



Advisory Circular

Subject: Maintenance Implementation Procedures – Bilateral Aviation Safety Agreement Between Canada and United States

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TABLE OF CONTENTS

1.0	INTRODUCTION	3
1.1	Purpose	3
1.2	Applicability	3
1.3	Description of Changes	3
2.0	REFERENCES AND REQUIREMENTS	3
2.1	Reference Documents	3
2.2	Cancelled Documents	4
2.3	Definitions and Abbreviations.....	4
3.0	BACKGROUND	6
3.1	General Information	6
4.0	SECTION A – AUTHORITY INTERACTION	7
5.0	SECTION B - SPECIAL CONDITIONS: GUIDANCE FOR FAA CERTIFICATED A&P MECHANICS AND FAA CERTIFICATED REPAIR STATIONS	7
5.1	FAA certificated A&P mechanics located within the US performing work on Canadian-registered aircraft that are not operated in commercial air service pursuant to Part VII of the CARs. No TCCA supplement required	7
5.2	FAA certificated repair stations located within the US 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 required.	7
5.3	FAA certificated repair stations located within the US performing work on Canadian-registered aircraft operating in a commercial air service pursuant to Part VII of the CARs (including line maintenance facilities located outside the US). A TCCA supplement is required.	8
5.4	FAA certificated repair station located outside the US. No TCCA supplement required.	8
6.0	SECTION C - SPECIAL CONDITIONS: GUIDANCE FOR TCCA LICENSED AME'S AND TCCA AMO'S	10
6.1	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 required.	10
6.2	TCCA AMOs 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 required.	10

6.3	TCCA AMOs located in Canada performing maintenance 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.	10
6.4	TCCA AMOs located outside of Canada.	11
7.0	DOCUMENT HISTORY	11
8.0	CONTACT OFFICE	11

1.0 INTRODUCTION

- (1) This Advisory Circular (AC) describes an acceptable means, but not the only means of demonstrating compliance with regulations and standards. This AC in and of itself does not change, create, amend or permit deviations from regulatory requirements nor does it establish minimum standards.

1.1 Purpose

- (1) The purpose of this AC is to provide guidance relating to the agreement between the government of the United States of America and the government of Canada for promotion of aviation safety known as the Bilateral Aviation Safety Agreement (BASA) and the accompanying Maintenance Implementation Procedures (MIP). It is recommended that the BASA and MIP be read in their entirety to familiarize yourself with the requirements and any special conditions applicable to your particular situation.

1.2 Applicability

- (1) This AC is applicable to aircraft maintenance engineers (AMEs), approved maintenance organizations (AMOs) located in Canada performing maintenance and alterations on aeronautical products under regulatory control of the Federal Aviation Administration (FAA) and FAA certificated repair station located outside the US performing maintenance and modifications on aeronautical products under the regulatory control of Transport Canada Civil Aviation (TCCA) but not Canadian registered aircraft. This AC is also applicable Canadian aircraft owners and Canadian air operators requesting the services of domestic and foreign FAA certificated repair stations and FAA certificated A&P mechanics.

1.3 Description of Changes

- (1) This document has been revised extensively to reflect the latest revision of the MIP dated September 17th, 2018. Due to the number of changes incorporated into this issue, readers should review the content of the entire document.

2.0 REFERENCES AND REQUIREMENTS

2.1 Reference Documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
- (a) Part V, Subpart 71 of the Canadian Aviation Regulations (CARs) -- *Aircraft Maintenance Requirements*;
 - (b) Part V, Subpart 73 of the CARs -- *Approved Maintenance Organizations*;
 - (c) Part VI, Subpart 5 of the CARs -- *Aircraft requirements*;
 - (d) Standard 571 of the CARs -- *Maintenance*;
 - (e) Standard 573 of the CARs -- *Approved Maintenance Organizations*;
 - (f) Standard 625 of the CARs -- *Aircraft Equipment and Maintenance*;
 - (g) Bilateral Aviation Safety Agreement between United States and Canada;
 - (h) Maintenance Implementation Procedures (MIP) between the FAA and TCCA;
 - (i) Implementation Procedures for Airworthiness (IPA) between the FAA and TCCA;

- (j) Advisory Circular (AC) 571-024 – Documentation Required for the Installation of Parts onto Canadian Registered Aircraft.

2.2 Cancelled Documents

- (1) By default, it is understood that the publication of a new issue of a document automatically renders any earlier issues of the same document null and void.

2.3 Definitions and Abbreviations

- (1) The following **definitions** are used in this document:
 - (a) **Agreement:** The Agreement on Civil Aviation Safety between the United States of America and Canada, signed on June 12, 2000;
 - (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 AC, 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 12th month, following the proceeding inspection;
 - (d) **Approved Maintenance Organization:** A maintenance organization located in Canada, approved under Subpart 573 of the CARs;
 - (e) **Canada:** In a geographical sense, (1) the provinces and territories, including territorial waters, and (2) the airspace of those areas;
 - (f) **Civil Aeronautical Product:** For TCCA this means any civil 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. Known hereafter as “aeronautical product”;
 - (g) **Elementary work:** Those tasks that are listed as elementary work in the *Aircraft Equipment and Maintenance Standards*. An exhaustive list of task defined as elementary work can be found in Appendix A of Standard 625 of the CARs;
 - (h) **FAA Certificated A&P Mechanic:** An individual who has been issued an airframe & powerplant (A&P) mechanic certificate or repairman certificate by the FAA under 14 Code of Federal Regulations (CFR) Part 65;
 - (i) **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;
 - (j) **FAA Certificated Repair Station Located Outside the United States:** In the context of the MIP, this term relates to all 14 CFR part 145 certificated repair stations located outside of the territorial boundaries of the United States;
 - (k) **FAA Supplement:** A supplement to an AMOs approved maintenance policy manual (MPM) required by Section C of the MIP;
 - (l) **Line Maintenance:** Line maintenance is any maintenance carried out before flight to ensure that the aircraft is fit for the intended flight.
 - (i) Line maintenance may include:
 - (A) Trouble shooting;

- (B) Defect rectification;
 - (C) Component replacement with use of external test equipment, if required;
 - (D) Component replacement may include components such as engines and propellers or;
 - (E) 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.
- (ii) Maintenance tasks falling outside of the repair station ratings cannot be performed as line maintenance.
 - (iii) Maintenance tasks falling outside of the AMO certificate cannot be performed as line maintenance.
- (m) **Line Maintenance Facilities:** Locations that are identified in the relevant approval/manual of the FAA certificated repair station or TCCA AMO for the performance of line maintenance and are subject to the oversight of a competent authority;
 - (n) **Maintenance:** The performance of inspection, overhaul, repair, preservation and replacement of parts, materials, appliances or components of a civil aeronautical product to ensure the continued airworthiness of that product, excluding alterations or modifications;
Note: In this document, the definition of maintenance reflects the FAA definition which excludes alterations and modification. For this reason in this document, where applicable, the words alteration and modification have been added when making reference to performance of work.
 - (o) **Special Conditions:** (See Section B and C of the MIP.) Those requirements in either the FAA's 14 CFR parts 43, 121, 135, and 145 or in TCCA's CARs Subparts 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;
 - (p) **Specialized Maintenance:** For TCCA this means the maintenance tasks set out in Schedule II of Part V, Subpart 71 of the CARs;
 - (q) **TCCA Supplement:** A supplement to an FAA certificated repair station's accepted repair station manual (RSM) required by Section B of the MIP;
 - (r) **United States:** In a geographical sense, this includes (1) the United States and its territories, and (2) the airspace of those areas.
- (2) The following **abbreviations** are used throughout this document:
 - (a) **AC:** Advisory Circular;
 - (b) **AME:** Aircraft Maintenance Engineer;
 - (c) **AMO:** Approved Maintenance Organization;
 - (d) **ARC:** Authorized Release Certificate;
 - (e) **A&P:** FAA certificated Airframe & Powerplant Mechanic;
 - (f) **BASA:** Bilateral Aviation Safety Agreement;
 - (g) **CAR:** Canadian Aviation Regulations;

- (h) **CFR:** Code of Federal Regulations - This AC references Title 14 of the Code of Federal Regulations, Parts 1 through 199;
- (i) **FAA:** Federal Aviation Administration;
- (j) **IPA:** Implementation Procedures for Airworthiness
- (k) **MIP:** Maintenance Implementation Procedures;
- (l) **MPM:** Maintenance Policy Manual;
- (m) **OEM:** Original Equipment Manufacturer ;
- (n) **RSM:** Repair Station Manual;
- (o) **TCCA:** Transport Canada Civil Aviation;
- (p) **US:** United States.

3.0 BACKGROUND

- (1) On June 12, 2000, the government of the United States (US) 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 aeronautical products, and acceptance of maintenance approvals, alterations or modifications and monitoring of maintenance facilities. 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:

www.FAA.gov/aircraft/air_cert/international/bilateral_agreements/
<http://www.tc.gc.ca/eng/civilaviation/standards/int-baa-usa-2000-3676.htm>
- (2) The procedures for implementing the provisions of the BASA are set forth in the MIP. The objective of the MIP is to specify the terms and conditions under which the FAA and TCCA can accept each other's inspections and evaluations of each other's maintenance facilities and maintenance personnel.
- (3) Persons maintaining US or Canadian registered aircraft and/or aeronautical products should be familiar with the BASA and the associated MIP. In particular, US air carriers and Canadian air operators who contract maintenance to FAA certificated repair stations and TCCA AMOs verify that their maintenance providers comply with the requirements of any special conditions listed in the current revision of the MIP and, if required, the applicable supplement.

3.1 General Information

- (1) The MIP is sub-divided into three sections.
 - (a) Section A - Authority Interaction;
 - (b) Section B - Special Conditions: Guidance for FAA certificated A&P mechanics and FAA certificated repair stations; and
 - (c) Section C - Special Conditions: Guidance for TCCA licensed AMEs and TCCA AMOs.
- (2) TCCA AMOs that currently have an FAA supplement approved as part of their MPM shall validate that their supplement continues to meet the requirement of the latest MIP. The updated supplement shall be resubmitted to the responsible TCCA office for acceptance within six months of the date of signing of this AC.

4.0 SECTION A – AUTHORITY INTERACTION

- (1) This section is relevant to the interaction between the FAA and TCCA and is not applicable to industry. Refer to the MIP for further details.

5.0 SECTION B - SPECIAL CONDITIONS: GUIDANCE FOR FAA CERTIFICATED A&P MECHANICS AND FAA CERTIFICATED REPAIR STATIONS

5.1 FAA certificated A&P mechanics located within the US performing work on Canadian-registered aircraft that are not operated in commercial air service pursuant to Part VII of the CARs. No TCCA supplement required

- (1) FAA certificated A&P mechanics located within the US may perform maintenance or modifications on Canadian registered aircraft, or aeronautical products thereof and certify the aircraft for return to service provided the special conditions in Section B, Subsection 1.2 of the MIP are met.
- (2) FAA certificated A&P mechanics may not approve an aircraft for return to service for the following:
 - (a) Specialized maintenance;
 - (b) Annual inspections; or
 - (c) Installation of “Rebuilt” parts.

Note: Parts designated as “rebuilt” by production organizations, other than the import into Canada of complete engines, are not acceptable for installation on Canadian registered aircraft. Therefore close attention should be given to the status of work performed indicated on the authorized release certificate (ARC) to determine eligibility. Refer to the latest revision of the Implementation Procedures of Airworthiness (IPA) between the FAA and TCCA and AC 571-024.

- (3) No TCCA supplement or additional FAA/TCCA approval is required.
- (4) TCCA does not accept an ARC for return to service by an FAA certificated A&P mechanic, not under the authority of a FAA certificated repair station, for maintenance accomplished on an aeronautical product under the regulatory control of TCCA.

5.2 FAA certificated repair stations located within the US 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 required.

- (1) FAA certificated repair stations located within the US may perform maintenance or modifications on Canadian registered aircraft or aeronautical products under the regulatory control of TCCA and certify the return to service provided the special conditions in Section B, Paragraph 2.2 of the MIP are met.
- (2) FAA certificated repair stations may not approve an aircraft or aeronautical products for return to service for the following:
 - (a) Annual Inspections; or
 - (b) Installation of “Rebuilt” parts.

Note: Parts designated as “rebuilt” by production organizations, other than the import into Canada of complete engines, are not acceptable for installation on Canadian registered aircraft. Therefore close attention should be given to the status of work performed indicated on the ARC

to determine eligibility. Refer to the latest revision of the Implementation Procedures of Airworthiness (IPA) between the FAA and TCCA and AC 571-024.

- (3) No TCCA supplement or additional FAA/TCCA approval is required.

5.3 FAA certificated repair stations located within the US performing work on Canadian-registered aircraft operating in a commercial air service pursuant to Part VII of the CARs (including line maintenance facilities located outside the US). A TCCA supplement is required.

- (1) A TCCA supplement that contains the special conditions specified in Section B, Paragraph 3.2 of the MIP are required for FAA certificated repair stations located within the US who perform maintenance and modifications on Canadian registered aircraft operating in a commercial air service pursuant to Part VII of the CARs.

- (2) These special conditions include but are not limited to the following:

- (a) The FAA certificated repair station must hold an operations specification D107 to perform line maintenance and list those specific locations;
- (b) The performance of line maintenance at facilities outside of the US will need to be defined in the TCCA supplement;
- (c) Line maintenance facilities located outside the US cannot be used in countries where existing agreements or arrangements are in place with TCCA for the performance or acceptance of maintenance;

Note: Countries that TCCA has entered into an agreement with for maintenance can be found at the following website: <http://www.tc.gc.ca/eng/civilaviation/standards/int-ta-menu-3674.htm>

- (d) The FAA certificated repair station shall detail in their supplement procedures to ensure the incorporation of portions of the Canadian air operator's safety management system.
- (3) The FAA certificated repair station will submit the TCCA supplement for acceptance to the responsible FAA office.
- (4) FAA Part 121 or 135 air carriers who have been authorized to perform maintenance and who do not possess an FAA repair station certificate are not applicable to the maintenance performance provisions of the BASA. These carriers are not authorized to perform maintenance or modifications on Canadian registered aircraft operated in commercial air service pursuant to Part VII of the CARs.
- (5) Inquiries as to which FAA certificated repair stations that can maintain Canadian registered aircraft that operate in commercial air service pursuant to Part VII of the CARs can be sent to: FAATCCAOpAir-FAATCACNavOp@tc.gc.ca

5.4 FAA certificated repair station located outside the US. No TCCA supplement required.

- (1) A FAA certificated repair station located outside the US may perform maintenance and modifications on aeronautical products under the regulatory control of TCCA, but not Canadian registered aircraft, provided the repair station meets the criteria outlined in Section B, Paragraph 4.1 of the MIP and has been authorized by TCCA.

- (2) This criteria includes:

- (a) The FAA certificated repair station is not located in a country that has 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:
 - (i) is identified by the original equipment manufacturer (OEM) as a facility that is recommended for maintenance of its product(s); or
 - (ii) if not identified by the OEM as a facility recommended for maintenance of its product, then the maintenance provided must not be available in Canada.

Note: Countries with which TCCA has entered into an agreement with for maintenance can be found at the following website: <http://www.tc.gc.ca/eng/civilaviation/standards/int-ta-menu-3674.htm>

- (3) An FAA certificated repair station located outside the US can submit a request for authorization to maintain aeronautical products under regulatory control of TCCA to the following address: FAATCCAOpAir-FAATCACNavOp@tc.gc.ca.
 - (a) The authorization request must include:
 - (i) A letter stating the purpose of the request;
 - (ii) Copy of the FAA certificated repair station certificate with all ratings and limitations including operations specifications and current capability list;
 - (iii) A letter from the manufacturer stating that it recommends the FAA certificated repair station to maintain its product(s); or
 - (iv) If the FAA certificated repair station cannot obtain the manufacturer's recommendation to maintain its product(s), proof that the maintenance provided is not available in Canada.
- (4) TCCA will issue an authorization letter to the FAA certificated repair station that meets the criteria specified in the MIP. No TCCA supplement or additional FAA approval is required.
- (5) FAA certificated repair stations outside the US that are TCCA authorized will be listed on the TCCA web site at the following link: <http://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/CAS-SAC/aoas.aspx?typ=8&l=eng>. This website details the ratings and limitations for maintenance that the FAA repair station is authorized to perform on aeronautical product(s) eligible for installation on Canadian registered aircraft. In certain cases the capabilities list may be further limited to specific aeronautical products and the maintenance tasks/repairs performed.
- (6) This TCCA authorization shall remain in effect until such time as the FAA repair station certificate expires or if the certificate has been surrendered, suspended or revoked. In order to renew this authorization, the FAA certificated repair station must provide to TCCA their renewed certificate, and demonstrate compliance with Section B, Paragraph 4.1 of the MIP, as part of their new authorization request.
- (7) FAA certificated repair stations located outside the US authorized by TCCA must follow the special conditions specified in Section B, Subsection 4.2 of the MIP.
- (8) Aeronautical products certified by a FAA certificated repair station prior to the TCCA authorization date are not eligible for installation on Canadian registered aircraft.
- (9) The FAA repair station certificate must be active and not expired. This can be confirmed through the following link: <http://av-info.faa.gov/repairstation.asp>

6.0 SECTION C - SPECIAL CONDITIONS: GUIDANCE FOR TCCA LICENSED AME'S AND TCCA AMO'S.

6.1 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 required.

- (1) A TCCA licensed AME located in Canada may perform maintenance and alterations on U.S registered aircraft, or aeronautical products thereon, and certify the aircraft for a maintenance release provided the special conditions in Section C, Subsection 1.2 of the MIP are met.
- (2) TCCA licensed AMEs may not certify a maintenance release of an aircraft for the following:
 - (a) Annual Inspections; or
 - (b) Maintenance and alterations performed on US registered aircraft operated in commercial air service pursuant To 14 CFR Part 121 or 135.
- (3) No FAA supplement or additional FAA/TCCA approval is required.
- (4) The FAA does not accept an ARC for a maintenance release certified by a TCCA licensed AME, not under the authority of a TCCA AMO, for maintenance accomplished on aeronautical products under the regulatory control of the FAA.

6.2 TCCA AMOs 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 required.

- (1) TCCA AMOs located in Canada may perform maintenance and alterations on US registered aircraft or aeronautical products under the regulatory control of the FAA and certify the maintenance release provided the special conditions in Section C, Subsection 2.2 of the MIP are met.
- (2) TCCA AMOs may not certify a maintenance release for:
 - (a) Annual Inspections; or
 - (b) Maintenance or alterations performed on US registered aircraft operated in commercial air service pursuant To 14 CFR Part 121 or 135.
- (3) No FAA supplement or additional FAA/TCCA approval is required.

6.3 TCCA AMOs located in Canada performing maintenance 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.

- (1) An FAA supplement that contains the special conditions specified in Section C, Subsection 3.2 of the MIP is required for TCCA AMOs located in Canada who perform maintenance and alterations and certify a maintenance release on US registered aircraft operating in commercial air service pursuant to 14 CFR Part 121 or 135.
- (2) The AMO should contact (90 days in advance) their TCCA regional office advising them of their intent to compile an FAA supplement. The regional TCCA office will provide guidance on compiling an FAA supplement and the application procedure.
- (3) The TCCA regional office will review the FAA supplement and if found in compliance with the MIP, approve the FAA supplement as an amendment to the AMOs MPM.

- (4) AMOs located in Canada approved to perform maintenance and alterations on US registered aircraft operated pursuant to a 14 CFR part 121 or 135 will be identified the on the TCCA website at: <https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/CAS-SAC/aoas.aspx?typ=5&lang=eng>

Note: AMOs performing line maintenance on US registered aircraft can only do so within the territorial boundaries of Canada.

6.4 TCCA AMOs located outside of Canada.

- (1) TCCA AMOs located outside Canada are not recognized under the BASA. FAA regulation Title 14 CFR part 43 (§ 43.17) do not allow for the acceptance of organizations that have been approved in accordance with CAR 573.13 – Foreign Approvals.

7.0 DOCUMENT HISTORY

- (1) Advisory Circular (AC) 571-02, issue 01, dated 2006-11-23. - Canada and United States Bilateral Aviation Safety Agreement Maintenance Implementation Procedures.

8.0 CONTACT OFFICE

For more information, please contact:

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Suggestions for amendment to this document are invited, and should be submitted via e-mail to: FAATCCAOpAir-FAATCACNavOp@tc.gc.ca

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