

Technical Arrangement on Aviation Maintenance

between

Transport Canada Civil Aviation

and the

Civil Aviation Authority of Singapore

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Preamble

1. Transport Canada, Civil Aviation Directorate (TCCA) and the Civil Aviation Authority of Singapore (CAAS), (hereafter called the parties), have agreed to the following technical arrangement on aviation maintenance.
2. The parties will work in accordance with this technical arrangement from the date on which it is signed, until such time as it is replaced by some other arrangement, revised by mutual agreement, or revoked by either of the parties.
3. Any existing agreements, arrangements or approvals for the acceptance of aviation maintenance, shall be superseded by this technical arrangement. In particular, this technical arrangement supersedes and replaces the Technical Arrangement on Aviation Maintenance between the Transport Canada Civil Aviation Directorate and the Civil Aviation Authority of Singapore entered into on 28 January 2003 ("the previous Technical Arrangement"). All acts performed, and all obligations and liabilities accrued under the previous Technical Arrangement, shall continue to be in force as if they were carried out and/or accrued pursuant to this technical arrangement.
4. Except by mutual consent in a particular case to cater for circumstances that are not adequately addressed by this technical arrangement, neither party shall issue any further approvals to maintenance organizations in the territory of the other party. This section shall not prevent either party from approving a line station or a sub-base of an existing domestic approved organization in the territory of the other party.

General

5. The parties agree that their respective laws, regulations, standards, practices, procedures and systems for the approval and monitoring of aviation maintenance in general, and approved maintenance organizations in particular, are sufficiently comparable to permit the acceptance of each other's maintenance certification systems, subject to the procedures described in this technical arrangement.
6. Therefore, and without prejudice to the obligations of each of the parties under its own regulations, the purpose of this technical arrangement is to avoid duplication of inspections and evaluations by:
 - 6.1 Enabling each party to give the same validity to the other party's inspection and evaluation findings for the approval of maintenance organizations as to its own inspection and evaluation findings; and

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6.2 Enabling each party to give the same validity to the other party's system for the release of civil aeronautical products to service after maintenance as to its own release system.

Definitions

7. Within this technical arrangement, the following terms shall have the meanings specified:

Aeronautical product and *Product* both mean any civil aircraft, and any aircraft engine, propeller, sub assembly, appliance, material, part or component to be installed thereon.

Maintenance means the performance of inspection, overhaul, repair, preservation, modification and the replacement of parts, components, materials, appliances, of a product with similar parts, components, materials, appliances.

Overseeing authority means the Civil Aviation Authority having jurisdiction over a maintenance organization that performs maintenance pursuant to this technical arrangement.

Responsible authority means the Civil Aviation Authority of the State having responsibility pursuant to the Convention for the airworthiness of an aircraft maintained pursuant to this technical arrangement, or an aircraft upon which parts that have undergone maintenance pursuant to this technical arrangement are to be installed.

Convention means the Convention on International Civil Aviation signed in Chicago on December 7, 1944.

Technical records mean a collection of documents recording, in a legible and permanent manner, the particulars of any maintenance performed on an aircraft, its engines or propellers that the aircraft owner must maintain, that includes the name, signature or personal identifier of the person recording the particulars, and the date on which each record is made. Technical records include and are not limited to: journey, airframe, engine, propeller and component logs, and a weight and balance report, technical drawings, x-ray films and other non-destructive tests (NDT) reports, laboratory reports and flight test records."

Technical employee is any person employed by a maintenance organization and performing functions that are mandated by the Canadian Aviation

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Regulations (CAR) 573 or the Singapore Airworthiness Requirements (SAR) 145.

Scope

8. This technical arrangement applies to:
 - 8.1 The acceptance by one party of aeronautical product maintenance performed under the maintenance system of the other party;
 - 8.2 The acceptance by one party of the evaluation and approval of maintenance organizations, performed by the other party;
 - 8.3 The exchange of information regarding maintenance standards and maintenance certification systems; and
 - 8.4 Co-operation and assistance with respect to the maintenance of aeronautical products.
9. Unless otherwise agreed between the parties in a particular case, this technical arrangement only applies to maintenance organizations that are located within the territory of the overseeing authority.

Maintenance and Certification

10. Each maintenance organization that is approved by the overseeing authority to perform or certify maintenance functions in accordance with Annex 1 of this technical arrangement, will be recognized by the responsible authority for the performance of those same functions.
11. Subject to paragraph 12, the certification of aeronautical product maintenance pursuant to this technical arrangement will be accepted by the parties as follows:
 - 11.1 A Canadian Aviation Regulations (CAR) 571.10 Maintenance Release issued in accordance with this technical arrangement shall be accepted by CAAS as equivalent to a Singapore Airworthiness Requirements Part 145 (SAR-145) 145.50 Certificate of Release to Service.
 - 11.2 A Singapore Airworthiness Requirements Part 145 (SAR-145) 145.50 Certificate of Release to Service issued in accordance with this technical arrangement shall be accepted by TCCA as equivalent to a Canadian Aviation Regulations (CAR) 571.10 Maintenance Release.

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11.3 A TCCA Authorized Release Certificate Form One issued in accordance with this technical arrangement shall be accepted by CAAS as equivalent to a CAAS form CAAS (AW) 95.

11.4 As authorized in Canadian Aviation Regulation 571.11(2), a CAAS Authorized Release Certificate form CAAS (AW)95 issued in accordance with this technical arrangement shall be accepted by TCCA as equivalent to a TCCA Authorized Release Certificate Form One.

12. The design of major repairs and modifications shall be approved by the responsible authority and the criteria used to determine if a repair or modification is a major repair or modification shall be those established by the responsible authority.
13. Where maintenance involves the installation of an aeronautical product, the aeronautical products being installed must originate from an organization approved under the terms of an existing technical arrangement entered into by the responsible authority, or approved by or otherwise acceptable to the responsible authority.
14. Technical records shall be kept in accordance with the requirements of the responsible authority.

Mutual Co-operation and Technical Assistance

15. The parties shall provide information regarding the terms of this technical arrangement, and shall develop appropriate advisory publications and circulate these publications through established methods in their respective territories to inform the public of the terms of the technical arrangement and outline the special requirements necessary for persons to perform and certify work under the terms of this technical arrangement.
16. The parties agree to provide each other with technical evaluation assistance upon request, to further the purposes and objectives of this technical arrangement. Such areas of assistance may include, but are not limited to reporting on maintenance organization's continued compliance with the requirements of this technical arrangement.
17. The parties shall provide each other with any regulations, standards, guidance material, policies, practices and interpretations relevant to this technical arrangement, and shall ensure that such documents are updated in a timely manner. In addition, each party will notify the other party of any proposal to amend such documents and provide the other party the opportunity to review and comment on the proposals.

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18. Where urgent or unusual situations develop that are within the scope of this technical arrangement but are not specifically addressed therein, the parties will review and consult each other, and upon mutual consent, take appropriate action, including amendment to this technical arrangement where required.
19. The parties shall by mutual co-operation and with reasonable prior notice, allow each party to participate in the other's inspections and audits as an observer.
20. Subject to reasonable prior notification, the parties shall allow each other to conduct independent inspections of each other's maintenance organizations to investigate safety issues and confirm the effective application of this technical arrangement.

Notification

21. Each party shall notify the other party of any instance of unsatisfactory compliance with any regulations or any condition set forth in this technical arrangement that affects the ability of an organization to comply with the terms of this technical arrangement.
22. The overseeing authority shall promptly advise the other party of any investigations or enforcement action, including revocation, suspension or change of scope in respect of maintenance organizations approved in accordance with this technical arrangement.

Administration and implementation

23. The TCCA Director of Standards and the CAAS Director of Airworthiness and Flight Operations shall be responsible for the administration and implementation of the provisions of this Technical Arrangement.
24. The Parties will also advise each other of any significant changes to their organizations that affect the administration and implementation of the provisions of this technical arrangement, including the identity of the persons identified in paragraph 23.
25. The Parties will jointly review this technical arrangement from time to time and may amend it as appropriate by mutual consent.
26. Any disagreement regarding the interpretation or application of this technical arrangement shall be resolved by consultation between the persons in charge of the implementation of this Technical Arrangement.

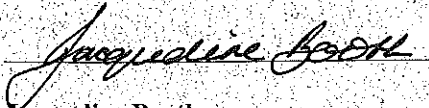
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Entry into force

27. This Technical Arrangement shall enter into force upon signature by the persons identified in paragraph 23.

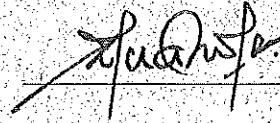
Termination

28. Either Party may terminate this technical arrangement at any time by giving written notice of its decision to the other Party. This technical agreement shall terminate 180 days following the date of receipt of such notice, unless the said notice is withdrawn by mutual agreement before the expiry of the 180-day period.



Jacqueline Booth
A/Director, Standards
Transport Canada Civil Aviation

Signed at OTTAWA this 25th day
of FEBRUARY 2011.



Tan Kah Han
Director (Airworthiness/Flight Operations)
Civil Aviation Authority of Singapore

Signed at Singapore this 11 day
of March 2011.