



**U.S. Department
of Transportation
Federal Aviation
Administration**

InFO

Information for Operators

InFO 26001

DATE: 01/09/26

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only. Nonconformity will not affect rights and obligations under existing statutes and regulations.

Subject: Revision 2 of the Maintenance Implementation Procedures (MIP) between the Federal Aviation Administration (FAA) and Transport Canada Civil Aviation (TCCA).

Purpose: This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations, part 65 mechanic certificate holders who maintain TCCA registered aircraft or articles and United States (U.S.) operators who may have maintenance performed on aircraft or articles in Canada that revision 2 of the FAA/TCCA MIP was signed on September 9, 2025, with an effective date of January 7, 2026. This revision supersedes and replaces FAA/TCCA MIP dated June 14, 2019.

Background: The Agreement Between the Government of the United States of America and the Government of Canada for the Promotion of Aviation Safety, dated June 12, 2000, (commonly referred to as the Bilateral Aviation Safety Agreement (BASA)) facilitates acceptance of each other's airworthiness approvals, environmental testing, approval of civil aeronautical products, acceptance of maintenance approvals, alterations or modifications, approvals and monitoring of maintenance facilities, alteration or modification facilities, maintenance personnel, aviation training establishments, and flight operations.

The MIP sets forth the FAA and TCCA maintenance-related implementing procedures authorized by the BASA and provides those procedures as special conditions. Special conditions are requirements in either the FAA's 14 CFR parts 43, 121, 135, and 145 or in TCCA's Civil Aviation Regulations (CAR) 571 and 573 that have been found, based on a comparison of the regulatory maintenance systems, not to be common to both systems and that are significant enough that they must be addressed. Section B of the MIP outlines the special conditions that FAA-certified mechanics and repair stations must comply with when performing maintenance and alterations on aircraft and articles registered with TCCA. Section C of the MIP details the special conditions that TCCA Aircraft Maintenance Engineers (AME) and Aircraft Maintenance Organizations (AMO) must comply with when conducting maintenance and alterations on aircraft and articles registered with the FAA.

The BASA and MIP are available at:

https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing

or <https://drs.faa.gov>

Discussion: Revision 2 of the MIP contains changes to special conditions that FAA mechanics, repair stations and operators should be aware of. Specific changes from the previous revision are listed in the revision and history log.

Recommended Action: FAA-certified mechanics and repair stations performing maintenance and modifications on TCCA-registered aircraft and articles should familiarize themselves with the information contained in this InFO and Revision 2 of the MIP, particularly Section B. Repair stations required by the MIP to include a TCCA supplement in their repair station manual may need to revise their supplement due to the updates in the revision. Operators of FAA-registered aircraft who wish to utilize TCCA AMEs or AMOs for maintenance on their aircraft or articles should be aware of the requirements outlined in Section C of the MIP.

Contact: Direct questions or comments regarding this InFO to the Aircraft Maintenance Division via email at 9-AWA-AFS-INTL-Coordinator@faa.gov. An FAA Safety Assurance Office should be the primary contact for FAA certificate holders who have questions regarding the FAA/TCCA MIP. Certificate holders should not contact TCCA directly.