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On 2024-07-12, the Transport Canada Civil Aviation (TCCA) and the European Aviation Safety Agency (EASA) signed an amendment to the Maintenance Annex Guide (MAG), replacing the previous version dated 2018-11-06.

As part of the amendment, Approved Maintenance Organizations (AMOs) who maintain aircraft (registered in an EASA Member State) will still be required to hold an EASA approval and an approved EASA supplement, however, AMOs who maintain only components, including complete engines or propellers, will not require an EASA approval or an EASA supplement. AMOs who maintain aeronautical products other than aircraft are reciprocally accepted between EASA and TCCA to permit the acceptance of each other's maintenance certifications (EASA Form 1 and a TCCA Form One). In practical terms it means that an EASA Form 1 is fully recognized in Canada without additional statement or TCCA approval and a TCCA Form One is fully recognized in the EU without an additional statement or EASA approval.

Below is the link.

<https://tc.canada.ca/en/aviation/aircraft-airworthiness/international-agreements-arrangements/maintenance-annex-guidance-european-union>

Feel free to reach out to quality@acornwelding.com if you have any questions.

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Section B

Approval Process for Canadian Approved Maintenance Organizations

Introduction

This section details how TCCA will implement Annex B of the Agreement for CAR 573 Approved Maintenance Organizations and how a TCCA aircraft AMO will implement this MAG. Compliance with the supplement together with the TCCA approved Maintenance Policy Manual (MPM) forms the basis by which an AMO may exercise the maintenance privileges under this MAG. The required supplement approval letter template can be found in Section A, Appendix 5.

Component AMOs are reciprocally accepted between EASA and TCCA to permit the acceptance of each other's maintenance certification. An EASA Form 1 and a TCCA Form One are reciprocally accepted.

With respect to major modifications and major repairs to EU customer components, component AMOs shall ensure that the EU customer has obtained the approval of the responsible Competent Authority and shall ensure that the EU customer has provided the required data to support the major modification and/or major repair, in accordance with applicable EASA-TCCA TIP provisions.

I. Initial Approval Process for Aircraft AMOs

1. TCCA Actions

Upon receipt of a request for MAG Supplement approval in accordance with Annex B of the Agreement, TCCA shall ensure that the applicant has access to the most current revision of the MAG.

2. Applicant Actions

To apply for approval under the provisions of the Agreement, an applicant AMO must:

- a) Be located in Canada; and
- b) Hold a TCCA CAR 573 approval.

The applicant shall submit to the TCCA Regional Office (RO):

- a) A completed EASA Form 17; and
- b) A MAG Supplement to their Maintenance Policy Manual developed based on the requirements contained in Section B, Appendix 1. The applicant's supplement shall clearly identify the actual working procedures of the organization as they relate to the Appendix requirements.

Note: Simply submitting a copy of the Section B, Appendix 1, does not meet the intent of paragraph b) above.

The EASA Form 17 and the proposed MAG Supplement shall be sent to the supervising TCCA RO at least **90 days** prior to the date initial approval is required.

Note: The above documents shall not be sent to EASA by the applicant.