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## CANADIAN SUPPLEMENT

FAA REPAIR STATION NO. 3BOR535B

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## Table of Contents

TABLE OF CONTENTS.....	i
RECORD OF REVISIONS.....	ii
LIST OF EFFECTIVE PAGE.....	iii
INTRODUCTION.....	1
SUPPLEMENT REVISION, CONTROL, AND NOTIFICATION.....	2
SPECIAL CONDITIONS APPLICABLE TO COMPLY WITH THE   FAA/TCCA MAINTENANCE IMPLEMENTATION PROCEDURES (MIP).....	3
TCCA SPECIAL CONDITIONS APPLICABLE TO BAM.....	4
PERFORMING MAINTENANCE, PREVENTIVE MAINTENANCE, OR   ALTERATIONS/MODIFICATIONS ON AIRCRAFT OPERATED IN   COMMERCIAL   AIR SERVICE UNDER PART VII OF THE CAR'S.....	5
AUTHORIZATION TO MAINTAIN CANADIAN AIRCRAFT OPERATED IN   COMMERCIAL AIR TRANSPORT.....	7
ACCESS BY TCCA AND THE FAA.....	7
CUSTOMER WORK ORDERS AND INSTRUCTIONS.....	8
APPROVED DESIGN ENGINEERING DATA.....	8
AIRWORTHY DIRECTIVES.....	9
MAJOR REPAIRS AND MAJOR ALTERATIONS/MODIFICATIONS.....	9
REPORTING OF UNAIRWORTHY CONDITIONS.....	9
RELEASE OF COMPONENTS AFTER MAINTENANCE.....	10
RELEASE OF AIRCRAFT AFTER MAINTENANCE.....	10
DEFINITIONS.....	11
APPENDIX 1: REFERNCE DOCUMENTS.....	12

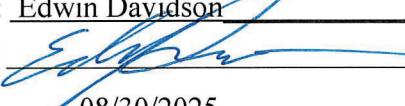
## RECORD OF REVISIONS

## List of Effective Pages

Page Number	Revision Number	Revision Date
i	Rev 1	08/30/2025
ii	Rev 1	08/30/2025
iii	Rev 1	08/30/2025
1	Original	10/16/2018
2	Rev 1	08/30/2025
3	Original	10/16/2018
4	Original	10/16/2018
5	Rev 1	08/30/2025
6	Rev 1	08/30/2025
7	Rev 1	08/30/2025
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9	Rev 1	08/30/2025
10	Rev 1	08/30/2025
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Boca Aircraft Maintenance Approval:

Printed: Edwin Davidson

Signed: 

Date: 08/30/2025

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Printed: FAA ACCEPTED

Signed: URIAN Digitally signed  
by URIAN

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## **INTRODUCTION**

This supplement is prepared in accordance with FAA Advisory Circular 43-10C. This supplement shall be referenced at all times when maintenance, preventive maintenance, or alterations / modifications are completed on Canadian registered aircraft.

All maintenance completed by Boca Aircraft Maintenance on Canadian registered aircraft is completed in accordance with the latest revision of the manufacturer's maintenance manual, other data approved by the FAA, and/or the Special Conditions set forth in this Supplement, as required by the MIP.

To be able to perform maintenance, preventive maintenance, and alterations/modifications on Canadian aeronautical products, Boca Aircraft Maintenance will meet the applicable requirements contained in CAR 571 and CAR 573.

This supplement contains procedures unique to the Canadian aeronautical products, specific training requirements, and reporting requirements.

Boca Aircraft Maintenance maintains the standards set forth in the Repair Station Manual / Quality Control Manual (RSM / QCM) and requirements of the MIP for Canadian registered aircraft.

## **SUPPLEMENT REVISION, CONTROL, AND NOTIFICATION**

The Boca Aircraft Maintenance Chief Inspector is responsible for approving revisions to this supplement, and ensuring the completion of the FAA acceptance process. When needed changes are identified, the Chief Inspector will revise the supplement under a revision number. The revised supplement will be submitted to the FAA for acceptance.

The Chief Inspector is responsible for ensuring that the organization's TCCA Supplement remains current by submitting the revised document to the appropriate FAA FSO for acceptance within 60 days with respect to the following change scenarios: MIP changes, Organizational changes, or Regulatory requirement changes that affect the organization. These procedures ensure the Chief Inspector is responsible for approving amendments and for ensuring that all amendments to the supplement are submitted to the FAA for acceptance.

Revisions to this supplement will be issued when changes to operations occur. Each page will be identified by a revisions number and date in the footer, indicating when that page was last revised. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revisions of that page only. Change bars on that page identify the changes which were made to the information there, under the identified revision. The change bar will be dropped at the next revision of that page. The List of Effective pages will track the revision of all pages included in the supplement, and denote under what revision that page was changed.

When the supplement undergoes a large amount of textual and/or formatting changes, a Reissue will be used. When a Reissue is published, the supplement will contain no change bars and should be reviewed in its entirety for new policies and procedures. Subsequent revisions following a Reissue will begin again at Revision 1.

Revisions will be distributed to each manual holder. Each supplement will have a manual control number and the name to whom the manual is assigned, on the cover page. A master list containing the manual number, location, and revision status will be maintained by the Chief Inspector.

Manual holders are responsible for keeping their manual up-to-date with the latest revision to this supplement, in accordance with the procedures in the *Repair Station and Quality Control Manual* (RSM/QCM). Once a revision is distributed, it is the manual holder's responsibility to revise their supplement promptly to a state of currency. Once the revision has been inserted, the manual holder will sign and date the Record of Revisions page, indicating that the revision has been incorporated and the manual is current.

## **SPECIAL CONDITIONS APPLICABLE TO COMPLY WITH THE FAA/TCCA MAINTENANCE IMPLEMENTATION PROCEDURES (MIP)**

Only Federal Aviation Administration (FAA) or Transport Canada Civil Aviation (TCCA) approved or acceptable parts or components, as applicable, are used to perform maintenance, preventive maintenance, or alterations/modifications to Canadian aeronautical products.

Maintenance, preventive maintenance, and alterations/modifications will be performed in accordance with current instructions for continued airworthiness or manufacturers' recommendations that will return the aeronautical product to its original or properly altered condition.

Maintenance and alterations/modifications will be certified by an approval for return to service or a maintenance release that meets the requirements of 14 CFR part 43, sections 43.9 and 43.11 or Canadian Aviation Regulation (CAR) 571.10, as applicable, for aircraft and the use of the FAA Form 8130-3 or TCCA Authorized Release Certificate for aircraft components, and any other information required by the owner or operator, as appropriate. For the purposes of compliance with this supplement, the requirements of 14 CFR part 43, sections 43.9, 43.11, and CAR 571.10 are considered equivalent.

Where maintenance or alterations/modifications are performed by a maintenance organization, the maintenance organization must hold a valid FAA repair station certificate issued in accordance with the most current 14 CFR part 145 issued as a final rule.

Major repairs or major alterations/modifications performed on a Canadian aircraft will be recorded on FAA Form 337 or in accordance with Standard 571, appendix L, and a copy provided to the owner/operator of the aircraft.

Any serious defects or unairworthy conditions on civil aeronautical products will be reported to the TCCA, as applicable.

Boca Aircraft Maintenance will submit reports of any suspected unapproved parts found on Canadian aeronautical products to the air operator concerned, for reporting to Transport Canada in accordance with the operator's approved procedures.

## **TCCA SPECIAL CONDITIONS APPLICABLE TO BOCA AIRCRAFT MAINTENANCE**

The TCCA agrees that an FAA-certificated repair station may perform maintenance, preventive maintenance, and alterations/modifications (with the exception of annual inspections) on a civil aeronautical product under the regulatory control of the TCCA and approve that product for return to service if the repair station complies with the following special conditions:

- All repairs and alterations/modifications as defined by TCCA requirements will be accomplished in accordance with data approved by or acceptable to the TCCA.
- In the case of work performed by a repair station, the work will not exceed the scope of the ratings and limitations contained in the 14 CFR part 145 certificate and authorized functions listed on the repair station Capabilities List or Operations Specifications.
- In the case of maintenance or alterations/modifications performed on aircraft operated in commercial air service pursuant to Part VII of the CAR's, Boca Aircraft Maintenance will meet the additional requirements specified in pages 7 and 8 of this supplement.

# **PERFORMING MAINTENANCE, PREVENTIVE MAINTENANCE, OR ALTERATIONS / MODIFICATIONS ON AIRCRAFT OPERATED IN COMMERCIAL AIR SERVICE UNDER PART VII OF THE CARs**

In addition to the other requirements specified in this supplement, when performing maintenance, preventive maintenance, or alterations/modifications on aircraft operating in commercial air service under CAR Part VII, Boca Aircraft Maintenance will follow the:

- Work order administration and contractual reviews are conducted through the integrated RSM/QCM collaborative framework, specifically governed by RSM Section II.F in conjunction with the customer's General Maintenance Manual (GMM). This collaborative process serves as the authorized extension of standard repair station practices, ensuring strict adherence to the Air Operator's contractual requirements, notified TCCA Airworthiness Directives (ADs), and all mandatory instructions specified within TCCA-approved air carrier manuals.
- Technical data control and library access are strictly governed by the collaborative framework of QCM Section III.C and the air operator's General Maintenance Manual (GMM). Functioning as a sanctioned extension of repair station practices, this integrated protocol mandates that all current TCCA Airworthiness Directives applicable to the scope of work are retrieved, verified, and confirmed available by maintenance personnel prior to the commencement of any maintenance activity.
- Approved data verification and documentation standards are mandated under the collaborative authority of QCM Sections III.J and III.K, in conjunction with the air operator's General Maintenance Manual (GMM). As an authorized extension of repair station practices, this framework ensures that all major repairs and major alterations/modifications are executed exclusively in accordance with TCCA-approved data, maintaining full regulatory compliance throughout the maintenance lifecycle.
- Major repairs or major alterations/modifications performed on a Canadian aircraft must be approved by TCCA as described in CAR 571.06 FAA field approvals supporting modifications using FAA Form 337 are not acceptable on aeronautical products under TCCA regulatory control. Please reference the FAA/TCCA Implementation Procedures for Airworthiness.
- Defect reporting and notification mechanisms are strictly enforced through the collaborative oversight of QCM Section III.N and the customer's General Maintenance

- Manual (GMM). Functioning as a duly authorized extension of repair station practices, this integrated system mandates the direct reporting of any serious defects or unairworthy conditions on civil aeronautical products to the TCCA within three (3) working days, ensuring full transparency and regulatory adherence
- Technical adherence and deviation management are strictly controlled via the collaborative integration of RSM Section II.F and the customer's General Maintenance Manual (GMM). As an authorized expansion of standard repair station practices, this framework mandates absolute compliance with manufacturer maintenance manuals (MMMs) and Instructions for Continued Airworthiness (ICAs), ensuring that all maintenance deviations are managed exclusively through TCCA-approved methodologies.
- Training program to ensure each employee assigned to perform maintenance, preventive maintenance, or alterations/modifications are capable of performing the assigned task, and that each person who approves an aircraft for return to service following maintenance or alterations/modifications has been trained on the aircraft type. Records of such training will be retained for a minimum of 2 years.

The following protocols are incorporated to ensure full compliance with the TCCA Special Conditions detailed in the FAA/TCCA Maintenance Implementation Procedures (MIP) Revision 2:

**A. Line Maintenance Constraints**

- Where a 14 CFR part 145 repair station intends on performing line maintenance outside of the United States and Canada, procedures must ensure that Operations Specification D107 authorizes the repair station to perform line maintenance and lists the specific locations line maintenance is performed.
- Restrictions ensure line maintenance is not performed in countries where existing agreements or arrangements are in place between that country and Canada for the performance or acceptance of maintenance.

**B. Personnel Training**

- Only employees trained on the TCCA Supplement are authorized to perform work on aircraft operated per CAR Part VII.

**C. Independent Checks**

- All work disturbing engine or flight controls must undergo an independent check as mandated by CAR 571. Systems disturbed during maintenance require inspection by at least two qualified persons to verify correct assembly, locking of parts, and full sense and range of motion..
- The technical record will contain the signatures of both persons who performed the check. One of the signatures required by this section may be that of the person who has signed the maintenance release.

**D. Safety Management System (SMS) Integration**

- The FAA-certificated repair station must incorporate and adhere to the specific Safety Management System (SMS) protocols of the air operator. Specifically:

1. Establish the contact person within the FAA-certificated repair station with whom the Canadian air operator will communicate SMS-related information.
2. Establish and maintain a reporting system in accordance with the air operator/repair station-established contract maintenance agreement.
3. The reporting system must provide for the immediate collection and analysis of information regarding hazards, incidents, and accidents to identify root causes and manage safety risks.
4. All contract maintenance agreements must include an established non-punitive reporting system and a comprehensive emergency response plan..

## **AUTHORIZATION TO MAINTAIN CANADIAN AIRCRAFT OPERATED IN COMMERCIAL AIR TRANSPORT**

Boca Aircraft Maintenance will continue to comply with 14 CFR part 145 and these special conditions.

Boca Aircraft Maintenance will allow the TCCA, or the FAA on behalf of the TCCA, to inspect it for continued compliance with 14 CFR part 145 and these special conditions and to make its manual and the supplement required by these special conditions available for inspection.

Investigations and enforcement by the TCCA may be undertaken in accordance with TCCA rules and directives.

Boca Aircraft Maintenance will cooperate with any investigation or enforcement action.

An FAA-certificated repair station that does not cooperate with a TCCA investigation will not continue to be recognized by the TCCA under the BASA and MIP.

## **ACCESS BY TCCA AND THE FAA**

TCCA and the FAA will be allowed access to Boca Aircraft Maintenance facilities and documents to verify compliance with procedures and standards and to investigate specific problems. Furthermore, the FAA staff shall be allowed access to ascertain compliance and investigate problems on behalf of TCCA.

## **CUSTOMER WORK ORDERS AND INSTRUCTIONS**

The customer's work order (Purchase Order, Repair Order, Proposal, or other contractual documents) shall clearly define the work scope to include all maintenance, preventive maintenance, and alterations/modifications to be accomplished by Boca Aircraft Maintenance.

Maintenance, preventive maintenance, and alterations/modifications will be performed in accordance with the manufacturer's maintenance manuals or instructions for continued airworthiness. The customer's work order shall state the source of the applicable data, i.e., manufacturer or Air Carrier, used to perform the requested maintenance along with any other requirements of its program or Maintenance Manual.

If there are any questions about the interpretation of a work order or other work instructions, clarification shall be obtained from the customer before work begins. In general, work orders should specify the inspections, repairs, alterations/modifications, overhaul, Airworthiness Directives, and parts replacements that must be carried out.

Maintenance performed by Boca Aircraft Maintenance for foreign operators is complicated by the fact that there may be occasions when non-FAA maintenance requirements, such as a foreign Airworthiness Directives, are not known to Boca Aircraft Maintenance. This may occur because the information is not included in that routinely reviewed by Boca Aircraft Maintenance. Consequently, the customer is responsible to provide explicit instructions for all work subject to the procedures and requirements of this supplement.

## **APPROVED DESIGN ENGINEERING DATA**

Approved design engineering data is either:

- Approved by the National Aviation Authority (equivalent of the FAA) of the Type Certificate holder (typically the original equipment manufacturer), or
- Data supplied by the customer and approved by the appropriate TCCA National Aviation Authority.

If there are any questions concerning the approval status of design engineering data to be used by Boca Aircraft Maintenance, the customer shall provide clarification prior to the initiation of the work requiring such data.

## **AIRWORTHINESS DIRECTIVES**

TCCA authorities either issue their own Airworthiness Directives or accept FAA directives and issue additional directives.

Boca Aircraft Maintenance shall determine from the customer what Airworthiness Directives the customer requires to be followed in the work to be performed. This information, if applicable, will be a part of the work order or other instructions. In some cases, it will be necessary for the customer to supply the information necessary to incorporate Airworthiness Directive requirements.

## **MAJOR REPAIRS AND MAJOR ALTERATIONS / MODIFICATIONS**

Major repairs and major alterations/modifications will be accomplished using data approved by the TCCA.

The approval of major repairs and major alterations/modifications will involve TCCA authorities. Therefore, it is essential for the customer to ensure that the appropriate TCCA authority has provided any required approvals. Boca Aircraft Maintenance shall establish that the customer has obtained the necessary approvals or has initiated action to do so before Boca Aircraft Maintenance begins any work.

The accomplishment of major repairs and major alterations/modifications will be recorded on FAA Form 337 or in accordance with CAR Stand 571, Appendix L.

Boca Aircraft Maintenance will complete a major repair or major modification report and submit it to the owner within 48 hours of completing the work on aeronautical products under TCCA regulatory control in accordance with CAR 571, Appendix L.

Boca Aircraft Maintenance will submit the major repair or modification report directly to TCCA as required by CAR 571.12. The report must be sent to the Transport Canada Center assigned to the geographical area in which the owner of the aircraft resides or manages their business within 30 days after the aircraft is returned to service. A copy of the report shall be included in the aircraft records.

## **REPORTING OF UNAIRWORTHY CONDITIONS**

The repair station shall report all serious defects, malfunctions, or unairworthy conditions on aeronautical products under TCCA regulatory control directly to TCCA within 3 days.

Boca Aircraft Maintenance will report Suspected Unapproved Parts (SUP) to TCCA by using the SDR via Form 24-0038, which is available online at the following address:  
[http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038\\_BO\\_PD](http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/24-0038_BO_PD) or by registering with the CAWIS website and submitting the report on-line.

## **RELEASE OF COMPONENTS AFTER MAINTENANCE**

Release to service of components shall be in accordance with 14 CFR section 43.9. At the completion of maintenance, Boca Aircraft Maintenance will issue FAA Form 8130-3 as required. Reference current revision of FAA order 8130.21 for detailed instructions for completing FAA Form 8130-3.

If there are any questions concerning the approval status of parts or components to be used by Boca Aircraft Maintenance, the customer shall provide clarification prior to the initiation of the work requiring such parts or components.

## **RELEASE OF AIRCRAFT AFTER MAINTENANCE**

Release to service of aircraft shall be carried out in accordance with 14 CFR section 43.9 and/or section 43.11.

In all cases, Boca Aircraft Maintenance will issue the certification when all required maintenance has been carried out except that if it was not possible to complete all maintenance then such details will be endorsed on the Release to Service document and the customer informed.

## DEFINITIONS

For the purposes of this supplement (and notwithstanding definitions contained in 14 CFR or the CARs), the following definitions apply:

ABBREVIATION / TERM / ACRONYM	DEFINITION
ACA	Aircraft Certification Authority issued by an AMO under CAR 573.
Alteration or Modification	Making a change to the construction, configuration, performance, environmental characteristics, or operating limitations of the affected civil aeronautical product. (Typically the term <u>Modification</u> is used by the TCCA while <u>Alteration</u> is used by the FAA)
CAR	Canadian Aviation Regulations.
CFR	Code of Federal Regulations, specifically in Title 14 of the Code of Federal Regulations, parts 1 through 199.
Civil Aeronautical Product	Any civil aircraft, aircraft engine, or propeller or subassembly, appliance, material, part, or component to be installed thereon.
Compliance with 14 CFR part 43	Compliance with the latest issue of CAR 571 and the FAA special conditions as set forth in this supplement and associated TCCA guidance material, as applicable.
Compliance with 14 CFR part 145	In the case of a Canadian organization, compliance with the latest issue of CAR 573 and the FAA special conditions as set forth in this supplement and associated TCCA guidance material as applicable when maintenance, preventive maintenance, or alterations/modifications are performed in Canada.
Compliance with CAR 571	Compliance with the latest issue of 14 CFR part 43 and the TCCA special conditions as set forth in this supplement, recognizing that advisory circulars (AC) provide additional guidance in this area.
Compliance with CAR 573	In the case of a part 145 repair station, compliance with the latest issue of 14 CFR part 145 and the TCCA special conditions as set forth in this supplement when maintenance, preventive maintenance, or alterations/modifications are performed in the United States, recognizing that AC's provide additional guidance in this area.
Data Approved by the FAA	Data that is approved by the Administrator or the Administrator's designated representative.
Data Approved by the TCCA	Data that is approved by the TCCA or by a person or organization delegated or approved by the TCCA for that purpose.
FAA Acceptable	Data that is acceptable to the Administrator, such as service information recommended by a type certificate (TC) holder, or industry standard data that supports eligibility of installation of standard parts (such as bolts and nuts) conforming to established industry or U.S. specifications.
FAA-Certificated Airman	An individual issued a mechanic certificate or repairman certificate by the FAA, under 14 CFR part 65.
Maintenance	The performance of inspection, overhaul, repair, preservation, and the replacement of parts, materials, appliances, or components of a civil aeronautical product to ensure the continued airworthiness of that product, <u>excluding alterations or modifications</u> .
MPM	Maintenance Policy Manual approved by TCCA for an AMO.
Preventive Maintenance	Simple or minor preservation, operations and the replacement of small standard parts not involving complex assembly operations.
RCA	Restricted Certification Authority issued by TCCA under CAR 571.11.
Required Inspection Items (RII)	The items of maintenance and alterations/modifications that must be inspected by a person other than the one who performed the work. These items include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not performed properly or if improper parts or materials are used.
TCCA	Transport Canada Civil Aviation

## **Appendix -1 Reference Documents**

- FAA/TCCA Maintenance Implementation Procedures (MIP)
- Title 14 of the Code Of Federal Regulations (14 CFR)
  - Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration
  - Part 65, Certification: Airman Other Than Flight Crewmembers
  - Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations
  - Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft
  - Part 145, Repair Stations
- Advisory Circulars
  - AC 43-10 United States – Canadian Bilateral Aviation Safety Agreement Maintenance Implementation Procedures
  - AC 145-9 Guide for Developing and Evaluating Repair Station and Quality Control Manuals
- FAA Orders
  - 8000.85, FAA Program for the Establishment of a MIP Under the Provisions of a BASA
  - 8110.53, Reciprocal Acceptance of Repair Design Data Approvals Between FAA and TCCA
  - 8900.1, Flight Standards Information Management System
- Canadian Publications
  - CAR Part IV – Personnel Licensing and Training
  - CAR Part V – Airworthiness
  - CAR Part VII – Commercial Air Services
  - Standard 571 of the CAR – Maintenance
  - Standard 573 of the CAR – Approved Maintenance Organizations
  - AC 571-002 Canada and United States Bilateral Aviation Safety Agreement Maintenance Implementation Procedures