



## Bilateral arrangement - United States

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### Implementation Procedures (IPA) - 2016

**Bilateral agreement between the Government of Canada and the Government of the United States of America for promotion of aviation safety**

**The Government of Canada and the Government of the United States of America**, hereinafter referred to as the "Contracting Parties",

**DESIRING** to promote aviation safety and environmental quality,

**NOTING** common concerns for the safe operation of civil aircraft,

**RECOGNIZING** the emerging trend toward multinational design, production, and interchange of civil aeronautical products,

**DESIRING** to enhance cooperation and increase efficiency in matters relating to civil aviation safety,

**CONSIDERING** the possible reduction of the economic burden imposed on the aviation industry and operators by redundant technical inspections, evaluations, and testing,

**RECOGNIZING** that the standards and systems for airworthiness and environmental approvals and airworthiness acceptance of maintenance approvals and modifications or alterations, as established in the Agreement for reciprocal acceptance of airworthiness and environmental approval, effected by exchange of

notes at Ottawa on August 31, 1984, are already sufficiently equivalent to permit acceptance by each Party of the findings of the other Party,

**RECOGNIZING** the mutual benefit of improved procedures for the reciprocal acceptance of airworthiness approvals, environmental testing, and development of reciprocal procedures for recognition of the approval and monitoring of flight simulators, aircraft maintenance facilities, aviation training establishments and the certification and authorization of maintenance personnel, and persons involved in aircraft maintenance and flight operations,

**HAVE AGREED** as follows:

#### **ARTICLE I**

1. The Contracting Parties agree:

1. To facilitate acceptance by each Contracting Party of the other Party's

1. airworthiness approvals and environmental testing and approval of civil aeronautical products, and
2. qualification evaluations of flight simulators;

2. To facilitate acceptance of maintenance approvals and alterations or modifications and the approvals and monitoring of maintenance facilities and alteration of modification facilities, maintenance personnel, aviation training establishments, and flight operations of the other party; and

3. To provide for cooperation in sustaining an equivalent level of safety and environmental objectives with respect to aviation safety.
2. Each Contracting Party shall designate its civil aviation authority as the executive agent to implement this Agreement. For the Government of Canada, the executive agent shall be Transport Canada Civil Aviation of the Department of Transport. For the Government of the United States of America, the executive agent shall be the Federal Aviation Administration (FAA) of the Department of Transportation.

## ARTICLE II

For the purposes of this Agreement:

1. "**Airworthiness approval**" means a finding that the design or change to a design of a civil aeronautical product meets standards agreed between the Contracting Parties or that a product conforms to a design that has been found to meet those standards, and is in a condition for safe operation.
2. "**Alterations or modifications**" means making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.
3. "**Approval of flight operations**" means the technical inspections and evaluations conducted by a Contracting Party, using standards agreed between the Parties, of an entity providing commercial air transportation of passengers or

- cargo, or the finding that the entity complies with those standards.
4. "**Civil aeronautical product**" means any civil aircraft, aircraft engine, or propeller or subassembly, appliance, material, part, or component to be installed thereon.
  5. "**Environmental approval**" means a finding that a civil aeronautical product complies with standards agreed between the Contracting Parties concerning noise and/or exhaust emissions.
  6. "**Environmental testing**" means a process by which a civil aeronautical product is evaluated for compliance with those standards, using procedures agreed between the Contracting Parties.
  7. "**Flight simulator qualification evaluations**" means the process by which a flight simulator is assessed by comparison to the aircraft it simulates in accordance with standards agreed between the Contracting Parties, or the finding that it complies with those standards.
  8. "**Maintenance**" means the performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a product to assure the continued airworthiness of that product, but excludes alterations or modifications.
  9. "**Monitoring**" means the periodic surveillance by a Contracting Party's civil aviation authority to determine continuing compliance with the appropriate standards.

### ARTICLE III

1. The Contracting Parties' civil aviation authorities shall conduct technical assessments and work cooperatively to develop an understanding of each other's standards and systems in the following areas:
  1. Airworthiness and maintenance approvals of civil aeronautical products;
  2. Environmental approval and environmental testing;
  3. Approval and monitoring of maintenance facilities and maintenance personnel;
  4. Approval and monitoring of flight operations and personnel involved in flight operations;
  5. Evaluation and qualification of flight simulators; and
  6. Approval of aviation training establishments.
2. When the civil aviation authorities of the Contracting Parties agree that their respective standards, rules, practices, procedures, and systems relative to one of the technical specialties listed in paragraph (A) of this Article are sufficiently equivalent or compatible to permit each to accept findings of the other concerning compliance with the agreed-upon standards, the civil aviation authorities shall execute written Implementation Procedures describing the methods by which such reciprocal acceptance shall be made with respect to that technical specialty.
3. The Implementation Procedures shall include at a minimum:
  1. Definitions;

2. A description of the scope of the particular area of civil aviation to be addressed;
3. Provisions for reciprocal acceptance of civil aviation authority actions such as test witnessing, inspections, qualifications, approvals, and certifications;
4. Accountability;
5. Provisions for mutual cooperation and technical assistance;
6. Provisions for periodic evaluations; and
7. Provisions for amendments to or termination of the Implementation Procedures.

#### **ARTICLE IV**

Any disagreement regarding the interpretation or application of this Agreement or its Implementation Procedures shall be resolved by consultation between the Contracting Parties or their civil aviation authorities, respectively.

#### **ARTICLE V**

This Agreement shall enter into force upon signature and shall remain in force until terminated by either Contracting Party. Such termination shall be effected by sixty days' written notification to the other Contracting Party. Such termination shall also act to terminate all existing Implementation Procedures executed in accordance with this Agreement. This Agreement may be amended by the written agreement of the Contracting Parties. Individual Implementation Procedures may be terminated or amended by the civil aviation authorities.

**ARTICLE VI**

The Agreement for reciprocal acceptance of airworthiness and environmental approval, effected by exchange of notes at Ottawa on August 31, 1984, shall remain in force until terminated by an exchange of notes.

**IN WITNESS WHEREOF**, the undersigned, being duly authorized by their respective Governments, have signed this Agreement.

**DONE** in duplicate at Toronto, this 12th day of June 2000, each in the English and French languages, both texts being equally authentic.

**David E. Collenette    Rodney Slater**

FOR THE  
GOVERNMENT  
OF CANADA

FOR THE GOVERNMENT OF  
THE  
UNITED STATES OF  
AMERICA

**Date modified:** 2019-07-24

# MAINTENANCE IMPLEMENTATION PROCEDURES

Between the

**Federal Aviation Administration**

and

**Transport Canada Civil Aviation**

Under the Agreement Between the Government of the United States of America and the Government of Canada for the Promotion of Aviation Safety, entered June 12, 2000

Revision 1  
June 14, 2019



Transport  
Canada



Maintenance Implementation Procedures (U.S.-Canada)  
Approval:



Transport  
Canada

The FAA and TCCA agree to the provisions of these procedures as indicated by the signature of their duly authorized representatives.

Federal Aviation  
Administration  
(FAA)

Transport  
Canada,  
Civil Aviation

  
\_\_\_\_\_  
Rick Domingo  
Executive Director, Flight Standards  
Service

  
\_\_\_\_\_  
Robert Sincennes  
Director, Standards Branch

Date: July 8, 2019

Date: July 8, 2019

### Revision and History Log

Version #	Date	Revision Description	Prepared By
	September 17, 2018	Revision of the FAA-TCCA Maintenance Implementation Procedures (MIP) to reformat the MIP and include updates from FAA Order 8000.85C.	AFS-300
Revision 1	June 14, 2019	Added FAA and TCCA references in Section A, paragraph 11.2 (c). Clarified paragraphs 1.2(c), 2.2(c) and 4.2(b) in Section B and paragraphs 1.2(c) and 2.2(c) in Section C to reference the FAA/TCCA Implementation Procedures for Airworthiness agreement. Also includes minor editorial changes (spelling, punctuation, etc.).	AFS-300

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# **MAINTENANCE IMPLEMENTATION PROCEDURES**

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and  
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the Government of Canada for the Promotion of Aviation Safety, entered June 12, 2000

## **Section A - Authority Interaction** (not applicable to industry)

## 1. General.

### 1.1 Agreement for the Promotion of Aviation Safety.

1.1.1 On June 12, 2000, the government of the United States (U.S.) and the government of Canada agreed to a Bilateral Aviation Safety Agreement (BASA) to facilitate acceptance of each other's airworthiness approvals, environmental testing, approval of civil aeronautical products, acceptance of maintenance approvals, alterations or modifications, approvals and monitoring of maintenance facilities, alteration or modification facilities, maintenance personnel, aviation training establishments, and flight operations. The BASA, officially known as the Agreement Between the Government of the United States of America and the Government of Canada for the Promotion of Aviation Safety, is available at:

[http://www.FAA.gov/aircraft/air\\_cert/international/bilateral\\_agreements/](http://www.FAA.gov/aircraft/air_cert/international/bilateral_agreements/)

<http://www.tc.gc.ca/eng/civilaviation/standards/int-baa-usa-2000-3676.htm>

1.1.2 The Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA) (collectively, the "Authorities," and individually, an "Authority") require that persons maintaining U.S. or Canadian aeronautical products be familiar with the BASA and the associated Maintenance Implementation Procedures (MIP). In particular, the FAA and TCCA will ensure that U.S. air carriers and Canadian air operators, respectively, who contract maintenance to TCCA Approved Maintenance Organizations (AMO) and FAA-certificated repair stations, accepted in accordance with the MIP, verify that the maintenance providers comply with the requirements of any special conditions listed in the current revision of the MIP and the required supplement.

1.1.3 This document sets forth the FAA and TCCA maintenance-related implementing procedures as authorized by the BASA. The MIP provides, in pertinent part, that the FAA and TCCA will pursue mutual cooperation and technical assistance in evaluation and acceptance of each other's systems and continued monitoring of maintenance facilities and maintenance personnel.

1.1.4 In accordance with the BASA, the objective of this MIP is to outline the terms and conditions under which the FAA and TCCA can accept each other's inspections and evaluations of FAA-certificated repair stations and TCCA AMOs, as well as FAA-certificated airframe & powerplant (A&P) mechanics and TCCA-licensed aircraft maintenance engineers (AME). This will reduce redundant regulatory oversight without adversely affecting aviation safety.

## **2. Authorization.**

The BASA, Article III, authorizes this MIP. In that respect, the FAA and TCCA have assessed each other's standards and systems relating to the approval of FAA-certificated A&Ps and repair stations and TCCA-licensed AMEs and AMOs, which perform maintenance, alterations, or modifications on civil aeronautical products, and have established an understanding of such standards and systems. Therefore, the FAA and TCCA agree to accept each other's findings.

## **3. Entry into Force and Termination.**

This MIP shall enter into force 60 days after the date of signature and shall remain in force until terminated. This MIP, Revision 1, supersedes the MIPs previously signed on March 14, 2011 and September 17, 2018. The MIP may be terminated upon 60 days written notice by either the FAA or TCCA. Termination of this MIP will not affect the validity of activity conducted under its provisions prior to termination, unless any such validity is addressed individually by the FAA and/or TCCA.

## **4. Amendments.**

- 4.1** The FAA and TCCA may amend this MIP by mutual consent. Significant revision by either Authority to their organization, regulations, procedures, and/or standards may affect the execution of the MIP. In accordance with applicable laws and regulations, each Authority agrees to promptly advise the other Authority of plans for such relevant changes, and to give an opportunity for comment. Upon notice of such changes by one Authority, the other Authority may request consultation to review the need for amendment to this MIP. The revisions will be recorded in the revision history page of the MIP to include a brief description of the change, revision number, and date of approval. A revision bar in the right margin will identify the area of the latest change.
- 4.2** The details of any such amendment or appendix will be recorded and signed by the representative (or their authorized representative) identified in the signature approval page of the MIP.
- 4.3** Suggestions for improvement are welcome and can be addressed to the appropriate offices described in Section A, Paragraph 6.

## **5. National Requirements.**

- 5.1** The regulatory requirements for aviation safety enforced by TCCA are contained in Canadian Aviation Regulations (CAR) and are explained in ancillary documents and procedures.
- 5.2** The regulatory requirements for aviation safety enforced by the FAA are contained in Title 14 of the Code of Federal Regulations (14 CFR) and are explained in ancillary documents and procedures.

## **6. Accountability.**

- 6.1** The designated offices for the technical coordination and implementation of this MIP are:

- a. For the FAA:            FAA, Flight Standards Service  
                                 Aircraft Maintenance Division  
                                 950 L'Enfant Plaza, SW, 5th fl.  
                                 Washington, DC 20024  
                                 Telephone: 202-267-1675  
                                 Facsimile: 202-267-1735
  
- b. For the TCCA:        Standards Branch  
                                 Operational Airworthiness Division (AARTM)  
                                 Transport Canada, Civil Aviation  
                                 330 Sparks Street  
                                 Ottawa, ON K1A 0N5  
                                 Canada  
                                 Telephone: 613-952-4386  
                                 Facsimile: 613-952-3298

## **7. Resolution of Disagreements.**

In accordance with Article IV of the BASA, any disagreement regarding the interpretation or application of this MIP will be resolved by consultation between the FAA and TCCA. If appropriate, resolution of such disagreements will be recorded as an amendment to this MIP, in accordance with Section A, Paragraph 4.



**8. Definitions.** For the purposes of this MIP, the following definitions apply:

- a. Administrator. The Administrator of the FAA.
- b. Alteration (or Modification). Making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.
- c. Annual Inspection. For the purposes of this MIP, an Annual Inspection is the same as a 12-month Inspection. An inspection at intervals not to expire later than the last day of the 12<sup>th</sup> month, following the preceding inspection.
- d. Canada. In a geographical sense, (1) the provinces and territories, including territorial waters, and (2) the airspace of those areas.
- e. CAR. Canadian Aviation Regulations.
- f. CFR. Code of Federal Regulations, specifically in Title 14 of the Code of Federal Regulations.
- g. Civil Aeronautical Product. For TCCA, this means any aircraft, aircraft engine, aircraft propeller or aircraft appliance, or part or the component parts of any of those things, including any computer system and software. For FAA, this means any civil aircraft or airframe, aircraft engine, propeller, appliance, component, or part to be installed thereon.
- h. Data Approved by TCCA. Data that is approved by the Minister or a delegate of the Minister.
- i. Data Approved by the FAA. Data that is approved by the Administrator or the Administrator's designated representative.
- j. FAA-certificated Repair Station. An air agency certificated under 14 CFR part 145 that performs maintenance, preventive maintenance, or alterations on an aircraft, airframe, aircraft engine, propeller, appliance, or component part to which 14 CFR part 43 applies.
- k. FAA-certificated Repair Station Located Outside the United States. In the context of this MIP, this term relates to all 14 CFR part 145 repair stations located outside of the territorial boundaries of the United States.

- l. Independent Check. For TCCA, independent checks are required when the performance of maintenance disturbs engine or flight controls. The system will be inspected by at least two persons for correct assembly and correct locking of any parts disturbed by the maintenance performed, including an operational check to ensure that proper sense and range of motion of the engine or flight controls has been accomplished, and that the technical record contains the signatures of both persons. One of the signatures required by this section may be that of the person who has signed the maintenance release.
- m. Line Maintenance. Line Maintenance is any maintenance carried out before flight to ensure that the aircraft is fit for the intended flight.
  - 1) Line Maintenance may include:
    - Trouble shooting.
    - Defect rectification.
    - Component replacement with use of external test equipment, if required.
    - Component replacement may include components such as engines and propellers.
    - Scheduled maintenance and/or checks, including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but that do not require extensive in depth inspection. It may also include internal structure, systems, and power plant items that are visible through quick-opening access panels/doors.
  - 2) Maintenance tasks falling outside of the repair station ratings cannot be performed as line maintenance.
  - 3) Maintenance tasks falling outside of the AMO certificate cannot be performed as line maintenance.
- n. 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.
- o. Maintenance Control Manual (MCM). An approved TCCA manual that contains information to ensure the efficiency of the maintenance control system, as set out in CAR 706 and Standard 726.

- p. Maintenance Policy Manual (MPM). An approved TCCA manual for an AMO that contains information to ensure the efficiency of the AMO's maintenance policies as set out in CAR 573.
- q. Modification. See definition for "alteration" above.
- r. Monitoring. The periodic surveillance by an Authority to determine continuing compliance with the appropriate standards.
- s. Preventive Maintenance. For the FAA, this means the work described in 14 CFR part 43, Appendix A, paragraph (c), provided it does not involve complex assembly operations.
- t. Rebuilt Engine. An engine that has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item by the production approval holder in accordance with 14 CFR part 43.
- u. Required Inspection Items (RII). For the FAA, this means the items of maintenance and alterations that must be inspected by a person other than the one who performed the work. These items include at least those 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.
- v. Special Conditions. (See Section B and C of this MIP.) Those requirements in either the FAA's 14 CFR parts 43, 121, 135, and 145 or in TCCA's CARs 571 and 573 that have been found, based on a comparison of the regulatory maintenance systems, not to be common to both systems and that are significant enough that they must be addressed.
- w. Specialized Maintenance. Maintenance tasks set out in Schedule II of CAR 571.04 that must be performed by an appropriately rated FAA-certificated repair station or an appropriately rated TCCA AMO.
- x. TCCA AMO. An Approved Maintenance Organization holding an approval pursuant to Canadian Aviation Regulations Part V Subpart 73 (CAR 573).
- y. TCCA Foreign AMO. In the context of this MIP relates to CAR 573 AMOs located outside the territorial boundaries of Canada.
- z. United States. In a geographical sense, this includes (1) the United States and its territories, and (2) the airspace of those areas.

## **9. Reciprocal Acceptance and Findings of Compliance.**

**9.1 General.** The FAA and TCCA agree, subject to the terms of this MIP, to accept each other's inspections and monitoring for findings of compliance with their respective requirements as the basis for the acceptance of eligible FAA-certificated repair stations, FAA-certificated A&P mechanics, TCCA AMOs, and TCCA-licensed AMEs.

### **9.2 Eligibility Requirements.**

9.2.1 The FAA agrees that TCCA AMOs and TCCA-licensed AMEs that are properly trained, authorized, and qualified to perform maintenance and modifications in accordance with CARs 571 and 573, and who comply with the applicable special conditions set forth in Sections A and C of this MIP, will be eligible to perform maintenance and alteration work on aeronautical products under the regulatory control of the FAA.

9.2.2 TCCA agrees that FAA-certificated repair stations and FAA-certificated A&P mechanics that are properly trained, authorized, and qualified by the FAA to perform maintenance, preventive maintenance, and alteration work, and who comply with the applicable special conditions set forth in Sections A and B of this MIP, will be eligible to perform maintenance and modification work on aeronautical products under the regulatory control of TCCA.

## **10. Mutual Cooperation and Technical Assistance.**

### **10.1 Annual Working Group Meetings.**

10.1.1 The FAA and TCCA offices designated in Section A, Paragraph 6, will meet annually to discuss the technical implementation of this MIP. The meeting shall take place during the workshop prior to the annual Maintenance Management Team (MMT) meeting. Discussions may address the relevant resolution of technical issues, continued improvements to the process, ongoing projects, changes in their organizations, any revisions to their requirements, technical assistance requests, and any other matters relevant to the MIP.

10.1.2 The host is responsible for coordinating the agenda, meeting minutes, and action items that are centrally tracked. The host role will alternate between Authorities yearly, unless otherwise agreed.

- 10.2 Information.** The FAA and TCCA shall provide information and assistance regarding maintenance, preventive maintenance, and alterations and modifications of aeronautical products performed under the terms of this MIP. Publications developed by either Authority will be circulated using their respective procedures to:
- a. Inform the public of the terms of the MIP and any amendments or appendices.
  - b. Outline the regulatory requirements and special requirements necessary for persons to perform work under the terms of the MIP.
- 10.3 Technical Evaluation Assistance.** The FAA and TCCA agree to provide technical evaluation assistance to each other, upon request, to further the purposes and objectives of this MIP. Such areas of assistance may include, but are not limited to:
- a. Performing surveillance and providing reports regarding continued compliance with the requirements described in the MIP.
  - b. Conducting and reporting on investigations at the request of the other Authority.
  - c. Obtaining and providing data for reports when requested.
- 10.4 Exchange of Information.** The FAA and TCCA will provide each other with copies of regulations and documents concerning policies, guidance material, practices, and interpretations relevant to this MIP, and will ensure that such documents are updated in a timely manner. In addition, any FAA or TCCA proposal to amend such documents shall be provided to the other Authority for the opportunity to review prior to the amendment being implemented, consistent with its national laws and administrative procedures. This exchange of information should take place during the annual meeting between the FAA and TCCA as part of the meeting agenda.
- 10.5 Establishing and Amending Regulations, Policies, and Guidelines.** To the extent permitted by its national laws and administrative procedures, each Authority agrees to provide technical assistance to the other in efforts to establish and amend regulations, policies, guidance, practices, and interpretations relevant to this MIP.
- 10.6 Urgent or Unusual Situations.** When urgent or unusual situations develop that are within the scope of this MIP, but not specifically addressed, the FAA and TCCA will review, consult, and take appropriate action, including developing amendments or appendices to the MIP as set forth in Section A, Paragraph 4.

**10.7 Notification of Noncompliance and Safety Issues.**

- 10.7.1 The FAA and TCCA agree to notify each other promptly of any enforcement action for noncompliance by an FAA-certificated repair station or A&P mechanic, or a TCCA AMO or TCCA-licensed AME, relevant to this MIP, under their regulatory authority that could result in revocation, suspension, or penalty. The notification will be sent to the other Authority's representative identified in Section A, Paragraph 6.
- 10.7.2 The FAA and TCCA retain the right to take enforcement action but, in some cases, an Authority may choose to consider a remedial action taken by the other Authority. The enforcement consultation process under this MIP will be subject to a regular joint review by the FAA and TCCA.

**10.8 Protection of Proprietary Data and Authorized Disclosure.**

- 10.8.1 Proprietary Data. Both Authorities recognize that certain data submitted by an FAA-certificated repair station, FAA-certificated A&P mechanic, TCCA AMO, or TCCA-licensed AME may be the property of that facility, or another person, and release of that data by the FAA or TCCA is restricted. The FAA and TCCA agree that they will not copy, release, or show proprietary data obtained from the other Authority to anyone outside of the FAA or TCCA without written consent of the owner of the proprietary data. However, the FAA and TCCA may be compelled to do so pursuant to a subpoena, in which case the affected party may seek a protective order or other such judicially recognized protection for proprietary data.
- 10.8.2 Freedom of Information Act (FOIA) Requests. The FAA often receives requests from the public under the Freedom of Information Act (FOIA) to release information that the FAA may have in its possession. Any information that the FAA has in its possession must be disclosed under the FOIA unless it falls within certain exceptions, including trade secrets, or financial or commercial data that would be considered confidential or privileged. When the FAA receives such a request for the release of information related to a TCCA AMO or TCCA-licensed AME in Canada and covered by this MIP, the FAA will advise TCCA of any information that might be released. The FAA may request TCCA's assistance, in cooperation with the TCCA AMO or TCCA-licensed AME, in determining if the information submitter would object to the release of the information or to determine which portions of the information received from the submitter or generated by TCCA may be withheld under the FOIA exceptions, if any.

- 10.8.3 **Access to Information and Privacy Act (ATIP) Requests.** TCCA often receives requests from the public through the Access to Information and Privacy Acts (ATIP) to release information in its possession. Any information that TCCA has in its possession must be disclosed under the ATIP unless it falls within certain exceptions, including information covered by the Privacy Act, trade secrets, or financial or commercial data that would be considered confidential or privileged. When TCCA receives such a request for the release of information related to an FAA-certificated repair station or A&P mechanic located in the United States and covered by this MIP, TCCA will advise the FAA of any information that might be released. TCCA may request the FAA's assistance, in cooperation with the repair station, in determining if the information submitter would object to release of the information, or to determine which portions of the information received from the submitter or generated by the FAA may be withheld under the ATIP exceptions, if any.
- 10.9 **Accident/Incident Investigation Requests.** The FAA or TCCA may need information regarding FAA-certificated repair stations, FAA-certificated A&P mechanics, TCCA AMOs, or TCCA-licensed AMEs for the investigation of accidents or incidents involving civil aeronautical products. Requests for such information should be directed to the office identified in Section A, Paragraph 6. In turn, upon receipt of the request for information, the other Authority will provide the requested information in a timely manner.

## 11. Inspection and Continuing Validity Provisions.

- 11.1 **Inspections.** The FAA and TCCA acknowledge that oversight of FAA-certificated repair stations, FAA-certificated A&P mechanics, TCCA AMOs, and TCCA-licensed AMEs is necessary to ensure quality of work performed and adherence to the regulatory requirements of each Authority. To facilitate this, each Authority agrees to provide access to facilities performing maintenance on aeronautical products under the regulatory control of the FAA or TCCA. The visiting Authority will send notification of requested visits to the oversight Authority responsible for the facility to be inspected. With this notification, a visit to the facility will be scheduled in a reasonable time agreeable to both Authorities. Each Authority may conduct independent inspections accompanied by a representative of the Authority with regulatory oversight responsibility.

**11.2 Continuing Validity Provisions.** The FAA and TCCA acknowledge the following:

- a. **Identification of All FAA-certificated Repair Stations and TCCA AMOs.** Identification of each other's approved FAA-certificated repair stations and TCCA AMOs must be accessible to the Authorities. TCCA will maintain a web site that identifies all TCCA AMOs, regardless of location, that are accepted/authorized under this agreement. Upon request from TCCA, the FAA will provide a list of all FAA-certificated repair stations, regardless of location, that are accepted/authorized under this agreement.
- b. **Cooperation in Enforcement.** The maximum permissible mutual cooperation and assistance in any investigation or enforcement proceedings of any alleged or suspected violations of any regulations or special conditions identified in the MIP is essential. The FAA and TCCA acknowledge that FAA-certificated repair stations, FAA-certificated A&P mechanics, TCCA AMOs, and TCCA-licensed AMEs remain subject to the regulatory requirements and enforcement procedures of the respective certifying Authority.
- c. **Continued Confidence Program.** The FAA and TCCA shall conduct periodic joint evaluations of each other's continued compliance with the terms of the MIP. Such evaluations may include FAA-certificated repair stations, FAA-certificated mechanics, TCCA AMOs, and TCCA-licensed AMEs to ensure the responsible Authority is adequately applying the MIP.



# **MAINTENANCE IMPLEMENTATION PROCEDURES**

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## **Section B – Special Conditions**

**Guidance for  
FAA-certificated A&P Mechanics  
and  
FAA-certificated Repair Stations**

**1. FAA-Certificated A&P Mechanics Located Within the United States Performing Work On Canadian-registered Aircraft That Are Not Operated In Commercial Air Service Pursuant To Part VII Of The CARs. No TCCA Supplement Is Required.**

- 1.1** TCCA special conditions are applicable to FAA-certificated A&P mechanics who perform maintenance and modifications on Canadian-registered aircraft including aeronautical products thereof under the regulatory control of TCCA for the purposes of this MIP. Refer to paragraphs 2, 3, or 4 of this section for maintenance performed by an FAA-certificated repair station.
- 1.2** TCCA agrees that an FAA-certificated A&P mechanic may perform maintenance and modifications on Canadian-registered aircraft and aeronautical products thereof under the regulatory control of TCCA for the purposes of this MIP. They may also approve that aircraft for return to service if the FAA-certificated A&P mechanic complies with the following special conditions:
- a. The FAA-certificated A&P mechanic and Canadian-registered aircraft must be located within the United States.
  - b. The FAA-certificated A&P mechanic must perform the work within their privileges and limitations in accordance with 14 CFR part 65. The FAA-certificated A&P mechanic is not authorized to perform Annual Inspections or Specialized Maintenance as defined in Section A of this MIP.
  - c. Technical data used to perform major repairs or major modifications must be data approved by TCCA as described in CAR 571.06. FAA field approvals supporting modifications using FAA Form 337 are not acceptable on Canadian-registered aircraft. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
  - d. The FAA-certificated A&P mechanic must complete a major repair or major modification report within 48 hours of performing that work on a Canadian-registered aircraft in accordance with CAR Standard 571, Appendix L, which is located at: <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-a571sl-1902.htm>. The FAA-certificated A&P mechanic will provide the completed form to the owner/operator of the aircraft in order to allow the submission of the form to TCCA within 30 days.
  - e. Maintenance and modifications on aircraft, engines, propellers, appliances, or components must be done in accordance with the methods, techniques, and practices prescribed in the current applicable manufacturer's manuals. Where applicable, this work may also be accomplished in accordance with current instructions for continued airworthiness (ICA) issued by the manufacturer.

- f. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate. This could be an FAA Authorized Release Certificate - Form 8130-3 (from an FAA-certificated repair station located in the United States or an FAA-certificated repair station located outside of the United States that is accepted in accordance with this MIP) or a TCCA Authorized Release Certificate - Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with TCCA. "Rebuilt" parts are not acceptable for installation.
  - g. For the purposes of approval for return to service, the recording of maintenance and modifications must meet the requirements of 14 CFR part 43 (§ § 43.9 and 43.11).
  - h. The FAA-certificated A&P mechanic may be subject to an inspection/investigation by the FAA, upon the request of TCCA, for continued compliance with these special conditions.
  - i. Serious defects, malfunctions, or unairworthy conditions on aeronautical products under TCCA regulatory control must be reported to TCCA within 3 days. This is done via the Service Difficulty Report (SDR), Form 24-0038, which is available online at the following address:  
[http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD)
  - j. FAA-certificated A&P mechanics should report Suspected Unapproved Parts (SUP) to TCCA by using the SDR via Form 24-0038, which is available online at the following address:  
[http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD).
- 1.3** FAA-certificated A&P mechanics working on non-commercial Canadian-registered aircraft, under TCCA regulatory control for the purpose of this MIP, do not require additional approval from the FAA or TCCA.

**2. FAA-certificated Repair Stations Located Within The United States Performing Work On Canadian-registered Aircraft That Are Not Operated In Commercial Air Service Pursuant To Part VII Of The CARs and/or Aeronautical Products. No TCCA Supplement Is Required.**

- 2.1** TCCA special conditions are applicable to FAA-certificated repair stations that perform maintenance and modifications on Canadian-registered aircraft, and aeronautical products thereof, under TCCA regulatory control for the purpose of this MIP. Refer to Paragraph 3 of this section for maintenance relevant to Canadian-registered aircraft that are operated in commercial air service pursuant to Part VII of the CARs.
- 2.2** TCCA agrees that an FAA-certificated repair station may perform maintenance and modifications on Canadian-registered aircraft that are not operated in commercial air service pursuant to Part VII of the CARs, and aeronautical products of those aircraft, under TCCA regulatory control for the purpose of this MIP. The FAA-certificated repair station may also approve that aircraft for return to service if it complies with the following special conditions:
- a. The FAA-certificated repair station and Canadian-registered aircraft and/or aeronautical product must be located within the United States.
  - b. The FAA-certificated repair station must perform the work within its ratings and limitations contained in the 14 CFR part 145 certificate and operations specifications or current capability list. The FAA-certificated repair station is not authorized to perform annual inspections on Canadian-registered aircraft.
  - c. Technical data used to perform major repairs or major modifications must be data approved by TCCA as described in CAR 571.06. FAA field approvals supporting modifications using FAA Form 337 are not acceptable on Canadian-registered aircraft. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
  - d. The FAA-certificated repair station may perform “Specialized Maintenance” in accordance with Schedule II of CAR 571.04, except on Canadian-registered aircraft that are operated in commercial air service pursuant to Part VII of the CARs, as a TCCA Supplement is required.

- e. The FAA-certificated repair station must complete a major repair or major modification report within 48 hours of completing the work on aeronautical products under TCCA regulatory control in accordance with CAR Standard 571, Appendix L, which is located at: <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-a571sl-1902.htm>. The FAA-certificated repair station will provide a completed form to the owner/operator of the aircraft in order to allow the submission of the form to TCCA within 30 days.
- f. Maintenance and modifications on aircraft, engines, propellers, appliances, or components must be accomplished using the methods, techniques, and practices prescribed in the current manufacturer's applicable manuals. Where applicable, this work may also be accomplished in accordance with current ICA issued by the manufacturer.
- g. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate. This could be an FAA Authorized Release Certificate - Form 8130-3 (from an FAA-certificated repair station located in the United States or an FAA-certificated repair station located outside of the United States that is accepted in accordance with this MIP) or a TCCA Authorized Release Certificate - Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with TCCA. "Rebuilt" parts are not acceptable for installation.
- h. For the purposes of approval for return to service, the recording of maintenance and modifications must meet the requirements of 14 CFR part 43 (§ § 43.9 and 43.11).
- i. The FAA-certificated repair station may be subject to an inspection/investigation by the FAA, upon the request of TCCA, for continued compliance with these special conditions.
- j. Serious defects, malfunctions, or unairworthy conditions on aeronautical products under TCCA regulatory control must be reported within 3 days to TCCA. This is done by using the SDR via Form 24-0038, which is available online at the following address: [http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD).
- k. The FAA-certificated repair station should report a SUP to TCCA by using the SDR via Form 24-0038, which is available online at the following address: [http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD)

- 2.3** The relevant FAA-certificated repair station working on non-commercial Canadian-registered aircraft or aeronautical product under TCCA regulatory control, for the purpose of this MIP, does not require additional approval from the FAA or TCCA.
- 3. FAA-certificated Repair Stations located Within the United States Performing Work On Canadian-registered Aircraft That Are Operated In Commercial Air Service Pursuant To Part VII Of The CARs. A TCCA Supplement Is Required (Including Line Maintenance Facilities Located Outside The United States).**
- 3.1** TCCA special conditions are applicable to FAA-certificated repair stations that perform maintenance and modifications on Canadian-registered aircraft that are operated in commercial air service pursuant to Part VII of the CARs. FAA-certificated repair stations that perform maintenance only on components that are to be installed on Canadian-registered aircraft that are operated in commercial air service pursuant to Part VII of the CARs do not require a TCCA Supplement.
- 3.2** In addition to the other requirements specified in this MIP, an FAA-certificated repair station performing maintenance and modifications on aircraft that are operated in commercial air service pursuant to Part VII of the CARs will have in its FAA-accepted Repair Station Manual (RSM) a supplement describing the following special conditions:
- a. Confirmation that the FAA-certificated repair station and Canadian-registered aircraft are located within the United States. If the 14 CFR part 145 line maintenance is being performed outside the territorial boundaries of the United States, it must be performed in accordance with the RSM and identified in the accepted supplement.
  - b. A procedure specifying that an FAA-certificated repair station can be accepted only if operations specification D107 authorizes the certificate holder to perform line maintenance and lists the specific locations for the operators.
  - c. Line maintenance may not be performed outside of the territorial boundaries of this agreement in countries where existing agreements or arrangements are in place with TCCA for the performance or acceptance of maintenance.
  - d. Procedures to ensure compliance with the air operator's work order or contract, and other notified mandatory instructions contained in the air operator's MCM.

- e. Procedures to ensure data approved by TCCA is used to perform major repairs or major modifications as described in CAR 571.06. FAA field approvals are not acceptable on Canadian-registered aircraft and aeronautical products under TCCA regulatory control, including those documented on an FAA Form 8110-3.
- f. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate. This could be an FAA Authorized Release Certificate - Form 8130-3 (from an FAA-certificated repair station located in the United States or an FAA-certificated repair station located outside of the United States that is accepted in accordance with this MIP) or a TCCA Authorized Release Certificate - Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with TCCA. "Rebuilt" parts are not acceptable for installation.
- g. The FAA-certificated repair station must complete a major repair or major modification report within 48 hours of completing the work on aeronautical products under TCCA regulatory control in accordance with CAR Standard 571, Appendix L, which is located at: <http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part5-standards-a571sl-1902.htm>. The FAA-certificated repair station will provide a completed form to the owner/operator of the aircraft in order to allow the submission of the form to TCCA within 30 days.
- h. Procedures to ensure compliance with the ICA in accordance with the air operator's MCM and approved maintenance schedule.
- i. Procedures to ensure that work that disturbs engine or flight controls will be subject to an independent check, as required by CAR 571. The system that has been disturbed needs to be inspected by at least two persons for correct assembly and correct locking of any parts disturbed by the maintenance performed, including an operational check for proper sense and range of motion of the engine or flight controls. The technical record will contain the signatures of both persons who performed the check. One of the signatures required by this section may be that of the person who has signed the maintenance release.
- j. Procedures to ensure that all employees working on aircraft operated per CAR Part VII have been trained on the TCCA Supplement.
- k. Procedures to ensure that each employee assigned to perform a maintenance task is trained and authorized to perform the assigned task.

- l. Procedures for reporting any serious defect, malfunction, or unairworthy condition on aeronautical products under TCCA regulatory control must be reported within 3 days to TCCA. This is done by using the SDR via Form 24-0038, which is available online at the following address:  
[http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD).
  - m. Procedures to report SUPs to TCCA by using the SDR via Form 24-0038, which is available online at the following address:  
[http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD)
  - n. Procedures to ensure that each person who approves an aircraft for return to service or signs a maintenance release for an aircraft has received the required FAA training on the aircraft type.
  - o. Procedures to ensure the incorporation of portions of the air operator's Safety Management System (SMS) as follows:
    - Establish the contact person within the FAA-certificated repair station with whom the air operator will communicate SMS-related information;
    - Establish and maintain a reporting system in accordance with the air operator/repair station-established agreement;
    - The reporting system should ensure the timely collection of information related to hazards, incidents and accidents, the investigation, analysis and identification of the cause or probable cause, risk management analyses, and relevant to issues that may adversely affect safety; and
    - The reporting system should identify, or adopt, a non-punitive reporting and emergency response plan, in accordance with the air operator/repair station-established agreement.
- 3.3** The FAA-certificated repair stations must compile a supplement to their FAA manual as detailed above. The supplement will be submitted to the FAA-certificated repair station's responsible FAA office for acceptance in order for the repair station to be authorized to perform aircraft maintenance in accordance with this MIP.



**4. FAA-certificated Repair Stations Located Outside The United States. No TCCA Supplement Is Required.**

**4.1** TCCA special conditions are applicable to FAA-certificated repair stations located outside the United States. When requested, TCCA agrees that an FAA-certificated repair station located outside of the United States may perform maintenance and modifications on aeronautical products (this includes only components or sub-components, but not complete aircraft) under TCCA regulatory control based on an authorization given in accordance with the following criteria:

- a. The FAA-certificated repair station is located in a country that has not entered into a maintenance agreement with TCCA;
- b. The FAA-certificated repair station does not hold a TCCA foreign AMO approval in accordance with CAR 573.13; and
- c. The FAA-certificated repair station is identified by the original equipment manufacturer (OEM) as a facility that is recommended for maintenance of its product; or
- d. If the FAA-certificated repair station is not recommended by the OEM, then the maintenance provided must not be available in Canada, in addition to subparagraphs a. and b. above.

**4.2** In addition to the requirements specified above, an FAA-certificated repair station must follow the following special conditions when performing maintenance on a component or sub-component destined for installation on a Canadian-registered aircraft:

- a. The FAA-certificated repair station must perform the work within its ratings and limitations contained in the 14 CFR part 145 certificate and operations specifications or current capability list.
- b. Technical data used to perform major repairs or major modifications must be data approved by TCCA as described in CAR 571.06. FAA field approvals supporting modifications using FAA Form 337 are not acceptable on aeronautical products under TCCA regulatory control. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
- c. The FAA-certificated repair station may perform “Specialized Maintenance” in accordance with Schedule II of CAR 571.04.

- d. Maintenance and modifications on aeronautical products (excluding aircraft) must be accomplished using the methods, techniques, and practices prescribed in the manufacturer's applicable manuals. Where applicable, this work may also be accomplished in accordance with current ICA issued by the manufacturer.
  - e. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate. This could be an FAA Authorized Release Certificate - Form 8130-3 (from an FAA-certificated repair station located in the United States or an FAA-certificated repair station located outside of the United States that is accepted in accordance with this MIP) or a TCCA Authorized Release Certificate - Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with TCCA. "Rebuilt" parts are not acceptable for installation.
  - f. For the purposes of approval for return to service, the recording of maintenance and modifications must meet the requirements of 14 CFR part 43 (§§ 43.9 and 43.11).
  - g. The FAA-certificated repair station may be subject to an inspection/investigation by the FAA, upon the request of TCCA, for continued compliance with these special conditions.
  - h. Serious defects, malfunctions, or unairworthy conditions on aeronautical products under TCCA regulatory control must be reported within 3 days to TCCA. This is done by using the SDR via Form 24-0038, which is available online at the following address: [http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD)
  - i. The FAA-certificated repair station should report SUPs to TCCA by using the SDR via Form 24-0038, which is available online at the following address: [http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD)
- 4.3** An FAA-certificated repair station working on components or sub-components under the regulatory control of TCCA for the purposes of this MIP does not require additional approval from the FAA. However, it does require an authorization from TCCA to ensure the criteria of this section has been met.

# **MAINTENANCE IMPLEMENTATION PROCEDURES**

Between the

**Federal Aviation Administration**

and

**Transport Canada Civil Aviation**

Under the Agreement Between the Government of the United States of America and the Government of Canada for the Promotion of Aviation Safety, entered June 12, 2000

## **Section C - Special Conditions**

### **Guidance for TCCA-licensed AMEs and TCCA AMOs**

**1. TCCA-licensed AMEs Located In Canada Performing Maintenance On U.S.-registered Aircraft That Are Not Operated In Commercial Air Service Pursuant To 14 CFR Part 121 or 135. No FAA Supplement Is Required.**

- 1.1** FAA special conditions are applicable to TCCA-licensed AMEs that perform maintenance or alterations on U.S.-registered aircraft, including aeronautical products of those aircraft, under FAA regulatory control for the purpose of this MIP. Refer to Paragraphs 2, 3, or 4 of this section for maintenance performed by a TCCA AMO.
- 1.2** The FAA agrees that a TCCA-licensed AME may perform maintenance and alterations on U.S.-registered aircraft, and aeronautical products of those aircraft, under FAA regulatory control for the purpose of this MIP. The TCCA-licensed AME may also approve that aircraft for return to service if the AME complies with the following special conditions:
- a. TCCA-licensed AMEs and the U.S.-registered aircraft and/or aeronautical product must be located within Canada.
  - b. TCCA-licensed AMEs must perform the work within their privileges and limitations per CAR 403. The TCCA-licensed AME is not authorized to perform Annual Inspections.
  - c. Technical data used to perform major repairs or major alterations, as defined in 14 CFR parts 1 and 43, must be approved by the FAA. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
  - d. The TCCA-licensed AME must record major repairs and major alterations on aeronautical products under FAA regulatory control on an FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance). The AME must provide a copy of this form to the owner/operator of the aircraft and send a copy to the FAA Aircraft Registration Branch in Oklahoma City, Oklahoma, by mail or electronic means, within 48 hours of the aircraft's approval for return to service, in accordance with 14 CFR part 43, Appendix B.
  - e. Maintenance and alterations on aircraft, engines, propellers, appliances, or components must be accomplished using the methods, techniques, and practices prescribed in the current manufacturer's applicable manuals. Where applicable, this work may also be accomplished in accordance with current ICA issued by the manufacturer.

- f. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate, such as an FAA Form 8130-3, TCCA Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with FAA.
  - g. For the purposes of approval for return to service, the recording of maintenance and modifications must meet the requirements of CAR 571.10, Maintenance Release.
  - h. The TCCA-licensed AME may be subject to an inspection/investigation by TCCA, upon the request of the FAA, for continued compliance with these special conditions.
  - i. Malfunctions, serious defects, or unairworthy conditions on civil aeronautical products under FAA regulatory control must be reported within 96 hours to the FAA. This is done via the SDR site by creating a Malfunction/Defect Report, which is located online at:  
<http://av-info.faa.gov/sdrx/>
  - j. TCCA-licensed AMEs should report Suspected Unapproved Parts (SUP) to the FAA by using the SUP Report via FAA Form 8120-11, Suspected Unapproved Parts Report, which is located online at:  
<http://www.faa.gov/aircraft/safety/programs/sups/upn/>
- 1.3** The TCCA-licensed AME working on non-commercial U.S.-registered aircraft, including aeronautical products of those aircraft, under FAA regulatory control for the purpose of this MIP does not require additional approval from TCCA or the FAA.

## **2. TCCA AMOs Located in Canada Performing Work On U.S-registered Aircraft That Are Not Operated In Commercial Air Service Pursuant To 14 CFR Part 121 or 135 and/or Aeronautical Products. No FAA Supplement is Required.**

- 2.1** FAA special conditions are applicable to Canadian-based TCCA AMOs that perform maintenance or alterations on U.S.-registered aircraft, and aeronautical products of those aircraft, under FAA regulatory control for the purpose of this MIP. Refer to Paragraph 3 of this section for maintenance relevant to U.S.-registered aircraft that are operated pursuant to a 14 CFR part 121 or 135 Air Carrier Certificate.

- 2.2** The FAA agrees that a TCCA AMO may perform maintenance and alterations on U.S.-registered aircraft that are not operated pursuant to a 14 CFR part 121 or 135 Air Carrier Certificate, and aeronautical products of those aircraft, under FAA regulatory control for the purpose of this MIP. A TCCA AMO may also approve that aircraft for return to service if it complies with the following special conditions:
- a. The TCCA AMO and the U.S.-registered aircraft and/or aeronautical product must be located within Canada.
  - b. The TCCA AMO must perform the work within its ratings and limitations per CAR 573 and authorized functions listed on the AMO's capabilities list. The TCCA AMO is not authorized to perform Annual Inspections.
  - c. Technical data used to perform major repairs or major alterations, as defined in 14 CFR parts 1 and 43, must be approved by the FAA. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
  - d. The TCCA AMO must record major repairs and major alterations on aeronautical products under FAA regulatory control on an FAA Form 337. The AMO must provide a copy of this form to the owner/operator of the aircraft and send copy to the FAA Aircraft Registration Branch in Oklahoma City, Oklahoma, by mail or electronic means, within 48 hours of the aircraft's approval for return to service, in accordance with 14 CFR part 43, Appendix B.
  - e. Maintenance and alterations on aircraft, engines, propellers, appliances, or components must be accomplished using the methods, techniques, and practices prescribed in the current manufacturer's applicable manuals. Where applicable, this work may also be accomplished in accordance with current ICA issued by the manufacturer.
  - f. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate, such as an FAA Form 8130-3, TCCA Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with FAA.
  - g. Maintenance and modifications must be approved for return to service in accordance with the requirements of CAR 571.10, Maintenance Release.
  - h. The TCCA AMO may be subject to an inspection/investigation by TCCA, upon the request of the FAA, for continued compliance with these special conditions.

- i. Malfunctions, serious defects, or unairworthy conditions on civil aeronautical products under FAA regulatory control must be reported within 96 hours to the FAA. This is done via the SDR site by creating a Malfunction/Defect Report, which is located online at:  
<http://av-info.faa.gov/sdrx/>
- j. TCCA AMOs should report SUPs to the FAA by using the SUP Report via FAA Form 8120-11, which is located online at:  
<http://www.faa.gov/aircraft/safety/programs/sups/upn/>

**2.3** The TCCA AMO working on non-commercial U.S.-registered aircraft or aeronautical products, thereof, under FAA regulatory control for the purpose of this MIP does not require additional approval from TCCA or the FAA.

**3. TCCA AMOs Located In Canada Performing Work On U.S.-registered Aircraft That Are Operated In Commercial Air Service Pursuant To 14 CFR Part 121 or 135. An FAA Supplement Is Required.**

- 3.1** FAA special conditions are applicable to TCCA AMOs that perform maintenance on U.S.-registered aircraft that are operated pursuant to a 14 CFR part 121 or part 135 Air Carrier Certificate. TCCA AMOs that perform maintenance only on components that are to be installed on U.S.-registered aircraft that are operated pursuant to a 14 CFR part 121 or 135 Air Carrier Certificate do not require an FAA Supplement.
- 3.2** In addition to the other requirements specified in this MIP, a TCCA AMO performing maintenance and alterations on aircraft that are operated pursuant to a 14 CFR part 121 or 135 Air Carrier Certificate will have in its TCCA-approved MPM a supplement describing the following special conditions:
- a. Confirm that the TCCA AMO and the U.S.-registered aircraft are located within Canada.
  - b. Line maintenance may not be performed outside of the territorial boundaries of this agreement.
  - c. Procedures to ensure compliance with 14 CFR parts 121 or 135 air carriers' manuals or the manufacturer's maintenance manuals or ICA.
  - d. Procedures to ensure compliance with the 14 CFR parts 121 or 135 air carriers' work order or contract, including FAA airworthiness directives, and other notified mandatory requirements contained in the FAA-accepted air carriers' manuals.

- e. Procedures to show separation of quality control functions from other maintenance functions. This includes the separation of maintenance from inspection on those items identified as required inspection items (RII) as defined by the 14 CFR part 121 or 135 air carrier, in accordance with the requirements of 14 CFR part 121, subpart L, or 14 CFR part 135, subpart J.
- f. Procedures to ensure that technical data used to perform major repairs or major alterations, as defined in 14 CFR parts 1 and 43, are approved by the FAA. FAA field approvals are acceptable on aeronautical products under FAA regulatory control for the purpose of this MIP. The TCCA AMO must have the appropriate rating and limitations to accomplish the work.
- g. Procedures to ensure that major repairs and major alterations as defined in 14 CFR parts 1 and 43, Appendix A, on aeronautical products under FAA regulatory control are accomplished in accordance with technical data approved by the FAA. Each major repair or major alteration must be recorded on an FAA Form 337. The AMO must provide a copy of this form to the owner/operator of the aircraft, and send a copy to the FAA Aircraft Registration Branch in Oklahoma City, Oklahoma, by mail or electronic means, within 48 hours of the aircraft's approval for return to service, in accordance with 14 CFR part 43, Appendix B.
- h. Procedures to ensure that Required Inspection Personnel are appropriately certificated, trained, qualified, and authorized by the FAA-certificated air carrier. The person performing the inspection must be under the supervision and control of an inspection unit. No person may perform a required inspection if that person performed the item of work required to be inspected.
- i. Procedures to ensure that all employees working on aircraft operated under 14 CFR parts 121 or 135 have been trained on the FAA Supplement.
- j. Procedures to ensure that each employee assigned to perform a maintenance task is trained and authorized to perform the assigned task.
- k. Procedures for reporting any malfunctions, serious defects, or unairworthy conditions on U.S.-registered civil aeronautical products. The reports must be submitted within 96 hours to the FAA. This is done via the online SDR site by creating a Malfunction/Defect Report, which is located at:  
<http://av-info.faa.gov/sdrx/>
- l. Procedures to report SUPs to the FAA by using the SUP Report via FAA Form 8120-11, which is located online at:  
<http://www.faa.gov/aircraft/safety/programs/sups/upn/>



- m. Procedures to ensure that each person who approves an aircraft for return to service, or signs a maintenance release, has been trained on the aircraft type.
  - n. All parts and components installed during the performance of work, other than standard or commercial parts, must be accompanied by the appropriate authorized release certificate, such as an FAA Form 8130-3, TCCA Form One, Statement of Conformity, or equivalent as provided for pursuant to an agreement with FAA.
- 3.3** The relevant TCCA AMO must compile a supplement to its MPM, as detailed above. The supplement will be submitted to the AMO's responsible TCCA regional office for review and approval.

**4. TCCA AMOs Located Outside Of Canada. No FAA Supplement is Required.**

**NOTE:** Title 14 CFR part 43 (§ 43.17) does not allow use of TCCA AMOs located outside of Canada.