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***MAINTENANCE IMPLEMENTATION  
PROCEDURES***

Under the  
Agreement for the Promotion of Aviation Safety  
Between  
The Government of the United States of America  
and  
The Government of the Republic of Singapore

Signed February 16, 2016

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## CHAPTER I—GENERAL

### 1.0 Purpose

(a) This document sets forth the Implementation Procedures for the approval and monitoring of maintenance and alteration or modification facilities and maintenance personnel (Maintenance Implementation Procedures (MIP) pursuant to the Agreement between the Government of the United States of America and the Government of the Republic of Singapore for Promotion of Aviation Safety (Bilateral Aviation Safety Agreement) ("the Agreement") signed on February 24, 2004. Under these Maintenance Implementation Procedures, the Federal Aviation Administration (FAA) and the Civil Aviation Authority of Singapore (CAAS) (Authority or the Authorities) will pursue mutual cooperation and technical assistance in evaluation and acceptance of each other's approved maintenance organization systems, including recommendations for FAA and CAAS certification, renewal of certification, 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 CAAS can accept each other's inspections and evaluations of maintenance facilities based in the United States (U.S.) and its territories and in the Republic of Singapore (Singapore) with regard to findings of compliance, thereby reducing redundant regulatory oversight without adversely affecting aviation safety.

### 1.1 Authorization

The authorization for these Maintenance Implementation Procedures is Article III of the Agreement. In that respect, the FAA and the CAAS have assessed each other's standards and systems relating to the approval of repair stations/Approved Maintenance Organizations (AMOs) that perform maintenance and alterations or modifications on civil aeronautical products, and as a result, have established an understanding of such standards and systems.

### 1.2 Entry into Force and Termination

(a) These Maintenance Implementation Procedures shall enter into force 180 days after the date of the last signature and shall remain in force until terminated. These Maintenance Implementation Procedures may be terminated upon sixty (60) days' written notice by either the FAA or the CAAS. Termination of these Maintenance Implementation Procedures will not affect the validity of activity conducted thereunder prior to termination.

(b) These Maintenance Implementation Procedures shall remain in effect contingent upon the Agreement remaining in effect, unless these Maintenance Implementation Procedures are otherwise terminated in accordance with paragraph 1.2(a) above.

(c) Upon the entry into force of these Maintenance Implementation Procedures, maintenance facilities that are certificated by the FAA as a Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair station, and approved by the CAAS as a Singapore Airworthiness Requirements (SAR-145) Approved Maintenance Organization (AMO) must comply within two years with all the requirements of these Maintenance Implementation Procedures.

### 1.3 Amendments

(a) These Maintenance Implementation Procedures may be amended by mutual consent of the FAA and the CAAS. 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 office identified in paragraph 1.6(d), or their designees.

(b) Suggestions for improvement are encouraged and may be addressed to the designated FAA or CAAS technical implementation offices that are identified in the U.S.-Singapore MAG.

(c) The FAA and the CAAS 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 amendment.

(d) In the event the Agreement is modified, the FAA and the CAAS shall consider amending these Maintenance Implementation Procedures to reflect those modifications.

#### 1.4 FAA and CAAS Responsibilities

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

- (1) Provide recommendations or endorsements to the FAA for initial certification, renewal, and amendment to repair station approvals made pursuant to 14 CFR part 145 of SAR-145 AMOs located in Singapore.
- (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 U.S.-Singapore Maintenance Agreement Guidance (U.S.-Singapore MAG) by SAR-145 AMOs located in Singapore
- (3) Accept or approve, as appropriate, the FAA supplement to Maintenance Organization Exposition (MOE) as described in these Maintenance Implementation Procedures and the procedures outlined in the U.S.-Singapore MAG; and
- (4) Comply with the procedures as specified in the U.S.-Singapore MAG.

(b) Under the terms of these Maintenance Implementation Procedures, the FAA on behalf of the CAAS will:

- (1) Provide recommendations or endorsements to the CAAS for initial certification, renewal, and amendment to SAR-145 AMO approvals of 14 CFR part 145 repair stations located in the United States;
- (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 U.S.-Singapore MAG by repair stations located in the United States; and
- (3) Accept or approve, as appropriate, the CAAS supplement to the repair station manual as described in these Maintenance Implementation Procedures and the procedures outlined in the U.S.-Singapore MAG.
- (4) Comply with the procedures as specified in the U.S.-Singapore MAG.

## 1.5 Applicable Requirements

(a) The Civil Aviation Authority of Singapore Act (CAAS Act) and the Air Navigation Act (ANA) comprise the primary civil aviation legislation in Singapore. The CAAS technical standard requirements for continuing airworthiness are specified in the Singapore Airworthiness Requirements (SAR). Guidance material and policy are contained in Acceptable Means of Compliance (AMC), Interpretative/Explanatory Material (IEM), Advisory Circulars (AC), Information Circulars (IC), and Airworthiness Notices.

(b) The legal standards for safety regulation by the FAA are contained in 14 CFR and are explained in ancillary documents and procedures, such as FAA Orders, policy memoranda, and Advisory Circulars.

## 1.6 Communications and Cooperation

(a) The FAA and the CAAS shall exchange a list of contact points for the various technical aspects of these Maintenance Implementation Procedures. This list, which shall also be included in the U.S.-Singapore MAG, will be updated as necessary.

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

(c) When urgent or unusual situations develop, each Authority's contact shall communicate 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:

(1) For the FAA: Flight Standards Service  
Aircraft Maintenance Division (AFS-300)  
950 L'Enfant Plaza, S.W.  
Washington, DC 20024  
USA  
Telephone: +1-202-267-1675  
Fax: +1-202-267-1813

(2) For the CAAS: Civil Aviation Authority of Singapore  
Airworthiness and Flight Operations Division  
Continuing Airworthiness Section  
Singapore Changi Airport  
P.O. Box 1  
Singapore 918141



## 1.7 Resolution of Disagreements

In accordance with Article IV of the Agreement, any disagreement regarding the interpretation or application of these Maintenance Implementation Procedures shall be resolved by consultation between the FAA and the CAAS. If appropriate, resolution of such disagreements will be recorded as an amendment or appendix to these Maintenance Implementation Procedures, in accordance with paragraph 1.3 above.

## 1.8 Definitions

For purposes of these Maintenance Implementation Procedures (and notwithstanding definitions contained in 14 CFR or the SAR-145 requirements), the following definitions apply:

(a) "Alteration or modification" means making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product.

(b) "Aviation Authority" (Authority) means a responsible government agency or entity that exercises aviation safety oversight over regulated entities and determines their compliance with applicable standards, regulations, and other requirements within its jurisdiction.

(c) "Civil aeronautical product" means any civil aircraft, aircraft engine, or propeller or subassembly, appliance, material, part, or component to be installed thereon.

(d) "Data approved by the FAA" means data that is approved by the FAA Administrator or the Administrator's designated representative.

(e) "Data approved by the CAAS" means data that is approved by the CAAS or by an organization approved by the CAAS to make such approvals.

(f) "Maintenance" means the performance of inspection, overhaul, repair, alteration or modification, preservation, and the replacement of parts, materials, appliances, or components of a product to ensure the continued airworthiness of that product.

(g) "Maintenance Agreement Guidance" (MAG) means a document that defines the procedures and activities as agreed between the FAA and the CAAS and contains the requirements to implement the MIP under a Bilateral Aviation Safety Agreement (BASA).

(h) "Monitoring" means the periodic surveillance by the FAA and the CAAS to determine continuing compliance with the appropriate standards.

(i) "Overhaul" means a process that ensures the aeronautical article is in complete conformity with the applicable service tolerances specified in the type certificate holder's or equipment manufacturer's instructions for continued airworthiness (ICA), or in the data which is approved or accepted by the FAA or the CAAS.

Note: No person may describe an article as being overhauled unless it has been at least disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with the above-specified data.

(j) "Regulated entity" means any natural or legal person whose civil aviation safety and environmental testing and approval activities are subject to the statutory and regulatory jurisdiction of one or both of the Authorities.

(k) "Special Conditions" means the requirements of either 14 CFR parts 43 and 145 or in SAR-145 that have been found, based on a comparison of the regulatory maintenance systems, not to be common to both systems and which are significant enough that they must be addressed. The Special Conditions are contained in Appendix 1 (FAA Special Conditions and CAAS Special Conditions) of these Maintenance Implementation Procedures.

## CHAPTER II — RECIPROCAL ACCEPTANCE OF FINDINGS OF COMPLIANCE

### 2.0 General

(a) The FAA and the CAAS agree, subject to the terms of these Maintenance Implementation Procedures, to accept each other's inspections and monitoring of repair stations/maintenance organizations for findings of compliance with their respective requirements as the basis for the issuance and continued validity of certificates.

(b) The certificate issued by an Authority under these Maintenance Implementation Procedures shall not exceed the scope of the ratings and limitations contained in the certificate issued by the other Authority.

(c) Maintenance and alterations or modifications performed on a civil aeronautical product under the regulatory control of the CAAS may be accomplished and that product returned to service by a repair station under the FAA's regulatory control, where it has been approved by the CAAS in accordance with the provisions of these Maintenance Implementation Procedures.

(d) Maintenance and alterations or modifications performed on a civil aeronautical product under the regulatory control of the FAA may be accomplished and that product returned to service by a SAR-145 AMO under CAAS regulatory control, where it has been approved by the FAA in accordance with the provisions of these Maintenance Implementation Procedures.

### 2.1 FAA Certificates

(a) Without prejudice to the FAA Administrator's discretion under 14 CFR part 145, an AMO shall be issued an FAA certificate and operations specifications if it has been approved for maintenance by the CAAS in accordance with the SAR-145, complies with the conditions set forth in these Maintenance Implementation Procedures, including the FAA Special Conditions set forth in Appendix 1, and the CAAS has issued a recommendation or endorsement to the FAA for certification.

(b) The FAA certificate shall only cover additional fixed locations, or line stations located within Singapore. Each additional fixed location or line station must also be under the surveillance of the CAAS.

(c) Any maintenance facility that was certificated by the FAA prior to the date of entry into force of these Maintenance Implementation Procedures, and did not hold a CAAS SAR-145 AMO certificate with equivalent ratings, may continue to exercise the privileges of its 14 CFR part 145 certificate with the understanding that the FAA will continue independent regulatory oversight, certificate renewal, and continued monitoring.

(d) Any maintenance facility located in Singapore that applies for initial repair station certification under 14 CFR part 145 repair station after the date of entry into force of these procedures must comply with all of these Maintenance Implementations Procedures.

## 2.2 CAAS Certificates

(a) Without prejudice to the discretion of the CAAS Director-General of Civil Aviation under the Air Navigation Order and the SAR-145, a repair station shall be issued a CAAS certificate of approval for the purpose of performing maintenance on a Singapore-registered aircraft and aircraft components intended for fitment on a Singapore aircraft if it has been approved for maintenance by the FAA in accordance with 14 CFR parts 43 and 145, complies with the conditions set forth in these Maintenance Implementation Procedures, including the CAAS Special Conditions set forth in Appendix 1, and the FAA has issued a recommendation or endorsement to the CAAS for certification.

(b) The CAAS certificate shall only cover additional fixed stations, or line stations located within the United States. Each additional fixed location or line station must also be under the surveillance of the FAA. These Maintenance Implementation Procedures do not apply to any CAAS approved line maintenance facility located outside of the United States.

(c) Any maintenance facility located in the United States that applies for initial certification under Singapore Airworthiness Requirements (SAR-145) Approved Maintenance Organization (AMO) on or after the date of entry into force of these procedures must comply with all the requirements of these Maintenance Implementation Procedures.

## 2.3 Independent Inspections

The FAA and the CAAS may conduct independent inspections of repair stations/AMOs when specific safety concerns warrant it. The FAA and the CAAS agree to coordinate with each other regarding any independent inspection.

## 2.4 Emergency and Non-routine Maintenance

The FAA and the CAAS agree that emergency or non-routine maintenance may be performed outside the territories specified in these Maintenance Implementation Procedures in order to maintain an aircraft or component, subject to prior approval. The approval for emergency or non-routine maintenance shall be granted by each Authority in accordance with the U.S.-Singapore MAG.

## CHAPTER III-MUTUAL COOPERATION AND TECHNICAL ASSISTANCE

### 3.0 Periodic Meetings

The FAA and the CAAS shall meet at least once a year to discuss these Maintenance Implementation Procedures. The frequency of these meetings will depend on the resources available to each Authority, as well as the significance of any outstanding issues. The topics to be discussed may include:

- (a) Developing, approving, and revising detailed guidance to be used for processes covered by these Maintenance Implementation Procedures;
- (b) Sharing information on major safety issues and developing action plans to address them;
- (c) Ensuring the consistent application of these Maintenance Implementation Procedures; and
- (d) On-going projects, changes in their own organizations, any revisions to their requirements, technical assistance requests, or any other matters relating to these Maintenance Implementation Procedures.

### 3.1 Information

The FAA and the CAAS shall provide information and assistance regarding the maintenance and alterations or modifications to be performed under the terms of these Maintenance Implementation Procedures, and shall develop and circulate appropriate publications through established methods in their respective countries to:

- (a) Inform the public of the terms of these Maintenance Implementation Procedures and any amendments or appendices; and
- (b) Outline the regulatory requirements and special requirements necessary for persons to perform work under the terms of these Maintenance Implementation Procedures.

### 3.2 Technical Assistance

The FAA and the CAAS agree to provide technical assistance to each other, upon request, to further the purposes and objectives of these Maintenance Implementation Procedures. The FAA and the CAAS may decline to provide such technical assistance due to lack of resource availability, because the activity is not within the scope of these Maintenance Implementation Procedures, or there is no regulatory involvement with the facility. Such areas of assistance may include, but are not limited to:

(a) Conducting and reporting on investigations at the request of the other Authority.

(b) Obtaining and providing data for reports where requested.

### 3.3 Exchange of Information

The FAA and the CAAS shall provide each other with regulations, policies, guidance, practices, and interpretations relevant to these Maintenance Implementation Procedures, and shall ensure that such documents are updated in a timely manner. In addition, any FAA or CAAS proposal to amend such documents shall be provided to the other Authority for the opportunity to review prior to the amendment being effected, consistent with their national laws and administrative procedures.

### 3.4 Urgent or Unusual Situations

When urgent or unusual situations develop, the FAA's and the CAAS's contact points shall communicate and ensure that the appropriate immediate actions are taken. The appropriate FAA and CAAS representatives are identified in 1.6(d) above.

### 3.5 Notification of Investigation or Enforcement Action

(a) The FAA and the CAAS agree, subject to applicable laws and regulations, to provide mutual cooperation and assistance in any investigation or enforcement proceedings of any alleged or suspected violation of any laws or regulations under the scope of these Maintenance Implementation Procedures. In addition, each Authority shall notify the other promptly of any investigation when mutual interests are involved.

(b) The FAA and the CAAS agree to notify each other of non-compliances with regulations and Special Conditions set forth in these Maintenance Implementation Procedures in accordance with the U.S.-Singapore MAG. The Authorities will also notify each other promptly of any investigation into non-compliance that could result in delisting, certificate suspension, or penalty. The notification will be sent to the other Authority's representative identified in paragraph 1.6(d). The FAA and the CAAS agree that non-compliances will be corrected in a timely manner.

(c) The FAA and the CAAS retain the right to take enforcement action. However, in some cases, an Authority may choose to review a remedial action taken by the other Authority. The enforcement consultation process under these Maintenance Implementation Procedures will be subject to a regular joint review by the FAA and the CAAS.

(d) The FAA and the CAAS agree to notify each other in the event of a revocation or suspension of a 14 CFR part 145 certificate of a repair station or a SAR-145 certificate for an AMO.

### 3.6 Protection of Proprietary Data and Requests for Information

(a) The FAA and the CAAS recognize that information related to these Maintenance Implementation Procedures submitted by a regulated entity or other person may contain intellectual property, trade secrets, confidential business information, proprietary data, or other data held in confidence by that regulated entity, other person or another person (restricted information). Unless required by law, neither Authority shall copy, release, or show information identified as restricted to anyone other than an employee of that Authority without prior written consent of the person or entity possessing confidentiality interests in the restricted information.

(b) Requests from the public for information referred to in paragraph (a), including access to documents, shall be addressed in accordance with the applicable laws and regulations of the Authority receiving such requests. An Authority receiving a request for such information supplied by the other Authority, or its regulated entities, shall consult with that Authority prior to releasing such information. The FAA and the CAAS shall provide assistance to each other in responding to these requests, as necessary.

### 3.7 Accident/Incident Investigation Requests

When the FAA or the CAAS needs information regarding repair stations/AMOs for the investigation of accidents or incidents involving civil aeronautical products, the request for information should be directed to the technical points of contact that are identified in the U.S.-Singapore MAG. In turn, upon receipt of the request for information, the other Authority will provide the requested information in a timely manner.

### 3.8 Unimpeded Access

For purposes of surveillance and inspections, each Authority shall assist the other with the objective of gaining unimpeded access to regulated entities subject to its jurisdiction.

## CHAPTER IV —TRANSFER PROVISIONS, CONTINUED CONFIDENCE, AND FEES

### 4.0 Transfer Provisions

The FAA and the CAAS agree that the transfer of approvals of repair stations/AMOs on the date of entry into force of these Maintenance Implementation Procedures shall be accomplished in accordance with the following transfer provisions:

(a) The FAA and the CAAS must complete training or briefings of its personnel regarding procedures relating to these Maintenance Implementation Procedures, the Special Conditions, and the U.S.-Singapore MAG prior to the transfer.

(b) The activities of inspecting, monitoring, and surveillance of qualified repair stations/AMOs can commence once a sufficient number of staff has completed the training or briefing to provide oversight of the repair stations/AMOs transferred in accordance with these Maintenance Implementation Procedures.

(c) The transfers of activities of inspecting, monitoring, and surveillance shall take place within two years of the date of the entry into force of these Maintenance Implementation Procedures.

### 4.1 Continued Confidence

The FAA and the CAAS shall continue to demonstrate effective oversight according to agreed procedures defined in the U.S.-Singapore MAG.

(a) In particular, the FAA and the CAAS shall:

(1) Have the right to participate in each other's quality audits and sampling inspections.

(2) Ensure that regulated entities provide access to the FAA and the CAAS for audits and inspections.

(3) Make available the reports from quality audits and sampling inspections applicable to these Maintenance Implementation Procedures.

(4) Make the appropriate personnel available to participate in the sampling inspection.

(5) Make available the maintenance organization's records and inspection reports, including completed enforcement actions.

(6) Provide interpretive assistance where necessary at their office during the review of internal maintenance organization records and documentation.



(7) Assist each other in closure of any findings from the inspection; and

(8) Ensure that any sampling inspections are identified and based on risk analysis and objective criteria, without prejudice to the discretionary power of the authorities.

(b) The FAA and the CAAS shall notify each other at the earliest opportunity in the event that either Authority is not able to meet a requirement in this paragraph. If either FAA or CAAS believes that technical competency is no longer adequate, the Authorities shall consult and propose an action plan, including any necessary rectification activities, in order to address deficiencies.

(c) In the event that the FAA and the CAAS do not rectify deficiencies within the timeframe specified in the action plan, either Authority may address the matter during their periodic meetings, as specified in paragraph 3.0 of these Maintenance Implementation Procedures.

(d) When the FAA or the CAAS intends to suspend acceptance of findings or approvals, they shall promptly notify the other Authority, if applicable.

#### 4.2 Fees

Each Authority shall endeavor to ensure that fees imposed on applicants and regulated entities for certification and approval related services under these Maintenance Implementation Procedures are just, reasonable, commensurate with the services, and in accordance with applicable regulatory requirements.

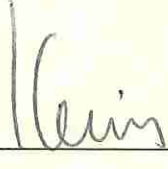
**CHAPTER V—AUTHORITY**

The FAA and the CAAS agree to the provisions of these Maintenance Implementation Procedures as indicated by the signature of their duly authorized representatives.

Federal Aviation Administration  
(FAA)

Civil Aviation Authority of Singapore (CAAS)

  
\_\_\_\_\_  
Michael P. Huerta                      Date  
Administrator

  
\_\_\_\_\_  
Kevin Shum                                      Date  
Director-General

## APPENDIX 1 —SPECIAL CONDITIONS

### 1.0 FAA Special Conditions Applicable to Singapore-based SAR-145 AMOs

To be approved in accordance with 14 CFR part 145 and pursuant to the terms of these Maintenance Implementation Procedures, SAR-145 AMOs shall comply with all of the following Special Conditions:

(1) The SAR-145 AMO shall submit an application in a form and a manner acceptable to the FAA.

(a) The application for both initial and renewed FAA certification shall include:

(1) A statement demonstrating that the FAA repair station certificate and/or rating is necessary for maintaining or altering U.S.-registered aeronautical products or foreign-registered aeronautical products operated under the provisions of 14 CFR.

(2) A list of maintenance functions, approved by the CAAS, to be contracted/sub-contracted to perform maintenance on U.S. civil aeronautical products.

(3) In the case of transport of dangerous goods by air, written confirmation demonstrating that all involved employees have been trained as outlined in the transport of dangerous goods in accordance with the most current edition of International Civil Aviation Organization (ICAO) standards, specified in Annex 18 and the Technical Instructions for the Safe Transport of Dangerous Goods by Air.

(4) The 14 CFR part 145 repair station must hold a valid CAAS SAR-145 AMO approval issued in accordance with the most current SAR-145. The FAA certificate will not exceed the scope of the ratings and limitations contained in the CAAS SAR-145 certificate.

(2) The SAR-145 AMO must provide a supplement in English to its MOE (the FAA supplement) that is approved by the CAAS on behalf of the FAA and maintained at the SAR-145 AMO. Once approved by the CAAS, the supplement shall be deemed approved by the FAA. All revisions to the supplement must be approved by the CAAS. The FAA supplement to the MOE shall include the following:

(a) A signed and dated statement by the Accountable Manager that obligates the organization to comply with these Maintenance Implementation Procedures.

(b) A summary of its quality system which shall also cover the FAA Special Conditions.

(c) Procedures for approval for return to service that satisfy the requirements of 14 CFR part 43 for aircraft and the use of FAA Form 8130-3. This includes the information required by 14 CFR part 43, sections 43.5, 43.7, 43.9, and 43.11, part 91 sections 91.411 and 91.413, and all information required to be made or kept by the owner or operator, as appropriate.

(d) Procedures for reporting to the FAA within 96 hours of any serious failures, malfunctions, or defects, and Suspected Unapproved Parts (SUP) discovered, or intended to be installed, on U.S. aeronautical products.

(e) Procedure to ensure initial and recurrent training for management, supervisors, inspectors and return to service personnel are thoroughly familiar with FAA applicable regulations and MAG requirements.

(f) Procedures to notify the FAA regarding any changes to the following:

(1) Line stations

(2) Additional fixed location

(3) Change of ownership

(4) Any changes to the FAA Operation Specifications

(5) Employing former FAA employees who had direct oversight of the AMO in the preceding 2 years

(g) Procedures to qualify and monitor additional fixed locations within Singapore.

(h) Procedures to verify that all contracted/sub-contracted maintenance functions include provisions for the following:

(1) The AMO remains directly in-charge,

(2) The contractor/sub-contractor follows an equivalent Quality System,

(3) For a non-FAA-certificated source to return the article to the AMO, that the AMO verifies by test and/or inspection the work has been performed satisfactorily and the article is airworthy before approving it for return to service.

(i) Procedures to ensure that major repairs and major alterations (as defined in 14 CFR) are accomplished in accordance with approved data.

(j) Procedures to ensure compliance with an air carrier's Continuous Airworthiness Maintenance Program (CAMP), including the separation of maintenance from inspection on those items identified by the air carrier/customer as Required Inspection Items (RII).

(k) Procedures to ensure compliance with the manufacturer's maintenance manuals or ICAs and handling of deviations.

(l) Procedures to ensure that all current and applicable airworthiness directives (AD) published by the FAA are available to maintenance personnel at the time the work is being performed.

(m) Procedures to permit work away from the fixed location, when applicable.

(3) To continue to be approved in accordance with 14 CFR parts 43 and 145, pursuant to the terms of these Maintenance Implementation Procedures, CAAS shall verify that the SAR-145 AMO complies with the following:

(a) Allow FAA, or the CAAS on behalf of the FAA, unimpeded access to inspect it for continued compliance with the requirements of SAR-145 and these Special Conditions (i.e., 14 CFR parts 43 and 145);

(b) The SAR-145 AMO must continue to comply with SAR-145 and the FAA Special Conditions; and

(c) Investigations and enforcement by the FAA may be undertaken in accordance with FAA rules and directives and the AMO must cooperate with any investigation or enforcement action.

(4) When regulatory compliance is maintained, the FAA may renew the SAR-145 AMO's certificate 12 months after the initial certification and every 24 months thereafter.

## 2.0 CAAS Special Conditions Applicable to U.S.-based Repair Stations

To be approved in accordance with SAR-145, and pursuant to the terms of these Maintenance Implementation Procedures, 14 CFR part 145 repair stations shall comply with all of the following Special Conditions:

(1) The repair station shall submit an application in a form and a manner acceptable to the CAAS.

(a) The application for both initial and renewed CAAS approval shall include:

(1) A letter of intent from a Singapore Air Operator Certificate (AOC) holder or a SAR-145 AMO demonstrating that the CAAS certificate and/or rating is necessary for maintaining Singapore-registered aircraft and aircraft components intended for fitment on a Singapore aircraft.

(2) The repair station must hold a valid FAA repair station certificate issued in accordance with the requirements of 14 CFR part 145. The CAAS certification will not exceed the scope of the ratings and limitations contained in the 14 CFR part 145 certificate.

(2) The repair station must provide a supplement to its Repair Station Manual (RSM) accepted by the FAA on behalf of the CAAS, that includes the following:

(a) Specification of the repair stations scope of work relevant to the extent of the SAR-145 approval.

(b) Procedures for the release or approval for return to service that meet the requirements of SAR-145 for aircraft and the use of the CAAS Form AW 95 for aircraft components, and any other information required by the owner or operator as appropriate.

(c) Procedures to ensure that repairs and modifications as defined by the CAAS requirements are accomplished in accordance with data approved by the CAAS.

(d) Procedures to ensure completeness of, and compliance with, the customer or operator's work order or contract including notified airworthiness directives issued by the CAAS or the State of Design, and other notified mandatory instructions.

(e) Procedures for the repair station to ensure that the FAA-approved initial and recurrent training programme and any revision thereto must include relevant SAR-145 regulatory requirements, up-to-date knowledge of relevant technology, and human factors training.

(f) Procedures for reporting un-airworthy conditions as required by SAR Part-145 on civil aeronautical products to CAAS, aircraft type certificate holder, and the customer or operator.

(g) The supplement must contain a statement by the Accountable Manager of the repair station, as defined in the current version of CAAS SAR-145 which commits the repair station to compliance with the MIP and the special conditions as listed.

(h) Procedures to permit work away from the fixed location due to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance.

(i) Procedures to use only aircraft components/parts/materials acceptable to CAAS.

(j) Procedures to notify CAAS of any changes that could affect the SAR-145 approval.

(3) The repair station shall ensure that Return to Service (RTS) personnel for Singapore-registered aircraft satisfy the following conditions:

(a) Holders of an Airframe and Powerplant (A&P) licence and have exercised the privileges of the license for at least two (2) years (for authorizing person as a line maintenance certifying staff);

(b) Are appropriately type-trained as a pre-requisite; and

(c) Involved in at least six (6) months of aircraft maintenance experience in the preceding two (2)-year period.

(d) For Base Maintenance, each RTS personnel is required to hold an appropriately rated SAR-66 Category C Aircraft Maintenance License. The Category C certification authorization permits the certification of scheduled base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance.

(4) Procedures detailing the operation of an independent quality monitoring system including oversight of all multiple facilities and line stations within the territory of the United States.

(5) To continue to be approved in accordance with SAR-145, pursuant to the terms of these Maintenance Implementation Procedures, the FAA shall verify that the repair station complies with the following:

(a) The repair station must allow the CAAS, or the FAA on behalf of the CAAS, to inspect it for continued compliance with the requirements of the 14 CFR part 145 and these Special Conditions (i.e. CAAS SAR Part-145).

(b) The repair station must continue to comply with 14 CFR part 145 and these Special Conditions.

(c) Accept that investigation and enforcement action may be taken by the CAAS in accordance with any relevant ANA, ANO and CAAS procedures and the repair station must cooperate with any CAAS investigation or enforcement action.