For current ARSA’s Model EASA Supplement holders, use this document to update your manual. It is being provided instead of an entire new model supplement because the changes to the ARSA documents will not be consistent with the changes you may have made.

| Revision Number | Revision Date | Paragraph(s) Affected | Revision Description |
| --- | --- | --- | --- |
| Original | 10/05/2012 | ALL | Original Issue |
| 01 | 04/16/2014 | ALL | Updated for general readability and to ensure compliance through MAG Change 4. |
| 01 | 04/16/2014 | ALL | Updated “broken” URLs including links to the EASA website and revised FAA Form 8130-3. |
| 01 | 04/16/2014 | 1.2 | Added paragraph to address renewal procedure and deadlines and included a statement that a repair station cannot exercise EASA approval privileges after the EASA certificate expires. |
| 01 | 04/16/2014 | 1.3 | Added a statement that MAG changes must be implemented within 90 days of the revision publication date. |
| 01 | 04/16/2014 | 2.1.6 | Enhanced note to user for working away paragraphs and options including a statement that the procedures are not applicable to line stations. |
| 01 | 04/16/2014 | 2.1.5 | Revised line maintenance section to include FAA authorized line maintenance locations (stations) under the EASA certificate (excluding those located in EU member states as listed in the Safety Agreement, Appendix 2, Annex 2) and enhanced note to user. |
| 01 | 04/16/2014 | 2.3.1 | Re-wrote and organized paragraph on components eligible for installation to ensure proper understanding. |
| 01 | 04/16/2014 | 2.3.2 | Added paragraph to address suspected unapproved parts procedure. |
| 02 | 09/30/2015 | ALL | Updated for general readability. |
| 02 | 09/30/2015 | 1.4 | Added definitions for aviation safety inspector and FAA national coordinator, updated definition of technical agent. |
| 02 | 09/30/2015 | 2.3.1 | Revised to ensure compliance with MAG Change 5 parts tagging requirements, i.e., an 8130-3 is required for new components. Updated language regarding documentation required for used components for general readability. |
| 03 | 9/21/2016 | ALL | Updated to improve readability. |
| 03 | 9/21/2016 | 1.4 | Added two definitions from MAG 5—   * FAA Coordinator (IFO):   International Field Office Principal Inspectors assigned oversight responsibilities for repair stations located in a specific country. The FAA Coordinator should establish a line of communication with the appropriate AA representative and FAA representative to coordinate and plan for the transfer of certificates and address any concerns raised by EASA/AA. The FAA Coordinator should ensure all outstanding findings have a corrective action plan agreed upon by the FAA and the AA. If there are any outstanding or pending violations that may result in an enforcement action, the transfer can occur only after the violation is resolved or the JMCB determines otherwise. The FAA Coordinator should arrange for the FAA representative to meet with the AAs to provide an opportunity for the FAA and AA to exchange information. Copies of the current documentation for the AMOs being turned over should include all applicable documents. Additional duties and responsibilities of this position can be found in the current edition of FAA Order 8900.1, Flight Standards Information Management System.   * Production Approval Holder:   For consistency purposes, a PAH in this document refers to EU Production Organizations Approvals (POA), FAA Production Approval Holders (PAH), and Transport Canada Civil Aviation (TCCA) Manufacturer Certificate Holders (MCH). |
|  | 9/21/2016 | 2.3.1 | **Note to User:** This paragraph addresses [MAG](http://www.easa.europa.eu/approvals-and-standardisation/organisation-approvals/CAO-foreign-part-145-organisations-located-in-the-united-states.php), Section A, Appendix 1, paragraph 10 and [Notice 8900.380](http://arsa.org/wp-content/uploads/2016/08/n8900_380_20160831.pdf).  Similarly, [14 CFR § 145.211(c)(1)(i)](http://www.gpo.gov/fdsys/pkg/CFR-2011-title14-vol3/xml/CFR-2011-title14-vol3-sec145-211.xml) describes the procedure for inspecting incoming materials to ensure they are acceptable.  The section of your RSQM that addresses these requirements may be cross-referenced here.  DELETE THIS NOTE FROM THE FINAL VERSION OF THE SUPPLEMENT.  Procedures for inspecting incoming new and used components are described in paragraph 8.3 of the RSQM.  For incoming material that will be used in a repair or alteration subject to the MAG, this repair station will ensure the following *additional* documentation is present upon incoming inspection—   * New Components  |  | | --- | | **Note to User:** This paragraph addresses [MAG](https://www.easa.europa.eu/node/15612), Section B, Appendix 1, paragraph 10(k)(1), which addresses the requirement for new components to be accompanied by a [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171).  The section of your RSQM that addresses receiving inspections and articles eligible for installation must be cross-referenced here.  **\*\*\*Additional references:**   * [FAA letter to ARSA, dated Aug. 25, 2015](http://arsa.org/wp-content/uploads/2013/01/Response-to-S.MacLeod_Continue-in-Service-Process-ARSA-Guidance_2855.pdf) (RS inspections) * [14 CFR § 21.137(o)](http://www.ecfr.gov/cgi-bin/text-idx?SID=eeef71a4a617dc973a4a2b83edd6b14b&mc=true&node=se14.1.21_1137&rgn=div8) (PAH issuance of authorized release document under its own quality system) * [Letter to ARSA from the FAA and EASA](http://arsa.org/wp-content/uploads/2016/04/FAA-EASA-DeadlineExtension-MAG_CHG5-20160414.pdf), dated April 14, 2016 and [Flight Standards Notice 8900.360](http://arsa.org/wp-content/uploads/2016/05/ARSA-Notice8900_360-20160509.pdf) (implementation date and grandfathered parts) * [Notice 8900.380](http://arsa.org/wp-content/uploads/2016/08/n8900_380_20160831.pdf) (confirming repair stations may inspect and approve for return to service any new part that does not meet the MAG’s part documentation requirements) * [ARSA email to EASA, dated Aug. 23, 2016 and its letter to ARSA, dated Sept. 21, 2016](http://arsa.org/wp-content/uploads/2016/09/ARSA-EASA-MAG6_Inventory-20160921.pdf) (confirming definition of inventory as it relates to grandfathered parts)   DELETE THIS NOTE FROM THE FINAL VERSION OF THE SUPPLEMENT. |   New components must be traceable to the Production Approval Holder ([PAH](#_Acronyms_and_Definitions)) and be in a satisfactory condition for installation. An authorized release document, as detailed below, must accompany new components.   * + New components from a U.S. PAH released on or after October 1, 2016 must be accompanied by a [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171).     - Except for critical PMA parts (which must be traceable to a licensee of a type or supplemental type certificate holder or an EASA design approval), PMA parts are acceptable if accompanied by [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171) prepared in accordance with the Technical Implementation Procedures.     - Grandfathered Components: New components released by a U.S. PAH before October 1, 2016:   If received into the repair station’s inventory on or before September 30, 2016 (and regardless of the date they are to be installed), the components do not require a [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171), *provided* the following conditions are met:   * + - * + The components are accompanied by a document or statement from the PAH or supplier with direct ship authority that contains the same technical information as a [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171) (i.e., part name, part number and serial number, if applicable), and         + The repair station has documentation that the component was received into its inventory on or before September 30, 2016.   + New components released by a Canadian PAH must be accompanied by a TCCA Form One.   + New components released by a EU PAH must be accompanied by a EASA Form 1.     - * + New components that do not meet the above requirements may be eligible for installation *provided* the repair station, using Form E100, performs an inspection under [part 43](http://www.ecfr.gov/cgi-bin/text-idx?SID=eeef71a4a617dc973a4a2b83edd6b14b&mc=true&node=pt14.1.43&rgn=div5) and approves the work for return to service by issuing a dual release on [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171).   + Fabricated Parts   Fabricated parts, produced by an appropriately rated repair station under its quality system, for consumption in a repair or alteration of a product or article in accordance with 14 CFR [§ 21.9(a)(6)](http://www.ecfr.gov/cgi-bin/text-idx?SID=eeef71a4a617dc973a4a2b83edd6b14b&mc=true&node=se14.1.21_129&rgn=div8) and [part 43](http://www.ecfr.gov/cgi-bin/text-idx?SID=eeef71a4a617dc973a4a2b83edd6b14b&mc=true&node=pt14.1.43&rgn=div5), are not subject to the documentation requirements.   * *Standard Parts*   Standard parts must be traceable to the manufacturer, accompanied by a conformity statement and be in satisfactory condition for installation.  **NOTE:** New components that do not meet the documentation requirements, but otherwise comply with Title 14 CFR, remain eligible for installation in maintenance and alterations that are approved for return to service with a single FAA release.   * Used Components   For used components, documentation must include one of the following—   * + An [FAA Form 8130-3](http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186171) issued as a dual maintenance release from an appropriately authorized (i.e., EASA Part-145) repair station.   NOTE: Components received with an FAA-only release must not be used in a repair subject to the MAG unless the repair station treats the source as non-certificated under [§ 145.217](http://www.ecfr.gov/cgi-bin/text-idx?SID=35ad5e964e55e27e33e21208515faebf&mc=true&node=se14.3.145_1217&rgn=div8) or performs additional maintenance to ensure compliance with this EASA Supplement (see Flight Standards [Notice 8900.380](http://arsa.org/wp-content/uploads/2016/08/n8900_380_20160831.pdf)).   * + An EASA Form 1 issued as a maintenance release from EASA Part-145 approved maintenance organizations not located in the U.S. An EASA Form 1 triple release (certifying compliance with FAA, EASA and TCCA requirements) is acceptable.   + A TCCA Form One issued as a maintenance release from a Canadian EASA-approved maintenance organization so long as the form includes the EASA release statement and EASA approval number. |