Special Conditions. If the FAA Supplement refers to a section of the AMO's MOE to demonstrate compliance with any FAA Special Condition, that section of the MOE must be submitted in English. If the AMO refers in its FAA Supplement to its management system (Part 1 of the MOE) or to its quality system (Part 3 of the MOE) to demonstrate compliance with FAA Special Conditions, the AMO should ensure that these systems specifically address not only JAA requirements but FAA Special Conditions (e.g., the AMO's quality system should provide for auditing FAA Special Conditions). A sample FAA Supplement to an MOE is in appendix 2 to this AC.

(c) A copy of the AMO's JAR 145 Certificate and Approval Schedule (JAA Form Three) including any referenced capability list.

(d) Two copies of a brochure providing a physical description of the facility with accompanying photographs.

(7) The NAA will review the application package submitted by the AMO for conformance with the FAA Special Conditions. The NAA also will review the results of previous audits/inspections for compliance with any outstanding corrective actions mandated by the NAA. If deficiencies are found in any document, the NAA will inform the applicant of the deficient areas and indicate that the application process will not continue until all deficiencies are corrected.

(8) If the information submitted by the AMO is acceptable, the NAA will conduct an oversight audit of the AMO for compliance with JAR 145 requirements and FAA Special Conditions using JAA Form Six including the Part 4 Supplement. If the AMO has successfully completed a JAR 145 oversight audit within 90 days of the NAA's recommendation to the FAA for certification, the NAA will not be required to conduct a review for compliance with JAR 145 requirements. However, the NAA will conduct an oversight audit for compliance with FAA Special Conditions regardless of whether an audit for compliance with JAR 145 requirements has been successfully completed within 90 days of the NAA's recommendation. The AMO may be required to pay a

fee to the NAA for the performance of this audit.

(9) If the NAA discovers deficiencies in an AMO's application package or after conducting an oversight audit, the NAA will allow the applicant 60 days after notification to correct the deficiencies. If the applicant fails to correct the deficiencies within 60 days, the NAA will terminate the application process and notify the FAA. In the event of unusual circumstances, the NAA will notify the FAA, which may extend the 60-day period for a reasonable period of time provided the applicant demonstrates an ability and willingness to correct the noted deficiencies. If corrective action must be taken, the applicant should notify the NAA in writing when all deficiencies have been corrected.

(10) When an audit indicates that the AMO is in compliance with JAR 145 and the FAA Special Conditions, the NAA will complete JAA Form Six including the Part 4 Supplement. The completed JAA Form Six including the Part 4 Supplement should include a signed endorsement by the NAA to the FAA that the AMO meets all JAR 145 requirements and FAA Special Conditions.

(11) The NAA will send the following completed documents to the FAA IFO/CHDO with geographic responsibility for the country in which the AMO is located:

(a) FAA Form 8310-3, to include a list of maintenance functions to be performed for the AMO under contract;

(b) A copy of JAA Form Six including the Part 4 Supplement with the NAA endorsement;

(c) A copy of the AMO's JAR 145 Certificate and Approval Schedule (JAA Form Three) including any referenced capability list;

(d) A copy of the AMO's FAA Supplement to its MOE (Part 7);

(e) A copy of the brochure providing a physical description of the facility with accompanying photographs (a copy of the brochure will be retained by the NAA).

(12) The IFO/CHDO will review all documents in the package to ensure the information is acceptable. All documents should be submitted in English. When the FAA determines an AMO meets all the requirements for the issuance of a certificate and has paid the appropriate fee, the FAA will issue FAA Form 8000-4, Air Agency Certificate, and FAA Form 8000-4-1, Repair Station Operations Specifications, listing all applicable limitations. The FAA will forward the Air Agency Certificate and Repair Station Operations Specifications to the NAA for distribution to the AMO.

(13) If the FAA finds that the documentation supporting an AMO's application is unsatisfactory, the FAA will not issue a FAR Part 145 repair station certificate but will prepare a

memorandum to the NAA indicating the deficiencies noted. The NAA, in turn, will notify the AMO of the FAA's findings. All deficiencies noted by the FAA must be corrected within 60 days of the FAA's notification to the NAA. If the deficiencies have not been corrected within 60 days, the FAA will terminate the application and notify the NAA, and the NAA will notify the applicant. In the event of unusual circumstances, the FAA may extend the 60-day period for a reasonable period of time provided the applicant demonstrates an ability and willingness to correct the noted deficiencies. If corrective action must be taken, the applicant should notify the NAA in writing when all deficiencies have been corrected. The NAA will forward this notification to the appropriate IFO/CHDO, and the application will be processed in accordance with paragraph 6.a.(12) of this AC.

(14) Upon issuance of a FAR Part 145 repair station certificate and Repair Station Operations Specifications, the IFO/CHDO will prepare and retain a Certification Report that includes the following:

- (a) A copy of FAA Form 8400-6;
- (b) A completed FAA Form 8310-3;
- (c) JAA Form Six including the Part 4 Supplement with the NAA endorsement;
- (d) A copy of the AMO's JAR 145 certificate and Approval Schedule (JAA Form Three);
- (e) A copy of the repair station's FAA Supplement to its MOE (Part 7);
- (f) A copy of the brochure providing a physical description of the facility with accompanying photographs;
- (g) A copy of FAA Form 8000-4;
- (h) A copy of FAA Form 8000-4-1; and
- (i) A summary of discrepancies noted during the certification process and corrective action taken.

b. Change in Certificate.

(1) Each of the following requires the certificate holder to apply for a change in a repair station certificate using FAA Form 8310-3;

- (a) A change in the location, housing, or facilities of the repair station.
- (b) A request to add, revise, or amend a rating.
- (c) A change in ownership. If the holder of a repair station certificate sells or transfers its assets, the new owner must apply for an amended certificate.

(2) The AMO requesting the change will forward a completed FAA Form 8310-3 indicating the change to the NAA with any supporting documentation required by the change. All documentation submitted should be in English. If the change requires a change to the AMO's FAA Supplement or facility brochure, these documents also should be submitted.

(3) The NAA will immediately inform the FAA of all proposed changes to the location, housing, or facilities of the repair station that would affect the conditions of the current certificate. After discussions with the FAA, the NAA may recommend to the FAA that the AMO be permitted to continue operating as a FAR Part 145 repair station while the proposed changes are being implemented. The FAA may require the AMO to operate under certain conditions while the proposed changes are being made and the AMO's request is being processed. The NAA will inform the AMO of such conditions and immediately notify the FAA when the permitted changes have been implemented.

(4) The NAA will conduct an on-site review of the AMO for requests involving a change in rating or facilities. The NAA will review the documentation submitted by the AMO and, if satisfactory, forward a copy of FAA Form 8310-3, copies of the AMO's amended JAR 145 certificate, Approval Schedule (JAA Form Three), JAA Form Six including the Part 4 Supplement with an endorsement, and all other supporting documentation in English to the FAA.

(5) The FAA will review the application and supporting documentation to determine if the change will be approved. The FAA will provide its decision to the NAA. The NAA will provide all revised certificates and operations specifications to the AMO.

(6) Revisions to an AMO's FAA Supplement that reflect changed procedures but do not change the nature of the AMO's FAR Part 145 certificate or ratings should be submitted to the NAA for review before implementation. The AMO is not required to submit FAA Form 8310-3 for such revisions to the NAA, and the NAA is not required to submit these revisions to the FAA.

(7) Revisions to an AMO's capability list should be submitted to the local NAA and forwarded to the appropriate IFO/CHDO. If the NAA has approved the AMO's system for revising its capability list, the AMO should submit all revisions in accordance with procedures approved by the NAA. If its review of the proposed revisions is favorable, the NAA should forward the revised capability list to the FAA with a recommendation for approval. If the FAA determines that the AMO can perform the work in accordance with the revised capability list, the FAA will approve the revised capability list and return it to the local NAA for distribution to the AMO. If the FAA determines that further inspection of the AMO's facility is warranted, the FAA will request that the local NAA inspect the facility. The NAA will inform the AMO that approval of a revised capability list will be delayed pending the outcome of the inspection.

c. Certificate Renewal.

(1) An AMO seeking to renew its repair station certificate should send FAA Form 8310-3 to the NAA in accordance with procedures prescribed by the NAA. The FAA recommends that an AMO seeking to renew its repair station certificate submit its application to the NAA at least 60 days before the expiration date of its current FAR Part 145 repair station certificate. If the AMO does not make the request before its certificate expiration date, it must follow the procedure for applying for a new certificate but does not have to supply copies of its facility brochure.

(2) The NAA will complete JAA Form Six including the Part 4 Supplement and make a recommendation for certificate renewal, if warranted, based on a complete JAA Form Six audit of the AMO that must be conducted annually. (A series of partial JAA Form Six audits may collectively fulfill the requirement to perform a complete JAA Form Six audit.) The audit must indicate whether the AMO is in compliance with JAR 145 and the FAA Special Conditions.

(3) The NAA should submit the completed JAA Form Six including the Part 4 Supplement, the recommendation for certificate renewal, and FAA Form 8310-3 to the appropriate FAA IFO/CHDO (listed in appendix 3 to this AC) 30 days before the expiration date of the repair station's FAR Part 145 certificate.

(4) The AMO need not submit a new FAA Supplement if the AMO's current procedures and activities are described in its current supplement. A copy of the AMO's JAR 145 certificate, Approval Schedule (JAA Form Three), and brochure providing a physical description of the facility also are not required to be resubmitted. An AMO seeking renewal should check that its FAA Supplement reflects current procedures and activities. All changes will require a revision of the FAA Supplement.

(5) If the NAA discovers deficiencies in an AMO's application for renewal or after conducting an oversight audit, the NAA may allow the applicant up to 60 days after notification to correct the deficiencies or to submit a plan for corrective action depending on the nature of the deficiencies. If the applicant fails to correct the deficiencies within 60 days or fails to provide the NAA with a plan for corrective action within 60 days, the NAA will terminate the application for renewal. If the AMO's FAR Part 145 repair station certificate expires during the 60-day period or in the event of unusual circumstances, the NAA will advise the FAA. The FAA may extend the duration of the AMO's FAR Part 145 repair station certificate for a reasonable period of time or, depending on the nature of the deficiencies, amend the repair station's ratings, provided the applicant demonstrates an ability and willingness to correct the noted deficiencies. An AMO must inform the NAA in writing of all actions taken to correct specified deficiencies.

(6) The IFO/CHDO will review the documentation

submitted by the NAA to determine whether the appropriate information has been entered and is acceptable. The AMO must not have any outstanding issues involving corrective action and it must have paid the appropriate fee.

(7) If the FAA finds that the documentation supporting an AMO's application for renewal is unsatisfactory, the FAA will prepare a memorandum to the NAA indicating the deficiencies noted. The NAA, in turn, will notify the AMO of the FAA's findings. All deficiencies noted by the FAA should be corrected within 60 days of the FAA's notification to the NAA or within the time period specified in a corrective action plan approved by the FAA.

(8) If the FAA determines that the AMO meets all the requirements for certificate renewal, it will issue a FAR Part 145 repair station certificate to the AMO. The certificate will be forwarded to the AMO through the local NAA.

7. EXTENT OF APPROVAL.

a. General. Under the provisions of a BASA/MIP, the FAA will not issue a repair station certificate and accompanying rating(s) with privileges that exceed the scope of work permitted under JAR 145 or the scope of any JAA certificate, rating, or Approval Schedule (JAA Form Three) issued to an AMO. The extent of FAA approval also will not exceed the scope of approval set forth in the organization's FAR Part 145 repair station certificate and operations specifications. If an AMO seeks to perform work outside the scope of its FAR Part 145 repair station certificate, it must first obtain an amendment of its JAR 145 certificate, rating, or Approval Schedule (JAA Form Three), as appropriate, to permit the performance of the intended work. A listing of FAA repair station ratings and their comparable JAA AMO ratings is included in appendix 4 to this AC.

b. Line Stations.

(1) Although the JAA may have issued an AMO a single JAR 145 certificate for facilities that include line stations, the FAA normally will issue one repair station certificate for each maintenance organization facility location. However, the FAA may, in certain limited circumstances, issue a single repair station certificate for multiple facility locations within a reasonable proximity to each other and in the same country in which the BASA/MIP has been signed. Each location must meet the requirements of FAR Part 145 (i.e., JAR 145 and FAA Special Conditions).

(2) A statement will be included in FAA operations specifications issued to a repair station indicating that the privileges of a line station, as set forth by any JAA line station rating, are not authorized.

(3) A line station may apply for a separate FAR Part 145 repair station certificate and rating. The repair station must meet all JAR 145 requirements and FAA Special Conditions;

however, it may use the same MOE and FAA Supplement (Part 7) as that used by the AMO.

c. Geographic Authorizations.

(1) The FAA will continue to issue geographic authorizations in accordance with Chapter 163, FAA Order 8300.10. A request for a geographic authorization is initiated by a U.S. air carrier or operator of U.S.-registered aircraft under FAR Part 129 that seeks to have work performed by a repair station at a location other than the repair station's facility. If the repair station is qualified to perform the contracted work, the repair station's operations specifications will indicate the geographic location in which the repair station is authorized to exercise the privileges of its certificate pursuant to the authorization.

(a) Upon notification that a repair station is seeking to perform work under a geographic authorization, the NAA of the JAA-member country having jurisdiction over the organization will audit the repair station for compliance with JAR 145 and FAA Special Conditions. If the results of this audit are favorable, the NAA will forward a recommendation to the FAA for issuance of a geographic authorization. The NAA will perform surveillance of those facilities performing work under a geographic authorization that are located within the territory of that specific JAA-member country.

(b) The FAA will perform surveillance of those facilities performing work under a geographic authorization that are located outside the JAA-member country that has jurisdiction over the AMO. However, the FAA may accept surveillance conducted by a JAA-member country if the facility is located in a country that has concluded a BASA/MIP with the United States.

(2) Where a geographic authorization was issued to a facility to support a U.S. air carrier or FAR Part 129 operator, such authorization will be indicated on the organization's repair station certificate. The FAA will not issue a geographic authorization for a facility located in the United States.

d. Specialized Services Ratings/Processes.

(1) The FAA may issue an equivalent specialized services rating to an AMO under the provisions of a BASA/MIP if the AMO's JAA Approval Schedule (JAA Form Three) indicates that its scope of approval includes a specialized services rating and an FAA assessment of the technical data used by the AMO indicates that it originates from an FAA-approved source (e.g., manufacturers' data, U.S. military specifications (mil specs)).

(2) A specialized services rating usually is issued to permit the performance of work requiring equipment and skills not ordinarily found at a repair station. An AMO granted a specialized services rating must ensure all work performed under the provisions of a specialized services rating is done in

accordance with FAA-approved data; therefore, FAA issuance of a specialized services rating requires FAA-approved process specifications. FAA approval of process specifications will be recorded on the organization's operations specifications. During NAA audits, the NAA will ensure that only FAA-approved process specifications are being used on U.S.-registered aircraft or aeronautical products intended for installation on U.S.-registered aircraft.

(3) Approval of hydrostatic testing is a responsibility of the U.S. Department of Transportation (DOT). Although the DOT has delegated to the FAA the authority for processing requests from repair stations for approval of hydrostatic testing, approval of hydrostatic testing is not subject to the procedures specified under a BASA/MIP. An AMO seeking to obtain a specialized services rating for hydrostatic testing of pressure cylinders should apply directly to the NAA. The NAA will forward this request to the FAA for processing. Surveillance and oversight responsibility of a FAR Part 145 repair station for compliance with the requirements of a specialized services rating for hydrostatic testing will remain with the FAA.

8. PROTECTION OF PROPRIETARY DATA AND FREEDOM OF INFORMATION ACT (FOIA) REQUESTS.

a. Proprietary Data. Certain data submitted by an organization may be the property of that facility or another person. Release of those data by the FAA and JAA-member NAA is restricted under section 4.7(a) of the MIP. The FAA and JAA-member NAA will not copy, release, or show proprietary data obtained from either authority to anyone outside the FAA or NAA without written consent of the owner of the proprietary data.

b. FOIA Requests. The FAA often receives requests from the public under the FOIA to release information the FAA may have in its possession. Any information the FAA has in its possession must be disclosed under FOIA unless it falls within certain exceptions, including trade secrets or financial or commercial data considered confidential or privileged. When the FAA receives a request for the release of information related to a maintenance organization located in a country and covered by the MIP, the FAA will advise the NAA of any information received from the NAA and submitted to the FAA that might be released. The FAA also may request the NAA's assistance in cooperation with the maintenance organization in determining if the submitter of the information would object to release and which portions of the information received or generated by the NAA might be withheld under FOIA exceptions, if any.

9. CONTINUING VALIDITY OF THE FAR PART 145 REPAIR STATION CERTIFICATE.

a. The continuing validity of a FAR Part 145 repair station certificate depends on FAA satisfaction that the repair station continues to comply with JAR 145 and FAA Special Conditions. The JAA or JAA-member NAA will notify the FAA of

each failure of the AMO to comply with JAR 145 or the FAA Special Conditions in the MIP. The JAA or JAA-member NAA also will promptly notify the FAA of any investigation into noncompliance that could result in the loss of an AMO's JAA listing, the suspension of its JAR 145 approval/certification, or any penalty.

b. Withdrawal of JAA approval/certification will result in withdrawal of FAA certification because FAA certification is based on compliance with JAR 145 and FAA Special Conditions.

c. Investigations or enforcement action may be undertaken by the FAA under FAA regulations and directives.

d. The AMO must cooperate with any FAA investigation or enforcement action.

e. Any failure to comply with applicable requirements may result in enforcement action.

10. OVERSIGHT AUDITS.

a. The assigned NAA inspector will determine whether the AMO is complying with JAR 145 requirements and the FAA Special Conditions as part of the NAA's annual oversight audit of the AMO using JAA Form Six including the Part 4 Supplement. The NAA inspector may conduct additional audits of the AMO as necessary. These additional audits may be in response to amendments submitted by the AMO or results of previous findings.

b. An audit of the AMO using JAA Form Six including the Part 4 Supplement need not be conducted as a single inspection; however, an audit using this form and its supplement must be conducted annually.

c. The NAA should submit annually to the FAA a completed JAA Form Six including the Part 4 Supplement based on the date of the last issuance or renewal of the AMO's FAR Part 145 repair station certificate. A completed JAA Form Six including the Part 4 Supplement should be submitted before renewal of an AMO's FAR Part 145 repair station certificate.

d. The JAA may conduct MAST visits and the FAA may participate in these visits to ensure that an NAA is requiring AMOs under its jurisdiction to conform to the JAR.

e. The FAA also will conduct independent inspections of a random sample of JAA AMOs holding FAR Part 145 repair station certificates to determine compliance with FAR Part 145.

11. CONTRACTING.

a. General.

(1) An AMO must have the material and equipment necessary to perform the functions appropriate to its rating but need not have the tools and equipment for functions it is authorized to contract out. An AMO may contract functions to

FAA-certificated facilities and non-FAA-certificated sources as authorized and identified in its FAA Supplement to its MOE (Part 7). "Contracting" encompasses "subcontracting" as specified in JAR 145 and all associated IEM and AMC.

(2) Before contracting out a function, the AMO should

(a) Establish procedures to qualify the contractor.

(b) Establish procedures to surveil the contractor.

(c) List the contractor in its FAA Supplement.

(d) Provide technical training for receiving inspection personnel in contracted functions.

(e) Establish inspection procedures that provide enough technical detail so an airworthiness determination can be made based on a technical review of contractor source documentation.

b. Contracting to Non-FAA-Certificated Sources. If an AMO contracts work to a non-FAA-certificated source, the AMO must be appropriately rated to perform the work. The AMO is responsible for approving for return to service any item on which work has been performed and for ensuring its airworthiness. Any non-FAA-certificated source to which work is contracted must be under the control of the AMO's quality monitoring system for the work performed. The AMO must inspect each item on which contracted work has been performed to ensure the airworthiness of the item. Receiving inspection procedures must enable the AMO to make an airworthiness determination of each item received. If the AMO cannot determine the quality of contracted work, the work can be contracted only to an FAA-certificated facility that is able to inspect the work performed for compliance with FAR Part 43.

c. Contracting to FAA-Certificated Facilities. If an AMO contracts functions to another organization that is FAA-certificated, the FAA-certificated organization to which the function is contracted has the responsibility for approval for return to service of each item on which work has been performed. The AMO should be able to determine that the FAA-certificated organization to which work is contracted is properly certificated to perform the work. Items received from an FAA-certificated facility must be properly processed through the AMO's receiving inspection procedures.

d. Contracting by FAA Type Certificate Holders. The holder of an FAA type certificate that also is an FAA-certificated repair station may contract out maintenance and alterations of components of a type-certificated product to a non-FAA-certificated source, provided the conditions specified in FAR Section 145.47(c)(1) through (c)(4) are met. These conditions require that -

(1) The repair station is the manufacturer who originally manufactured the product for which it holds a U.S. type certificate.

(2) The contracted component is included as part of the type-certificated product.

(3) The component maintenance is done by the original component manufacturer or its manufacturing licensee.

(4) Before such a component is returned to service, the repair station ensures that it is being returned to service under the repair station's quality control system as approved by the Administrator and set forth in the repair station's operations specifications and inspection procedures manual (i.e., its FAA Supplement).

e. Contracted Maintenance Functions.

(1) Requirements for the contracting of functions to noncertificated sources and FAA-certificated organizations are in appendix A to FAR Part 145.

(2) To determine whether contracting may be appropriate, an AMO should consider whether the function requires special operator skill or certification and whether the function has the possibility of creating an environmental hazard.

(3) If the organization has a turbine engine rating, it may contract those items considered comparable to items marked by an asterisk for powerplant Class 1 and 2 functions in appendix A to FAR Part 145.

(4) If the organization has a limited specialized services rating, it may not contract out work under that rating.

f. Audits, Training, and Records. The organization should establish procedures to audit contractors and ensure that they comply with operators' manuals, manufacturers' manuals, and instructions for continued airworthiness. The organization also must provide technical training for receiving inspection personnel who inspect contracted-out functions. The organization also must establish a method of recording contracted work to ensure records of the work are retained for a 2-year period.

12. FEES.

a. The FAA will charge a fee for the administrative processing of initial certifications and certificate renewals. This fee will be paid by the AMO directly to the IFO/CHDO to which the application was made under the procedures prescribed by that office.

b. The fee will be based on a rate specified in AC 187-1 and will include transportation and subsistence costs. The same rate will be charged for work performed as a result of a random

quality oversight inspection.

c. The FAA will not issue an FAA certificate or operations specifications until payment of the prescribed fee is received.

13. REPORTING MAJOR DEFECTS OR UNAIRWORTHY CONDITIONS. The AMO, via the NAA, is obligated to report any serious defect or unairworthy condition to the IFO/CHDO having jurisdiction over the repair station within 72 hours after discovery. The AMO should use the procedures specified in its FAA Supplement to report these conditions. FAA Form 8010-4, Malfunction or Defect Report, can be used to report these conditions.

14. SUSPECTED UNAPPROVED PARTS (SUP). FAA-certificated repair stations should report SUP directly to the IFO/CHDO having jurisdiction over that facility in accordance with the procedures specified in the repair station's FAA Supplement and AC 21-29B. SUP information should be reported on FAA Form 8120-11, Suspected Unapproved Parts Notification.

15. FAA-CERTIFICATED REPAIR STATIONS WITH EXEMPTIONS. FAA-certificated repair stations granted exemptions under FAR Part 11 will have their certificates issued or renewed directly by the IFO/CHDO having jurisdiction over the facility under the terms and conditions set forth in the exemption.

/s/ Thomas E. Stuckey
Acting Director, Flight Standards Service

APPENDIX 1 FAA SPECIAL CONDITIONS CONTAINED IN MAINTENANCE IMPLEMENTATION PROCEDURES

FAA Special Conditions normally are in section 3.1 of the MIP. These Special Conditions are as follows:

3.1.1 The FAA agrees that an [NAA]-approved maintenance organization that applies to work on a civil aeronautical product under the regulatory control of the FAA is eligible for an FAA repair station certificate, if the [NAA] endorses to the FAA that the maintenance organization complies with all of the following Special Conditions:

(a) The maintenance organization must hold a valid JAR 145 certificate issued by the [NAA] in compliance with the most current JAR 145 and all AMCs, IEMs, and JAA Maintenance TGLs. The FAA will issue one FAA certificate for each maintenance facility location, appropriate to the functions and ratings at that location, even if multiple locations are covered by a single JAR 145 certificate.

(b) The maintenance organization must provide an English language version of the management system and a summary of its quality system, for its JAR 145 maintenance organization exposition, as well as all applicable revisions to either prior to implementation.

(c) The maintenance organization must provide an English language supplement accepted by the [NAA] on behalf of the FAA and maintained at the maintenance organization. All revisions must be accepted by the [NAA], and provided prior to implementation. This supplement to the maintenance organization exposition shall include the following:

(i) Procedures for approval for release or approval for return to service that satisfy the requirements of FAR Part 43 for aircraft and use of JAA Form One for components, including the information required by FAR Sections 43.9 and 43.11, and all information required to be made or kept by the owner or operator, as appropriate.

(ii) Procedures to ensure that major repairs and major alterations/modifications as defined in the FAR are accomplished in accordance with data approved by the FAA.

(iii) Procedures to ensure that release- or return-to-service certification describes in the English language the maintenance, alterations, or modifications accomplished.

(iv) Procedures for the reporting to the FAA of serious defects or unairworthy conditions on civil aeronautical products.

(v) Procedures to ensure that all current and applicable airworthiness directives published by the FAA are available to maintenance personnel.

(vi) Procedures to ensure compliance with air carriers' manuals, including the separation of maintenance from inspection on those items identified as required inspection items as defined by the air carrier/customer.

(vii) Procedures to ensure compliance with the manufacturer's maintenance manuals or instructions for continued airworthiness, and handling deviations.

(viii) Procedures to ensure a hidden-damage inspection is accomplished when applicable.

(d) FAA certification under these Implementation Procedures will not exceed the scope of the ratings and limitations in the JAR 145 certificate.

(e) The maintenance organization employee responsible for supervision or final inspection of an aircraft of U.S. registry must be able to read, write, speak, and understand English.

(f) The maintenance organization must state its FAA certificate number in any advertising in which it indicates it is FAA-approved.

(g) The maintenance organization must display its FAA certificate in a location where it is accessible to the public.

(h) The maintenance organization must have the materials and equipment necessary to perform the functions appropriate to the FAA certificate and ratings it seeks at the time it makes application.

(i) The maintenance organization must specify the items to be contracted and have procedures in place to ensure that contractors meet the terms of these Implementation Procedures; i.e., using an FAA-certificated source or, if using a non-FAA-certificated source, the maintenance organization returning the product to service is responsible for ensuring its airworthiness.

3.1.2 To continue to hold a FAR Part 145 repair station certificate:

(a) The maintenance organization shall allow the FAA, or the JAA or the [NAA] on behalf of the FAA, to inspect it for continued compliance with JAR 145 and these Special Conditions, i.e., FAR Part 145.

(b) Investigations and enforcement by the FAA may be undertaken in accordance with FAA rules and directives.

(c) The maintenance organization must cooperate with any investigation or enforcement action.

(d) The maintenance organization must continue to comply with JAR 145 and these Special Conditions.

APPENDIX 2 SAMPLE FAA SUPPLEMENT TO A
MAINTENANCE ORGANIZATION EXPOSITION (PART 7)

FAA SUPPLEMENT REFERENCE NO. _____ TO A
MAINTENANCE ORGANIZATION EXPOSITION (PART 7)

Company Name and Facility Address

JAR 145 Certificate No. _____
FAR Part 145 Certificate No. _____

This FAA Supplement, together with this organization's Joint Aviation Requirements (JAR) 145 Maintenance Organization Exposition (MOE), forms the basis of acceptance by the Federal Aviation Administration (FAA) for maintenance, alterations, or modifications carried out by this organization on aircraft and/or aircraft components under the regulatory control of the FAA.

Maintenance, alterations, or modifications performed in accordance with the referenced MOE, including this Supplement, are considered to be in compliance with Parts 43 and 145 of the Federal Aviation Regulations (FAR).

The cover page of the FAA Supplement should include the intent of the above statement.

The organization will maintain a current copy of this Supplement in the English language at its main base of operations.

Revision No. XX

A table of contents for an FAA Supplement to the MOE (Part 7) should include at least the following sections:

TABLE OF CONTENTS

1. LIST OF EFFECTIVE PAGES.
2. AMENDMENT PROCEDURES.
3. INTRODUCTION.
4. ACCOUNTABLE MANAGER'S STATEMENT.
5. REGULATORY COMPARISON CHART.
6. EXTENT OF APPROVAL.
 - a. Work away from the repair station.
 - b. Geographic authorization.
7. APPROVAL FOR RETURN-TO-SERVICE AND MAINTENANCE, ALTERATION, AND MODIFICATION RECORDS.
8. EQUIPMENT AND MATERIALS.
9. PERSONNEL REQUIREMENTS.
10. MANAGEMENT AND QUALITY SYSTEMS.
11. MAJOR REPAIRS AND MAJOR ALTERATIONS.
12. REPORTING OF UNAIRWORTHY CONDITIONS TO THE FAA.
13. SUSPECTED UNAPPROVED PARTS REPORTING REQUIREMENTS.
14. PARTS RECEIVING.
 - a. Used parts.
 - b. New parts.
15. COMPLIANCE WITH MANUFACTURERS' MAINTENANCE MANUALS OR INSTRUCTIONS FOR CONTINUED AIRWORTHINESS.
16. COMPLIANCE WITH U.S. AIR CARRIER OR FAR PART 125 OPERATOR PROCEDURES.
 - a. Compliance with the operator's manual.
 - b. Required Inspection Items (RIIs).
17. FAA AIRWORTHINESS DIRECTIVES (ADs).
18. CONTRACTING.
 - a. Contracting to non-FAA-certificated sources.
 - b. Contracting to FAA-certificated facilities.
 - c. Receiving inspections.
 - d. Audits.
19. HIDDEN-DAMAGE INSPECTIONS.
20. DISPLAY OF CERTIFICATE.
21. ADVERTISING.
22. FORMS.

The contents of each of the sections of an FAA Supplement to the MOE (part 7) are explained in further detail below.

1. LIST OF EFFECTIVE PAGES.

The FAA Supplement to the MOE should begin with a list of the sections it contains, the page number of each section, and the

current revision date of each section. This section may reference Part 1 of the MOE if that part is submitted with this Supplement and contains the page number and current revision date of the sections required by this Supplement.

2. AMENDMENT PROCEDURES.

This section should describe the procedures the organization will use to ensure this FAA Supplement remains current. It should identify, by title, the person responsible for amending this FAA Supplement, and should describe the procedures the organization will use to ensure copies of any amendment to this Supplement are provided to and accepted by [name of NAA] before implementation. The procedures to ensure the FAA Supplement remains current should be a part of the organization's management system.

3. INTRODUCTION.

This section should indicate that the organization is performing work under FAR Parts 43 and 145, in accordance with the Maintenance Implementation Procedures (MIP) executed between the FAA and [name of NAA]. This section also should indicate that this FAA Supplement, in conjunction with the approved JAA MOE of the organization, defines the organization and procedures upon which compliance with FAR Parts 43 and 145 and other applicable regulations is based.

This section should state that the MIP permits this organization to obtain certification and renewal as a foreign repair station under FAR Part 145 for the purpose of performing work on aeronautical products subject to the FAR. Certification or renewal as a repair station is obtained as a result of the FAA's review and acceptance of the inspection, surveillance, and evaluation of the organization by [name of NAA].

In addition, this section should address the purpose of the FAA Supplement to the MOE and indicate that it identifies the procedures that must be taken into account for the organization to perform work under FAR Parts 43 and 145 and other appropriate regulations. These procedures are addressed by FAA Special Conditions in the MIP and may be in addition to those set forth in other portions of this MOE. This section also should state that the Supplement sets forth the methods and procedures the organization will use to ensure compliance with the FAA Special Conditions specified in the MIP executed pursuant to a Bilateral Aviation Safety Agreement (BASA).

4. ACCOUNTABLE MANAGER'S STATEMENT.

This section must contain the signed statement by the accountable manager stating that the organization will comply with the conditions specified in this Supplement while operating under its FAA repair station certificate issued under the procedures specified in the MIP. The accountable manager's statement is in lieu of the letter of compliance specified in FAA Order 8300.10, Airworthiness Inspector's Handbook, when signed by the person having overall responsibility for the repair station. The

accountable manager is the individual responsible for the organization's compliance with the FAR, as demonstrated by compliance with the JAR and associated material and the FAA Special Conditions in the MIP.

The accountable manager's statement must contain the following or equivalent language:

I understand that this organization, [name of company], when performing maintenance, alterations, or modifications on U.S.-registered aircraft, or aeronautical products for use on such aircraft, must perform that work in accordance with Federal Aviation Regulations (FAR) Parts 43 and 145 and other applicable sections of the FAR. Under the terms of the Maintenance Implementation Procedures (MIP) agreed to by the FAA and [name of NAA], compliance with Parts 43 and 145 and other applicable sections of the FAR will be accomplished by performing the work in accordance with this MOE, the Joint Aviation Requirements (JAR), and all Joint Aviation Authorities (JAA)-issued Acceptable Means of Compliance (AMC), Interpretive Explanatory Material (IEM), and Temporary Guidance Leaflets (TGLs), as well as FAA Special Conditions set forth in the MIP and described in this organization's FAA Supplement to its Maintenance Organization Exposition (MOE).

As the person with overall control of [name of company], I have reviewed the attached regulatory comparison chart of FAR Parts 43 and 145 and applicable portions of Part 121 cross-referenced to JAR 145, which signifies that this organization fully understands that by complying with JAR 145 and accompanying JAA-issued advisory material (AMC, IEM, and TGLs) and FAA Special Conditions, it will be complying with the corresponding sections of FAR Parts 43 and 145 and other applicable regulations. I understand that any deviations from these regulations and requirements may result in the loss of JAA approval or FAA certification, or in other certificate or enforcement action by the FAA. I further understand that loss of JAA approval automatically invalidates this organization's FAR Part 145 repair station certificate. (This paragraph demonstrates compliance with the intent of the letter of compliance specified in FAA Order 8300.10, Airworthiness Inspector's Handbook.)

This organization shall provide JAA, NAA, and FAA personnel with access to this organization's facilities to assess compliance with JAR 145 and FAA Special Conditions or to investigate specific problems.

I understand that this organization may be subject to FAA enforcement procedures. I understand that investigation and enforcement by the FAA regarding suspected violations of the FAR by this organization

will be undertaken in accordance with FAA rules and directives, and that this organization must cooperate with any investigation or enforcement action.

I agree to ensure that this FAA Supplement will be maintained and kept current by this organization and be accessible to all personnel. I further agree to submit revisions to this Supplement to [name of NAA] for approval before implementation of such revisions.

The statement must be signed and dated by the accountable manager.

Whenever the organization's accountable manager is replaced, the new accountable manager must sign and date an accountable manager's statement. The organization should forward a copy of the new signed statement to the NAA, which will forward a copy to the FAA.

5. REGULATORY COMPARISON CHART.

This section includes the regulatory comparison chart referenced in the accountable manager's statement.

FAR PART 145/JAR COMPARISON CHART

| FAR | JAR |
|---|--|
| 145.1 Applicability. | 145.10 Applicability NOTE: JAR 145.10 does not include a special provision for manufacturers. |
| 145.2 Performance of maintenance, preventive maintenance, alterations, and required inspections for an air carrier or commercial operator under the continuous airworthiness requirements of parts 121 and 127 and for airplanes under the inspection program required by part 125. | FAA Special Condition MIP 3.1.1(c)(vi) |
| 145.3 Certificate required. | 145.1 Maintenance Organization Approval |
| 145.11 Application and issue. | 145.15 Application and Issue 145.90 Continued Validity of Approval NOTE: The FAA will issue one certificate to each JAA/NAA Approved Maintenance |

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| | Organization. FAA Special Condition MIP 3.1.1(a) |
| 145.13 Certification of foreign repair stations: Special requirements. | 145.15 Application and Issue 145.90 Continued Validity of Approval |
| 145.15 Change or renewal of certificates. | 145.85 Changes to the Approved Maintenance Organization |
| 145.17 Duration of certificates. | 145.90 Continued Validity of Approval |
| 145.19 Display of certificate. | FAA Special Condition MIP 3.1.1(g) |
| 145.21 Change of location or facilities. | 145.85 Changes to the Approved Maintenance Organization |
| 145.23 Inspection. | 145.90 Continued Validity of Approval |
| 145.25 Advertising. | FAA Special Condition MIP 3.1.1(f) |
| 145.31 Ratings. | Appendix 1 NOTE: Ratings issued under the FAA certificate cannot exceed the scope of the NAA/JAR rating. FAA Special Condition MIP 3.1.1(d) |
| 145.33 Limited ratings. | Appendix 1 NOTE: Ratings issued under the FAA certificate cannot exceed the scope of the NAA/JAR rating. FAA Special Condition MIP 3.1.1(d) |
| 145.35 Housing and facility requirements. | 145.25 Facility Requirements |
| 145.37 Special housing and facility requirements. | 145.25 Facility Requirements |
| 145.39 - 145.43 | Not applicable to foreign |

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|---|--|
| | repair stations. |
| 145.45 Inspection systems. | 145.65 Maintenance Procedures and Quality System FAA Special Condition MIP 3.1.1(c)(viii) |
| 145.47 Equipment and materials: Ratings other than limited ratings. | 145.40 Equipment, Tools, and Material 145.75(b) Privileges of the AMO FAA Special Condition MIP 3.1.1(h) NOTE: The AMO must have the materials and equipment necessary to perform the functions appropriate to the ratings it seeks before issuance. |
| 145.49 Equipment and materials: Limited rating. | 145.40 Equipment, Tools, and Material FAA Special Condition MIP 3.1.1(h) |
| 145.51 Privileges of certificates. | 145.45 Airworthiness Data 145.75 Privileges of the Approved Maintenance Organization (AMO) FAA Special Condition MIP 3.1.1(i) NOTE: The AMO must comply with the FAA contracting/ subcontracting rules in FAR Part 145. FAA Special Condition MIP 3.1.1(a) NOTE: The FAA will issue one certificate for each AMO facility location, even if the multiple locations are covered by a single JAR 145 certificate. |
| 145.53 Limitations of certificates. | 145.80 Limitations on the AMO FAA Special Condition MIP |

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|--|--|
| | 3.1.1(c)(ii) |
| | NOTE: The FAA Special Condition requires procedures to ensure that major repairs and major alterations or modifications as defined in the FAR are accomplished under data approved by the FAA. |
| 145.55 Maintenance of personnel, facilities, equipment, and materials. | 145.80 Limitations on the AMO |
| 145.57 Performance standards. | 145.45 Airworthiness Data FAA Special Condition MIP 3.1.1(c)(i), (ii), (v), and (vii) |
| 145.59 Inspection of work performed. | 145.30 Personnel Requirements 145.50 Certification of Maintenance |
| 145.61 - 145.63 | Not applicable to foreign repair stations. |
| 145.71 General requirements. | 145.10 Applicability |
| 145.73 Scope of work authorized. | 145.75 Privileges of the AMO |
| 145.75 Personnel. | 145.30 Personnel Requirements FAA Special Condition MIP 3.1.1(c)(v)(e) |
| 145.77 General operating rules. | 145.90 Continued Validity of Approval |
| 145.79 Records and reports. | 145.55 Maintenance Records FAA Special Condition MIP 3.1.1(c)(ii) |
| 145.101 - 145.105 | Not applicable to foreign repair stations. |

FAR PART 43/JAR COMPARISON CHART

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|---------------------|---|
| 43.1 Applicability. | 145.1 General FAA Special Condition MIP 3.1.1(a) |
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|---|--|
| | NOTE: The FAA will issue one certificate for each JAA/NAA AMO facility location, even if the multiple locations are covered by a single certificate, providing all the requirements have been met. |
| 43.2 Records of overhaul and rebuilding. | 145.50 Certification of Maintenance |
| 43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations. | 145.50 Certification of Maintenance |
| 43.5 Approval for return to service after maintenance, preventive maintenance, rebuilding, and alterations. | 145.50 Certification of Maintenance |
| 43.7 Persons authorized to approve aircraft, airframes, aircraft engines, propellers, or component parts for return to service after maintenance, preventive maintenance, rebuilding, or alteration. | 145.50 Certification of Maintenance |
| 43.9 Content, form, and disposition of maintenance, preventive maintenance, rebuilding, and alteration records (except inspections performed in accordance with part 91, part 123, part 125, Section 135.411(a)(1) and Section 135.419 of this chapter. | 145.50 Certification of Maintenance |
| 43.11 Content, form, and disposition of records for inspections conducted under parts 91 and 125, and Sections 135.411(a)(1) and 135.419 of this chapter. | 145.50 Certification of Maintenance |
| 43.12 Maintenance records: Falsification, reproduction, or alteration. | 145.50 Certification of Maintenance |
| 43.13 Performance rules (general). | 145.50 Certification of Maintenance |
| 43.15 Additional performance rules for inspections. | 145.50 Certification of Maintenance |

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|--|--|
| 43.16 Airworthiness Limitations. | 145.50 Certification of Maintenance |
| 43.17 Maintenance, preventive maintenance, and alterations performed on U.S. aeronautical products by certain Canadian persons. | Not applicable to JAA or JAA/NAAs. NOTE: FAR Section 43.17 applies only to certain Canadian persons. It is based on a bilateral agreement between the United States and Canada. |
| 43 APPENDIX A - Major Alterations, Major Repairs, and Preventive Maintenance | FAA Special Condition MIP 3.1.1(a) |
| 43 APPENDIX B - Recording of Major Repairs and Major Alterations | FAA Special Condition MIP 3.1.1(a) |
| 43 APPENDIX C - [Reserved] | Not applicable |
| 43 APPENDIX D - Scope and Detail of the Items (as Applicable to the Particular Aircraft) to be Included in Annual and 100-Hour Inspections | Not applicable |
| 43 APPENDIX E - Altimeter System Test and Inspection | FAA Special Condition MIP 3.1.1(a) |
| 43 APPENDIX F - ATC Transponder Tests and Inspections | FAA Special Condition MIP 3.1.1(a) |

FAR 145.2 - AIR CARRIER PART 121 REQUIREMENTS/
JAR COMPARISON CHART

| FAR | JAR |
|---|--|
| 121.361 Applicability. | FAA Special Condition MIP 3.1.1(c)(vi) |
| 121.363 Responsibility for airworthiness. | Not applicable to repair stations. |
| 121.365 Maintenance, preventive maintenance, and alteration organization. | 145.30 Certification of Maintenance NOTE: FAR Section 121.365(b) and (c) is not covered by the JAR. |

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|--|--|
| 121.367 Maintenance, preventive maintenance, and alterations programs. | 145.65(a) Maintenance Procedures and Quality Systems and App. 2 item 4.2 cover FAR Section 121.367(a). 145.30(c) Personnel Requirements and 145.40 Equipment, Tools, and Material cover FAR Section 121.367(b). 145.50 Certification of Maintenance and App 2 item 4.2 cover FAR Section 121.367(c). |
| 121.369 Manual requirements. | Not applicable to repair stations. |
| 121.371 Required inspection personnel. | FAA Special Condition MIP 3.1.1(c)(vi) |
| 121.373 Continuing analysis and surveillance. | Not applicable to repair stations. |
| 121.375 Maintenance and preventive maintenance training program. | 145.30(d) Personnel Requirements |
| 121.377 Maintenance and preventive maintenance personnel duty time limitations. | Not applicable outside the United States. |
| 121.378 Certificate requirements. | Not applicable to foreign repair stations. |
| 121.379 Authority to perform and approve maintenance, preventive maintenance, and alterations. | Not applicable to repair stations. |
| 121.380 Maintenance recording requirements. | 145.55 Maintenance Records (Note) |
| 121.380a Transfer of maintenance records. | JAR-OPS 1.920(c) Maintenance Records |

6. EXTENT OF APPROVAL.

This section must state that the extent of FAA approval will not exceed the ratings and scope of work permitted under JAR 145. The extent of FAA approval will not exceed the scope of approval set forth in the organization's FAR Part 145 repair station certificate and operations specifications. This section also should note that although the JAA may have issued this organization a single JAR 145 approval/certification for facilities that include line stations, the FAA normally will only issue one FAR Part 145 repair station certificate for each

maintenance facility location. However, the FAA may, in certain limited circumstances, issue a single repair station certificate for multiple facility locations within a reasonable proximity to each other and in the same country in which the BASA/MIP has been signed. Each location must meet the requirements of FAR Part 145 (i.e., JAR 145 and FAA Special Conditions) and be specifically identified in this section. This section should include the address of each location, the title of the person in charge at each location, and a telephone number where that person may be contacted.

FAA issuance of a specialized services rating requires FAA-approved process specifications. In this section, the organization should describe the procedures it will use to ensure all work performed under the provisions of a specialized services rating is done in accordance with FAA-approved data. This section also should describe the procedures the organization will use to ensure only FAA-approved processes are used on U.S.-registered aircraft or aeronautical products intended for installation on U.S.-registered aircraft.

Additionally, this section should indicate that approval of hydrostatic testing is not subject to the procedures specified under a BASA/MIP. If the organization possesses a specialized services rating for hydrostatic testing, this section should indicate that surveillance and oversight responsibility of the organization for compliance with the requirements of that rating remains with the FAA.

a. Work away from the repair station.

This section describes the procedures for the conduct of work away from the repair station to ensure compliance with FAR Section 145.51(d). The section should describe that the repair station is authorized to perform work away from its facility as specified in this section but that the performance of such work must not exceed the scope of its FAA rating.

A repair station may perform work at a place other than its fixed location by moving facilities, material, equipment, and technical personnel to perform specific maintenance functions. Examples of routine maintenance functions done away from the repair station include testing altimeter systems, nondestructive inspections (NDI), and responding to special circumstances such as an Aircraft On Ground (AOG) at an isolated airport requiring repairs to allow it to be flown safely to the operator's main base or repair station. Continuous operation at a permanent facility other than the repair station's fixed location must not occur.

This section also should describe how work will be accomplished in the same manner as work performed at the repair station's fixed location. The repair station should acknowledge that these procedures apply only to work performed at other locations. This section should -

(1) Describe the procedures used to ensure that FAA

technical data such as manufacturers' manuals, service bulletins, and letters are current and accessible at the location where the work is performed.

(2) Describe the procedures used by the organization to control tools and ensure proper equipment calibration away from the repair station's fixed location.

(3) Describe how the organization will ensure that records for work performed away from the repair station will be maintained in the same manner as at the repair station's fixed location.

(4) Describe how the organization will ensure that personnel performing work away from the repair station's fixed location will be trained and qualified to perform the required work.

(5) List by title the persons who are authorized to approve an item for return to service when working away from the repair station's fixed location.

(6) List by title the persons responsible for organizing and supervising work away from the repair station's fixed location.

(7) Describe how the organization will ensure that all required personnel, equipment, materials, and parts will be made available at the place where the work is to be performed.

(8) State the organization's responsibility to maintain a record of work that the organization performs away from the repair station both within the country and outside the country in which the repair station is located. Any record of this work should include: (1) a description of the work performed, (2) the date and location where the work was performed, and (3) the work order number. These records should be retained for 2 years after the performance of the work. Prior FAA approval of this work is not required. This section also should state the organization's responsibility to provide the FAA International Field Office (IFO)/Certificate Holding District Office (CHDO) responsible for the oversight of the repair station with these records upon request.

b. Geographic authorization.

This section should contain procedures for an organization with a geographic authorization to carry out work under contract for an FAA-certificated U.S. air carrier or FAR Part 129 operator of U.S.-registered aircraft. The section should list, at a minimum: (1) the name of each air carrier for which work has been contracted, (2) each location where the work will be accomplished, (3) the title of each person in charge at each location, (4) how the organization will comply with requirements of JAR 145 and FAA Special Conditions, and (5) how the organization will comply with the requirements in an air carrier's manual. The contents of this section may vary widely

among repair stations, depending on the number of air carriers for which work is performed and the number and complexity of the geographic authorizations.

7. APPROVAL FOR RETURN-TO-SERVICE AND MAINTENANCE, ALTERATION, AND MODIFICATION RECORDS.

This section should detail the procedures for the approval for return to service of a U.S.-registered aircraft. Acceptable release statements for aircraft are defined in FAR Sections 43.9 and 43.11. In addition, the section should specify the recordkeeping requirements for major repairs and major alterations. Procedures for approval for return to service should describe the procedures for the use of acceptable release documents for components and parts such as JAA Form One.

This section also should state that the maintenance, alteration, and modification entries required by FAR Section 43.9(a) or Section 43.11(a), or the entries required by the operator's maintenance program shall be in the English language (ref.: FAR Sections 43.9, 43.11, 145.59(a), and 145.79).

JAA Form One may be used by an AMO for approval for return to service of all aeronautical products except complete aircraft. The AMO should ensure that when using JAA Form One as an approval for return to service document the statement in block No. 19 indicating "other regulation specified in block 13" is checked. The AMO should include the following or equivalent language in block No. 13 of the form for approval for return to service after maintenance, alterations, or modifications:

This civil aeronautical product has been maintained, altered, or modified (as appropriate) in accordance with U.S. Federal Aviation Regulations under FAA certificate No. _____.

[Include copies of any attachments.]

The person approving the product for return to service should sign block No. 20 of JAA Form One. This signature constitutes approval for return to service with respect to the work performed.

If other documents, such as work orders or shop travelers (e.g., FAA Form 337), are used by the organization to comply with FAR Section 43.9, they should be specifically referenced in block No. 13 and appropriately cross-referenced.

In addition, this section should indicate that JAA Form One can be used to comply with FAR Section 43.9. The section also should indicate that block No. 13 of JAA Form One should reference the data used to perform maintenance. The data referenced in this block must meet the requirements of FAR Part 43. The referenced data may consist of an attachment to the form such as a work order, air carrier record, or an FAA Form 337 that is used to comply with FAR Section 43.9.

Although the AMO may convert technical data (i.e., instructions for continued airworthiness, manufacturers' maintenance manuals, or type certificate holders' continued airworthiness data) into internal documents such as work cards, work sheets, and shop travelers in a language other than English, the AMO should retain an English-language copy of the technical data from which the AMO's internal documents were developed. The AMO also should establish procedures to ensure that its English-language copy of technical data and any internal documents developed from this technical data are current and complete. This English-language copy of the technical data should be retained at the AMO's main base.

All maintenance, including all major repairs and major alterations, performed for a U.S. air carrier must be recorded in accordance with that air carrier's manual. Major repairs performed for other than a U.S. air carrier must be recorded on FAA Form 337 or on a work order signed and dated by the repair station under FAR Part 43, appendix B. Major alterations performed for other than a U.S. air carrier must be recorded on an FAA Form 337 under FAR Part 43, appendix B.

8. EQUIPMENT AND MATERIALS.

This section should indicate that the organization has the equipment and materials necessary to perform any task for which it has a FAR Part 145 certificate and rating. The organization should have methods and procedures to ensure that the necessary material and equipment are in place to perform the functions specified in its FAR Part 145 certificate and associated rating.

9. PERSONNEL REQUIREMENTS.

This section should include the following:

(1) An organizational chart that identifies the management personnel authorized to act on behalf of the repair station.

(2) The name, title, telephone number, and facsimile number of the person who will act as the liaison between the organization and the FAA to ensure compliance with the provisions of this Supplement.

(3) The procedures the organization will use to ensure it has adequate personnel to perform, supervise, and inspect the work permitted under its FAR Part 145 certificate and rating.

(4) The procedures used by the organization to ensure the organization's personnel are properly trained and qualified to perform work under this Supplement and any additional requirements of a U.S. air carrier.

(5) The procedures the organization will use to ensure personnel approving an aeronautical product for return to service and personnel responsible for the supervision or final inspection of work on a U.S.-registered aircraft can read, write, speak, and understand English.

(6) The title of each person authorized to review a final work package to determine if it meets all applicable requirements.

If the organization's compliance with these requirements is demonstrated through the provision of its management system or a summary of its quality system, demonstration of compliance with these requirements need not be duplicated here.

10. MANAGEMENT AND QUALITY SYSTEMS.

This section should include an English-language version of the organization's management system and an English-language version summarizing the organization's quality system. If Parts 1 and 3 of the MOE are in the English language, those parts may comply with the requirements of this section but will need to be submitted with Part 7.

11. MAJOR REPAIRS AND MAJOR ALTERATIONS.

This section should refer to the definition of major repairs and major alterations as defined in FAR Section 1.1, the list of major repairs and major alterations provided by appendix A to FAR Part 43, and the applicable provisions of FAR Section 43.9.

This section should explain the procedures the maintenance organization will use to ensure the major repair and/or alteration data being used to perform work on a U.S. customer's product are FAA approved. The organization should demonstrate that it has a clear understanding of the requirements pertaining to the use of FAA-approved data (ref.: FAR Section 145.51). This section should describe the following:

(1) Procedures the organization will use to determine when FAA-approved data are needed (i.e., procedures for determining what is a major repair or a major alteration).

(2) Procedures for obtaining FAA-approved data for major repairs and/or major alterations.

(3) Forms used for recording major repairs and/or major alterations (FAA Form 337, customer's work order, or any records required by an air carrier).

This section should include procedures the organization will follow to ensure an English-language version of FAA Form 337 is provided directly to the FAA under FAR Section 43.9 and appendix B to Part 43, when required.

In addition, this section should include the title of each person responsible for completing and submitting FAA Form 337 to the FAA.

12. REPORTING OF UNAIRWORTHY CONDITIONS TO THE FAA.

This section should explain the procedures the organization will

use to ensure the organization will submit an FAA Form 8010-4 or its equivalent to the FAA within 72 hours after the discovery of a serious defect or recurring unairworthy condition in any aircraft, powerplant, propeller, or component thereof that is subject to the regulatory control of the FAA (ref.: FAR Section 145.79(c)).

In addition, this section should include the title of each person responsible for completing and submitting reports of unairworthy conditions to the FAA.

13. SUSPECTED UNAPPROVED PARTS REPORTING REQUIREMENTS.

This section should describe the organization's procedures to report all suspected unapproved parts. The organization should submit reports to the FAA under the FAA Suspected Unapproved Parts program as detailed in AC No. 21-29B Detecting and Reporting Suspected Unapproved Parts.

In addition, this section should include the title of each person responsible for completing and submitting suspected unapproved parts notifications to the FAA.

14. PARTS RECEIVING.

This section should detail the conditions of acceptability of parts received for installation on a U.S. customer's aircraft, product, or component. It should ensure compliance with FAR Part 43 and FAR Section 145.45, thereby preventing the use of unapproved parts by the organization. This section also should specifically address the following:

a. Used parts.

This section should indicate that used parts must be accompanied by one of the following documents upon receipt by the organization:

(1) An FAA Form 8130-3 signed by an FAA-approved repair station or U.S. air carrier,

(2) A JAA Form One signed by an FAA-certificated repair station not located in the United States (the JAA Form One should contain the documentation specified in section 7 of this FAA Supplement), or

(3) Any other form or document that complies with FAR Section 43.9.

b. New parts.

This section should indicate that new parts must be received with an FAA Form 8130-3, JAA Form One, or any other form acceptable to the FAA as described in AC 20-62D, Eligibility, Quality, and Identification of Aeronautical Replacement Parts. The form must be received from an authorized person and indicate that the part has been manufactured in accordance with FAR Part 21. A part

manufactured outside the United States must have the appropriate export documentation from the country of manufacture.

When JAA Form One is used by the repair station to accept a part, the form must indicate in block No. 13 that the manufacturer of the new part (if other than the type certificate holder) has obtained direct ship authority from the type certificate holder. Compliance with this procedure is necessary to indicate that the part has been manufactured in accordance with FAR Part 21, subpart N.

15. COMPLIANCE WITH MANUFACTURERS' MAINTENANCE MANUALS OR INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

This section should describe how the organization will comply with manufacturers' maintenance manuals or instructions for continued airworthiness. It should include procedures that the organization will use when an air carrier's manual deviates from the procedures specified in the corresponding manufacturer's manual. The organization also should include procedures for discussing such deviations with an air carrier and determining whether the deviation requires FAA approval and how such approval, if required, will be obtained.

16. COMPLIANCE WITH U.S. AIR CARRIER OR FAR PART 125 OPERATOR PROCEDURES.

a. Compliance with the operator's manual.

This section should describe how the organization will comply with appropriate portions of a U.S. air carrier's manual or FAR Part 125 operator's manual as provided by that operator, manufacturer's manuals, instructions for continued airworthiness, and the U.S. operators instructions to the organization. This section should state that the organization understands that any deviation from these manuals or instructions will require documented approval from the operator.

b. Required Inspection Items (RIIs).

This section should state that RIIs are identified in the U.S. operator's manual and must be accomplished under that operator's manual by authorized personnel not involved in the performance of the task to be inspected. This section also should include the organization's procedures to ensure that any person performing RIIs is trained, qualified, and authorized by the air carrier for which the RII is being performed.

17. FAA AIRWORTHINESS DIRECTIVES (ADs).

This section should indicate how the organization will ensure it has all FAA ADs applicable to the work it is performing under the ratings it holds. The section also will indicate how the organization will manage and control the distribution and use of ADs, and how the organization will ensure that the applicable FAA ADs will be made available to its personnel when performing work under its FAR Part 145 certificate and rating. This section also

should list by title each person responsible for compliance with these requirements. This section should include repair station procedures to ensure customer approval of the performance of applicable ADs. If the organization does not comply with an applicable AD, it should be recorded in the item's maintenance records.

18. CONTRACTING.

This section details the organization's compliance with the FAA Special Conditions regarding contracting in the MIP and should refer to FAR Sections 145.47 and 145.49 and appendix A to FAR Part 145.

This section should note that the organization must have the material and equipment necessary to perform the functions appropriate to its rating but need not have the tools and equipment for functions it is authorized to contract out. This section should explain that the organization is authorized to contract functions to FAA-certificated facilities and non-FAA-certificated facilities. The FAA's use of the term "contracting" in this section encompasses the use of the term "subcontracting" as specified in JAR 145 and all associated IEM and AMC.

In addition, this section should describe those procedures the organization will use to qualify a contractor and describe the procedures the organization will use to surveil contractors. It also should specifically identify those organizations to which work is contracted.

a. Contracting to non-FAA-certificated sources.

If the AMO contracts a function to a non-FAA-certificated source, the AMO must be appropriately rated to perform the work. This section should explain that the AMO is responsible for approving for return to service each item on which work is performed and for ensuring its airworthiness. This section should indicate that any non-FAA-certificated source to which work is contracted must be under the control of the AMO's quality monitoring system and that the AMO must inspect each item on which contracted work has been performed for compliance with the requirements of FAR Part 43. If the AMO cannot determine the quality of contracted work, this section should explain that the work can only be contracted to an FAA-certificated facility that is able to inspect the work performed for compliance with FAR Part 43.

b. Contracting to FAA-certificated facilities.

This section should explain that if the AMO contracts functions to another organization that is FAA-certificated, the FAA-certificated organization to which the function is contracted has the responsibility for approving for return to service each item on which work has been performed. This section should describe the procedures the organization will use to determine that the FAA-certificated organization to which work is contracted is properly certificated to perform that work.

c. Receiving inspections.

This section should describe the organization's procedures for inspecting the work performed on an item that has been returned after the performance of contracted work. This section should describe the procedures used by the organization to provide technical training for receiving inspection personnel who inspect contracted functions. This section also should describe the procedures the organization will use to ensure that items on which contracted work has been performed are properly processed through the organization's receiving inspection procedures. The section should describe receiving inspection procedures in enough detail to enable a receiving inspector to make an airworthiness determination of any item received based on a technical review of contractor source documentation. It also should indicate the method of recording contracted work and the record-retention period.

d. Audits.

This section should describe the procedures used by the organization when auditing contractors, the frequency of such audits, and the procedures for recording the results of such audits, to include the record retention period for the results of each audit. This section should describe the procedures the organization will use to ensure contractors comply with operators' manuals, manufacturers' manuals, and instructions for continued airworthiness. It also should describe how contractors are informed of any changes to these manuals and procedures. This section also should list those facilities to which the organization contracts work.

A reference by MOE to other English-language sections of the MOE provided with this Supplement that describes the organization's quality monitoring program and the procedures referred to in this section is acceptable. See paragraph 11 of this AC for additional information on contracting.

19. HIDDEN-DAMAGE INSPECTIONS.

This section should indicate that the organization has an inspection system for the assessment of hidden damages, including areas next to the obviously damaged areas, for those airframes, powerplants, or parts thereof involved in an accident. This section should list by title each person responsible for the proper functioning of the organization's inspection system and provide a brief description of that system or the equivalent quality control system. The system should ensure that a hidden-damage inspection is conducted and recorded and the item is appropriately processed for certification or disposition.

20. DISPLAY OF CERTIFICATE.

This section should indicate that the organization's FAA certificate must be displayed in public view at the organization's fixed location and identify the location where the

certificate is displayed.

21. ADVERTISING.

This paragraph should state that whenever the organization indicates in advertising that it is certificated, the advertising clearly must state the FAA repair station's certificate number.

22. FORMS.

This section should include copies of all forms referred to in the Supplement, e.g., JAA Form One, FAA Form 8130-3, FAA Form 8010-4, FAA Form 337; procedures for completing the forms; and the title of any person authorized to execute such forms. A reference to other sections of this Supplement or to other English-language sections of the MOE provided with this Supplement, which contain these forms and procedures, is acceptable.

APPENDIX 3 JAA-MEMBER COUNTRIES AND
CORRESPONDING FAA INTERNATIONAL FIELD OFFICES/
CERTIFICATE HOLDING DISTRICT OFFICES

| JAA-Member Country | International Field Office/ Certificate Holding District Office |
|---------------------------------|--|
| Austria | Frankfurt |
| Belgium | Brussels |
| Denmark | Frankfurt |
| Finland | Frankfurt |
| France | Frankfurt |
| Germany | Frankfurt |
| Greece | Frankfurt |
| Iceland | London |
| Ireland | London |
| Italy | Frankfurt |
| Luxembourg | Brussels |
| Monaco | Frankfurt |
| Netherlands | Brussels |
| Norway | Frankfurt |
| Portugal | Frankfurt |
| Spain | Frankfurt |
| Sweden | Frankfurt |
| Switzerland | Frankfurt |
| United Kingdom | London |
| JAA-Candidate-Member Country | International Field Office/ Certificate Holding District Office |
| Cyprus | Frankfurt |
| Czech Republic | Frankfurt |
| Hungary | Frankfurt |
| Malta | Frankfurt |
| Poland | Frankfurt |
| Slovakia | Frankfurt |
| Slovenia | Frankfurt |

Turkey

Frankfurt

APPENDIX 4 COMPARISON OF FAA PART 145
REPAIR STATION RATINGS AND JAA-APPROVED
MAINTENANCE ORGANIZATION RATINGS

JAA Aircraft Ratings and FAA Airframe Ratings

JAA Ratings

| Ratings | Limitations |
|--|---------------------------------------|
| A-1 Aeroplanes/Airships (above 5700 kg) | Quote Type |
| A-2 Aeroplanes/Airships (5700 kg and below) | Quote Manufacturer, Group, or Type |
| A-3 Helicopter | Quote Manufacturer, Group, or Type |

Notes:

JAA ratings are limited by type and weight of aircraft.

A rating may be issued for base or line maintenance.

Rotors also listed under components (C-10) and transmissions (C-11).

FAA Ratings

| | |
|---------|---|
| Class 1 | Composite construction small aircraft (12,500 lbs. or less) |
| Class 2 | Composite construction large aircraft (above 12,500 lbs.) |
| Class 3 | All metal construction of small aircraft |
| Class 4 | All metal construction of large aircraft |
| Limited | Airframes of particular make and model or parts thereof |

Notes:

FAA ratings are issued according to weight and type of construction.

FAA ratings are issued for base maintenance only.

Line maintenance may be performed only at co-located facilities.

A rating is issued for a class if the applicant is shown to have capability in that class.

Limited ratings are issued for make and model or for parts (e.g., landing gear or interior).

The holder of an airframe rating can inspect but cannot repair powerplants.

Rotors may be maintained under an airframe rating.

JAA Engine and FAA Powerplant Ratings

| JAA Ratings | | FAA Ratings | |
|-------------|---|-------------|---|
| Ratings | Limitations | Class 1 | Reciprocating engines of 400 h.p. or less |
| B-1 Turbine | Engine Type | Class 2 | Reciprocating engines of more than 400 h.p. |
| B-2 Piston | Engine Manufacturer Engine Type or Group | Class 3 | Turbine engines |
| B-3 APU | | Limited | Engines of a particular make and model or parts thereof |

Note: APU is listed under Component-Engine C-7.

Note: APU is listed as a limited accessory rating.

JAA Ratings for Components Other Than Complete Engines or APU and FAA Propeller Ratings

| JAA Ratings | | FAA Ratings | |
|---|-----------------|-------------------|--|
| Class | Rating | Propeller Ratings | |
| Components other than complete engines or APU | C-10 Propellers | Class 1 | All fixed-pitch and ground-adjustable propellers of wood, metal, or composite construction |
| | | Class 2 | All other propellers by make |

Note: No major differences.

JAA Ratings for Components Other Than Complete Engines or APU and Corresponding FAA Ratings

| JAA Ratings | FAA Ratings |
|---------------------|--------------------------|
| C-1 Air Cond & Pres | Accessory - Class 1 or 3 |

| | |
|---------------------------------|--|
| C-2 Auto Flight | Instrument - Class 3 Gyroscope |
| C-3 Comms & Nav | Radio - Class 1 Communication, Class 2 Navigation |
| C-4 Doors & Hatches | Limited Airframe |
| C-5 Electrical Power | Accessory - Class 2 Electrical, Class 3 Electronic |
| C-6 Equipment | Limited Airframe, Specialized Service or Limited Radio, Accessory |
| C-7 Engine - APU | Limited Accessory |
| C-8 Flight Controls | Limited Airframe, Accessory - Class 1, 2, or 3 |
| C-9 Fuel - Airframe | Limited Airframe, Accessory - Class 1, 2, or 3 |
| C-10 Helicopter - Rotors | Limited Airframe - Make and Model |
| C-11 Helicopter - Transmission | Limited Airframe - Make and Model |
| C-12 Hydraulic | Accessory - Class 1 |
| C-13 Instruments | Instrument - Class 1 Mechanical, Class 2 Electrical, Class 3 Gyroscope, Class 4 Electronic |
| C-14 Landing Gear | Limited Airframe - Landing Gear |
| C-15 Oxygen | Limited Airframe, Limited Accessory, Limited Specialized Service |
| C-16 Propellers | Class 1 Propeller - Fixed Pitch, Class 2 Propeller - All Other |
| C-17 Pneumatic | Accessory - Class 1 Mechanical |
| C-18 Protection (ice/rain/fire) | Accessory - Class 1 Mechanical, Limited Specialized Service |
| C-19 Windows | Limited Airframe, Limited Specialized Service |
| C-20 Structural | Limited Airframe |

Notes: All specialized services must be accomplished using FAA approval data.

Limitation on JAA ratings as identified by aircraft or component

manufacturer.

JAA Ratings for Specialized Services
and Corresponding FAA Ratings

| JAA Ratings | FAA Ratings |
|--|-----------------------------------|
| D-1 Nondestructive Inspection | Limited Specialized Service - NDI |
| D-2 Aircraft Painting | Limited Airframe |
| D-3 JAR 21 Modification Repairs (proposed) | No FAA equivalent |
| D-4 Modify Maintenance Instructions (proposed) | No FAA equivalent |

APPENDIX 5 BILATERAL AVIATION SAFETY AGREEMENTS AND
MAINTENANCE IMPLEMENTATION PROCEDURES CONCLUDED
BETWEEN THE UNITED STATES AND JAA MEMBER COUNTRIES

| JAA MEMBER COUNTRY | BASA (date signed) | MIP (date signed) |
|--------------------|-----------------------|----------------------|
| Austria | January 4, 1997 | N/A |
| France | May 14, 1996 | N/A |
| Germany | May 23, 1996 | June 6, 1997 |
| Ireland | February 5, 1997 | N/A |
| Netherlands | September 13, 1995 | N/A |
| Sweden | February 9, 1998 | N/A |
| Switzerland | September 26, 1997 | N/A |
| United Kingdom | December 20, 1995 | N/A |