



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

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 15 2012

RECEIVED
OCT 19 2012

Mr. Craig Fabian
Vice President Regulatory Affairs
& Assistant General Counsel
ARSA
121 North Henry Street
Alexandria, VA 22314-2903

Dear Mr. Fabian:

This letter is in response to your letter, dated October 4, 2012, requesting clarification on the use of Modified Maintenance Instructions (MMI). We agree with your interpretation and understanding of the requirements for developing the MMI's outlined in European Aviation Safety Agency (EASA) 145.A.45 (d) and the relating acceptable means of compliance (AMC).

The purpose of the Agreement between the United States and the European Community is to enable the reciprocal acceptance of regulatory cooperation and harmonization, as provided in the Annex 2 of the Agreement. The FAA and EASA have established the differences between EASA Part-145 and Title 14 CFR Part 145. These differences are listed as Special Conditions in the Maintenance Annex as agreed between the European Union (EU) and the US. As a result, an EU-based EASA Part 145 approved maintenance organization, when in compliance with published FAA maintenance special conditions complies with 14 CFR Part 145 and vice versa for a US-based FAA-certificated 14 CFR Part 145 repair station.

The FAA considers the EASA approved MMI's to satisfy and be equivalent to the requirements of 14 CFR Part 43.13 (a). The EASA approved MMI's can also be used by an EU based repair station just as the requirements of 14 CFR Part 43.13(a) apply to US-based repair stations.

Sincerely,

Steven W. Douglas
Manager, Aircraft Maintenance Division