



**U.S. Department  
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# InFO

Information for Operators

InFO 24007

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Flight Standards Service  
Washington, DC

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*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:** Safety Management System (SMS) Requirement for Repair Stations Located in the United States (U.S.) Seeking or Holding European Union Aviation Safety Agency (EASA) Part 145 Certification under the E.U.-U.S. Bilateral Aviation Safety Agreement (BASA).

**Purpose:** This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) part 145 repair stations located in the U.S. seeking initial approval (or reinstatement after surrender or suspension) and existing EASA part 145 certificate holders about the requirement to implement a new Special Condition.

**Background:** The EU revised its regulatory system regarding continuing airworthiness, incorporating SMS requirements for approved maintenance organizations [ref. Commission Implementing Regulation (EU) 2021/1963 of 8 November 2021 amending Regulation (EU) No 1321/2014]. Anticipating that the difference in the regulatory systems would result in changes to the BASA, FAA issued InFO 24007 on June 11, 2024. Subsequently, the U.S.-EU Bilateral Oversight Board (BOB) identified the difference in the regulatory system as requiring a Special Condition. The BOB signed Decision No. 13 on February 10, 2025, making SMS a Special Condition under Annex 2 of the U.S.-E.U. BASA. The U.S.-EU Maintenance Annex Guidance (MAG) was signed on June 12, 2025, with an entry into force date of October 10, 2025.

**Discussion:** The new Special Condition requires EASA part 145 certificated repair stations located in the U.S. to establish, implement, and maintain an SMS that, at a minimum, meets the requirements of 14 CFR Part 5. The certificate holder's SMS should be integrated into the repair station's processes and procedures that support its daily operations.

Participation in the FAA SMS Voluntary Program (SMSVP) meets the Special Condition. Information on the FAA SMSVP can be accessed at: <https://www.faa.gov/faq-aviation-safety-outreach/safety-management-system>. Participation in a third-party SMS can be considered, provided that it is fully integrated into the company's culture and procedures, and aligns with the SMSVP.

In order to meet the requirements of the Special Condition discussed above, certificate holders will:

(1) For new applicants, including reinstatement after surrender or suspension, after February 10, 2025, the Special Condition establishing, implementing, and maintaining an integrated SMS must be met at the time of application.

(2) Existing EASA part 145 certificate holders by October 10:

(a) For EASA part 145 certificate holders that have not established an SMS that meets the Special Condition by the October 10, 2025, deadline. The EASA Supplement revision required by that date must include a statement similar to: *“SMS policies and procedures will be developed and implemented and the SMS declaration of compliance will be submitted to the FAA no later than December 31, 2025.”* This means on or before December 31, the SMS must be developed, implemented, and integrated into the repair station’s manuals, including the EASA supplement, and operations.

(b) For certificate holders that have developed, integrated, and implemented an SMS. Submit a SMS declaration of compliance signed by the certificate holder’s accountable manager containing the information shown in AC 120-92, page 3-6, paragraph 3.2.5.3.2 (PDF, page 20). The declaration of compliance must contain the company’s name, physical address, certificate number, and a statement that the company has developed and implemented an SMS that meets the SMSVP.

**Recommended Action:** Repair Stations Located in the U.S. seeking or holding EASA Part 145 Certificates should familiarize themselves with the information contained in this notice.

**Contact:** Direct questions or comments regarding this InFO to the Aircraft Maintenance Division at (202) 267-1675, or via email at [9-AWA-AFS-INTL-Coordinator@faa.gov](mailto:9-AWA-AFS-INTL-Coordinator@faa.gov). For questions or support on the FAA SMSVP, contact the local Flight Standards Office Certificate Management Team or the Safety Management Branch at [9-NATL-SMS-ProgramOffice@faa.gov](mailto:9-NATL-SMS-ProgramOffice@faa.gov).