



# Federal Aviation Administration

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## Memorandum

Date: March 09, 2022

From: John Benning, Manager, International Field Office Management Branch

Thru: Jackie L. Black, Manager, Aircraft Maintenance Division

To: New York International Field Office Managers

Subject: Deviation from U.S. – UK (MAG) renewal and change recommendations during COVID-19

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### Reference:

Maintenance Annex Guidance (MAG), Original Issue, Section C, Chapter 3.0 "Renewal process" and Section C, Chapter 4.0 "Change/Amendment Application Process"

The above referenced paragraphs in the MAG, pertaining to renewal and or change/Amendment recommendations made by the responsible Civil Aviation of The United Kingdom of Great Britain and Northern Ireland (CAA), lists as one of the preconditions the requirement that the CAA will complete a "FAA MIP Audit Report 2" recommendation to the FAA with the satisfactory outcome of audits carried out by CAA and amendments to the supplement being accepted by CAA.

Such activities are then entered in FAA MIP Audit Report 2, under point B, titled: "On-site audits performed by the CAA during the preceding 24 months. Please list the dates of audit(s)".

Due to the current COVID 19 crisis, it is not always possible to perform an on-site audit of an FAA approved repair station in the UK before the renewal becomes due.

Therefore, it is also acceptable if such an audit is performed as a desktop exercise, provided that at least one on-site audit has been performed during the complete renewal period, i.e. one onsite audit during two-years preceding the renewal, with the audit date noted in FAA MIP Audit Report 2.

If, due to the special COVID situation, the above conditions cannot be fulfilled, remote technology (as described in FAA Memorandum "use of video and communication Technology (VCT) dated April 22, 2020), may be used to perform FAA repair Station renewal inspections and surveillance as an alternative to an on-site physical visit. This methodology must allow Aviation Authorities to make observations and obtain sufficient objective data to allow the responsible inspector to determine certificate holder compliance in the present environment.

For changes, it is acceptable to recommend a change based on a desktop audit, provided the CAA has also performed the same change pertaining to the UK certificate by using a desktop method.

The CAA will apply identical procedures to EASA 145 certificates in the United States, which are recognized by CAA.

This memorandum shall remain valid until **30 September, 2022** and maybe extended or revised as necessary.