
MAINTENANCE *IMPLEMENTATION PROCEDURES*

Under the Agreement between
The Government of the United States of America
and
The Government of the United Kingdom of Great Britain and
Northern Ireland
For the Promotion of Aviation Safety

Effective: January 1, 2021

Revision and History Log

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CHAPTER I – GENERAL

1.0 Purpose

(a) This document sets forth the Maintenance Implementation Procedures (MIP) for the approval and monitoring of maintenance and alteration or modification facilities pursuant to the Agreement between the Government of the United States of America and the Government of the United Kingdom of Great Britain and Northern Ireland (UK) for the Promotion of Aviation Safety (Agreement) signed on December 20, 1995. Under these Maintenance Implementation Procedures, the Federal Aviation Administration (FAA) and the UK Civil Aviation Authority (CAA) (collectively, Authorities and individually, Authority) have agreed to cooperate and provide technical assistance in evaluating and accepting each other's approved maintenance organization systems. These activities include recommendations for FAA certification, renewal of certification, certificate amendments, and continued monitoring of maintenance and alteration or modification facilities.

(b) The objective of these Maintenance Implementation Procedures, in accordance with the Agreement, is to outline the terms and conditions under which the FAA and the CAA can accept each other's inspections and evaluations of maintenance organizations located in the United States (U.S.) and its territories and in the UK in relation to findings of compliance. These activities would reduce redundant regulatory oversight without adversely affecting aviation safety.

1.1 Authorization

(a) The authorization for these Maintenance Implementation Procedures is Article III of the Agreement. In that respect, the FAA and the CAA have assessed each other's standards and systems relating to the certification of repair stations/Approved Maintenance Organisations (AMO) that perform maintenance and alterations or modifications on civil aeronautical products. As a result, the systems were considered sufficiently equivalent or compatible to permit acceptance of findings of compliance made by one Authority for the other Authority.

(b) The Government of the UK has participated in the European Aviation Safety Agency (EASA) (now named the European Union Aviation Safety Agency) since 2003, when the European Union (EU) established EASA pursuant to Regulation (EC) 1592/2002. This regulation has since been repealed and replaced by Regulation (EU) 2018/1139 (Basic Regulation), which came into force on 11 September 2018 and is applicable in UK law through the European Union (Withdrawal) Act 2018 together with all applicable and in force regulations as of December 31, 2020. The Basic Regulation and all other in force and applicable implementing regulations have been amended by the UK's Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 to address failures of retained EU law to operate in the UK (as opposed to throughout the EU) effectively and to remedy any other deficiencies arising from the withdrawal of the UK from the EU.

1.2 Amendments

(a) These Maintenance Implementation Procedures may be amended by mutual consent of the FAA and the CAA. These Maintenance Implementation Procedures may also be supplemented by appendices. The details of any such amendment or appendix shall be recorded and signed by the representatives of the offices identified in paragraph 1.5(d), or their designees.

(b) Suggestions for improvement are encouraged and may be addressed to the designated FAA or the CAA policy offices that are identified in paragraph 1.5(d) of these Maintenance Implementation Procedures.

(c) The FAA and the CAA recognize that revisions by either Authority to its organization, regulations, procedures, or standards may affect the basis on which these Maintenance Implementation Procedures are executed. Accordingly, each Authority shall advise the other of plans for such changes at the earliest possible opportunity and discuss the extent to which such planned changes affect the basis of these Maintenance Implementation Procedures. If consultations result in an agreement to amend these Maintenance Implementation Procedures, the Authorities shall seek to ensure that such an amendment enters into force at the same time as, or as soon as possible after, the entry into force or implementation of the change that prompted such an amendment.

(d) In the event the Agreement between the United States of America and the European Community on Cooperation in the Regulation of Civil Aviation Safety (U.S.-EU Agreement) or the Agreement is modified, the FAA and the CAA shall amend these Maintenance Implementation Procedures to reflect those modifications.

1.3 FAA and CAA Responsibilities

(a) Under the terms of these Maintenance Implementation Procedures, the CAA, on behalf of the FAA, shall:

- (1) Provide recommendations to the FAA for initial certification of Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations, and the renewal and amendment of these approvals for AMOs located in the UK.
- (2) Perform surveillance and provide reports regarding the continued compliance with the requirements set forth in these Maintenance Implementation Procedures and the procedures outlined in the current version of the Maintenance Agreement Guidance between the Federal Aviation Administration and the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland (U.S.-UK MAG) for 14 CFR part 145 repair stations located in the UK.

(3) Approve the FAA supplement to the Maintenance Organisation Exposition (MOE) as described in these Maintenance Implementation Procedures and the procedures outlined in the U.S.-UK MAG; and

(4) Comply with the procedures as specified in the U.S.-UK MAG.

(b) Under the terms of these Maintenance Implementation Procedures, the CAA shall recognize EASA approvals of AMOs in the United States that are subject to the U.S.–EU Agreement.

1.4 Applicable Requirements

(a) The CAA legal standards for safety regulations are contained in Regulation (EC) 2018/1139, which is applicable in the UK's legal system as a consequence of the European Union (Withdrawal) Act 2018. Relevant departmental procedures, guidance materials, and policies are contained in the CAA's Management System. The CAA's technical standards incorporate, by reference, requirements for continuing airworthiness, as outlined in Commission regulations and Certification Specifications (CS). Guidance material and policy are contained in Acceptable Means of Compliance (AMC) and Guidance Material (GM). For aircraft not previously subject to EASA regulation, British Civil Airworthiness Requirements (BCAR) are applied.

(b) The legal standards for safety regulation by the FAA are contained in Title 49 United States Code (49 U.S.C.), Subtitle VII, Part A, Subparts I, III, and IV; and Title 14 Code of Federal Regulation (14 CFR), Chapter I, Subchapters A, C, and G. Guidance material and policy are outlined in ancillary documents and procedures, such as FAA Orders, policy memoranda, and Advisory Circulars (AC).

1.5 Communications and Cooperation

(a) The FAA and the CAA shall exchange contact points for the various technical aspects of these Maintenance Implementation Procedures.

(b) All communications between the Authorities, including technical documentation provided for review or approval as detailed in these Maintenance Implementation Procedures, will be in the English language.

(c) When urgent or unforeseen situations develop, each Authority's contacts shall communicate with each other and ensure that the appropriate immediate actions are taken.

(d) The designated offices for the technical coordination and implementation of these Maintenance Implementation Procedures are: