

Annex II to ED Decision 2020/002/R
Acceptable Means of Compliance (AMC) and Guidance Material (GM)
to Annex II (Part-145) to Commission Regulation (EU) No 1321/2014
Issue 2 — Amendment 3

Annex II to Decision 2015/029/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the remaining text is unchanged in front of or following the reflected amendment.

AMC 145.1 General

~~A competent authority may be a ministry, a national aviation authority, or any aviation body designated by the Member State and located within that Member State. A Member State may designate more than one competent authority to cover different areas of responsibility, as long as the designation decision contains a list of the competencies of each authority and there is only one competent authority responsible for each given area of responsibility.~~

SECTION A - TECHNICAL REQUIREMENTS

GM 145.A.10 Scope

[...]

4.1. [...]

Either person can assume the responsibilities of the accountable manager providing that they can comply in full with the applicable elements of [145.A.30\(a\)](#), but the 'maintenance engineer' ~~should be~~ is the certifying person to retain the independence of the 'quality audit engineer' to carry out audits. Nothing prevents either engineer from undertaking maintenance tasks providing that the 'maintenance engineer' issues the certificate of release to service. This 'maintenance engineer' may also be nominated as airworthiness review staff to carry out airworthiness reviews and issue the corresponding airworthiness review certificate for **aircraft for which Part-ML applies** ~~ELA1 aircraft not involved in commercial operations~~ in accordance with ~~M.A.901(f)~~ **ML.A.903**.

[...]

AMC 145.A.30(d) Personnel requirements

[...]

6. The quality monitoring compliance function man-hours should be sufficient to meet the requirement of [145.A.65\(c\)](#) which means taking into account [AMC 145.A.65\(c\)\(1\)](#). Where quality monitoring staff perform other functions, the time allocated to such functions needs to be taken into account in determining quality monitoring staff numbers.

[...]

AMC2 145.A.30(e) Personnel requirements

[...]

1. Initial human factors training should cover all the topics of the training syllabus specified in [GM1 145.A.30\(e\)](#) either as a dedicated course or else integrated within other training. The syllabus may be adjusted to reflect the particular nature of the organisation. The syllabus may also be adjusted to meet the particular nature of work for each function within the organisation. For example:

[...]

GM2 145.A.30(e) Competence assessment procedure

[...]

	Managers	Planners	Supervisor	Certifying staff and support staff	Mechanics	Specialised Service staff	Quality audit staff
Knowledge of applicable officially recognised standards						X	X
Knowledge of auditing techniques: planning, conducting and reporting							X
Knowledge of human factors, human performance and limitations	X	X	X	X	X	X	X
Knowledge of logistics processes	X	X	X				
Knowledge of organisation capabilities, privileges and limitations	X	X	X	X		X	X
Knowledge of Part-M, Part-ML, Part-145 and any other relevant regulations	X	X	X	X			X
Knowledge of relevant parts of the maintenance organisation exposition and procedures	X	X	X	X	X	X	X
Knowledge of occurrence reporting system and understanding of the importance of reporting occurrences, incorrect maintenance data and existing or potential defects		X	X	X	X	X	
Knowledge of safety risks linked to the working environment	X	X	X	X	X	X	X
Knowledge on CDCCL when relevant	X	X	X	X	X	X	X
Knowledge on EWIS when relevant	X	X	X	X	X	X	X
Understanding of professional integrity, behaviour and attitude towards safety	X	X	X	X	X	X	X
Understanding of conditions for ensuring continuing airworthiness of aircraft and components				X			X
Understanding of his/her own human performance and limitations	X	X	X	X	X	X	X
Understanding of personnel authorisations and limitations	X	X	X	X	X	X	X
Understanding critical maintenance task		X	X	X	X		X
Ability to compile and control completed work cards		X	X	X			
Ability to consider human performance and limitations.	X	X	X	X			X
Ability to determine required qualifications for task performance		X	X	X			
Ability to identify and rectify existing and potential unsafe conditions			X	X	X	X	X
Ability to manage third parties involved in maintenance activity		X	X				

	Managers	Planners	Supervisor	Certifying staff and support staff	Mechanics	Specialised Service staff	Quality audit staff
Ability to confirm proper accomplishment of maintenance tasks			X	X	X	X	
Ability to identify and properly plan performance of critical maintenance tasks		X	X	X			
Ability to prioritise tasks and report discrepancies		X	X	X	X		
Ability to process the work requested by the operator		X	X	X			
Ability to promote the safety and quality policy	X		X				
Ability to properly process removed, uninstalled and rejected parts			X	X	X	X	
Ability to properly record and sign for work accomplished			X	X	X	X	
Ability to recognise the acceptability of parts to be installed prior to fitment				X	X		
Ability to split complex maintenance tasks into clear stages		X					
Ability to understand work orders, work cards and refer to and use applicable maintenance data		X	X	X	X	X	X
Ability to use information systems	X	X	X	X	X	X	X
Ability to use, control and be familiar with required tooling and/or equipment			X	X	X	X	
Adequate communication and literacy skills	X	X	X	X	X	X	X
Analytical and proven auditing skills (for example, objectivity, fairness, open-mindedness, determination, ...)							X
Maintenance error investigation skills							X
Resources management and production planning skills	X	X	X				
Teamwork, decision-making and leadership skills	X		X				

AMC 145.A.36 Records of airworthiness review staff

[...]

- (d) experience as certifying staff on ~~ELA1~~ aircraft covered by Part-ML
- (e) qualifications relevant to the approval (knowledge of relevant parts of ~~Part-M~~ Part-ML and knowledge of the relevant airworthiness review procedures);

[...]

GM1-AMC1 145.A.42(a)(ii) Components

[...]

AMC1 145.A.42(a)(iii) Components

[...]

- (d) ~~certified life-limited~~ parts with mandatory life limitations that have reached or exceeded ~~these limitations~~ ~~their certified life limits~~, or have missing or incomplete records;

[...]

GM1 145.A.42(b) Components

Used components maintained by a CAO appropriately approved for component maintenance and released on an EASA Form 1 cannot be installed on complex motor-powered aircraft or aircraft used by an air carrier licensed in accordance with Regulation (EC) No 1008/2008.

GM 145.A.48(c) Performance of maintenance

To minimise the risk of multiple errors or errors being repeated, the organisation may implement:

- procedures to plan the performance by different persons of the same task in different systems;
- ~~duplicate~~ independent inspection or re-inspection procedures.

GM 145.A.48(d) Performance of maintenance - critical design configuration control limitations (CDCCL)

The organisation should ensure that when performing maintenance the CDCCL are not compromised. The organisation should pay particular attention to possible adverse effects of any change to the wiring of the aircraft, even of a change not specifically associated with the fuel tank system. For example, it should be common practice to identify segregation of fuel gauging system wiring as a CDCCL. The organisation can prevent adverse effects associated with changes to the wiring by standardising maintenance practices through training, and not through periodic inspections. Training should be provided to avoid indiscriminate routing and splicing of wire and to provide comprehensive knowledge of critical design features of fuel tank systems that would be controlled by a CDCCL. Guidance on the training of maintenance organisation personnel is provided in [Appendix IV to AMC 145.A.30\(e\) and 145.B.10\(3\)](#) ~~145.A.35~~.

AMC 145.A.50 Certification of maintenance after embodiment of a Standard Change or Standard Repair (SC/SR)

[AMC M.A.801](#) of the AMC to Part-M and [AMC1 ML.A.801 of the AMC to Part-ML](#) contains acceptable means of compliance for the release to service of a SC/SR by an organisation approved in accordance with [Part-145](#).

AMC2 145.A.50(d) Certification of maintenance

[...]

2.4.4. Detail of life used for ~~service life limited parts~~ [life-limited parts and time-controlled components](#) being any combination of fatigue, overhaul or storage life.

[...]

2.6.1. Serviceable aircraft components removed from a Member State registered aircraft may be issued with an EASA Form 1 by an appropriately rated organisation subject to compliance with this subparagraph.

[...]

(g) The flight hours/cycles/landings as applicable of any ~~service life limited parts~~ [life-limited parts and time-controlled components](#) including time since overhaul should be established.

[...]

2.8. Used aircraft components maintained by organisations not approved in accordance with Part 145. For used components maintained by a maintenance organisation not approved under Part 145, due care should be taken before acceptance of such components. In such cases an appropriately rated maintenance organisation approved under Part 145 should establish satisfactory conditions by:

[...]

(b) replacing all ~~service life limit components~~ [life-limited parts and time-controlled components](#) when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition;

AMC 145.A.50(e) Certification of maintenance

1. Being unable to establish full compliance with sub-paragraph [Part-145.A.50\(a\)](#) means that the maintenance required by the aircraft operator could not be completed due either to running out of available aircraft maintenance downtime for the scheduled check or by virtue of the condition of the aircraft requiring additional maintenance downtime [or because the maintenance data requires a flight to be performed as part of the maintenance, as described in paragraph 4.](#)

[...]

4. Certain maintenance data issued by the design approval holder (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, an appropriately authorised certifying staff should release the incomplete maintenance before the flight on behalf of the maintenance organisation. GM M.A.301(i) or GM1 ML.A.301(f) describe the relations with the aircraft operator, which retains the responsibility for the maintenance check flight (MCF). After performing the flight and any additional maintenance necessary to complete the maintenance ordered, a certificate of release to service should be issued in accordance with 145.A.50(a).

GM 145.A.55(a) Maintenance and airworthiness review records

1. [...]

The prime objective is to have secure and easily retrievable records with comprehensive and legible contents. The aircraft record should contain basic details of all serialised aircraft components and all other significant aircraft components installed, to ensure traceability to such installed aircraft component documentation, ~~and~~ associated maintenance data ~~as specified in 145.A.45~~ and data for modifications and repairs.

[...]

GM 145.A.65(b)(1) Safety and quality policy, maintenance procedures and quality system

[Appendix XI to AMC M.A.708\(c\)](#) or [Appendix V to AMC1 CAMO.A.315\(c\)](#) provides guidance on the elements that need to be considered for the maintenance contract between the CAMO and the maintenance organisation. The [Part-145](#) organisation should take into account these elements to ensure that a clear contract or work order has been concluded before providing maintenance services.

GM 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system

[...]

PARA	Comment	HANGAR	ENGINE	MECH	AVIONIC
			Workshop	Workshop	Workshop
145.A.25		Yes	Yes	Yes	Yes
145.A.30		Yes	Yes	Yes	Yes
145.A.35		Yes	Yes	Yes	Yes
145.A.36		Yes	No	No	No
145.A.40		Yes	Yes	Yes	Yes
145.A.42		Yes	Yes	Yes	Yes
145.A.45		Yes	Yes	Yes	Yes
145.A.47		Yes	Yes	Yes	Yes
145.A.48		Yes	Yes	if appl.	if appl.

PARA	Comment	HANGAR	ENGINE	MECH	AVIONIC
145.A.50		Yes	Yes	Yes	Yes
145.A.55		Yes	Yes	Yes	Yes
145.A.60		Yes	Yes	Yes	Yes
145.A.65		Yes	Yes	Yes	Yes
2.1	MOE	Yes	Yes	Yes	Yes
2.2	MOE	Yes	Yes	Yes	Yes
2.3	MOE	Yes	Yes	Yes	Yes
2.4	MOE	Yes	Yes	Yes	Yes
2.5	MOE	Yes	Yes	Yes	Yes
2.6	MOE	Yes	Yes	Yes	Yes
2.7	MOE	Yes	Yes	Yes	Yes
2.8	MOE	Yes	Yes	Yes	Yes
2.9	MOE	Yes	Yes	Yes	Yes
2.10	MOE	Yes	No	No	No
2.11	MOE	Yes	Yes	Yes	Yes
2.12	MOE	Yes	Yes	Yes	Yes
2.13	MOE	Yes	Yes	Yes	Yes
2.14	MOE	Yes	Yes	Yes	Yes
2.15	MOE	Yes	No	No	No
2.16	MOE	Yes	Yes	Yes	Yes
2.17	MOE	if appl.	if appl.	if appl.	if appl.
2.18	MOE	Yes	Yes	Yes	Yes
2.19	MOE	Yes	Yes	Yes	Yes
2.20	MOE	Yes	Yes	Yes	Yes
2.21	MOE	if appl.	if appl.	if appl.	if appl.
2.22	MOE	Yes	Yes	No	No
2.23	MOE	Yes	Yes	if appl.	if appl.
2.24	MOE	Yes	Yes	Yes	Yes
2.25	MOE	Yes	Yes	Yes	Yes
2.26	MOE	Yes	Yes	Yes	Yes
2.27	MOE	Yes	Yes	Yes	Yes
2.28	MOE	Yes	Yes	Yes	Yes
2.29	MOE	Yes	No	No	No
2.30	MOE	Yes	No	No	No
L2.1	MOE	if appl.	No	No	No
L2.2	MOE	if appl.	No	No	No
L2.3	MOE	if appl.	No	No	No
L2.4	MOE	if appl.	No	No	No
L2.5	MOE	if appl.	No	No	No
L2.6	MOE	if appl.	No	No	No
L2.7	MOE	if appl.	No	No	No
3.9	MOE	if appl.	if appl.	if appl.	if appl.
3.10	MOE	if appl.	if appl.	if appl.	if appl.
3.11	MOE	if appl.	if appl.	if appl.	No
3.12	MOE	Yes	Yes	No	No
3.13	MOE	Yes	Yes	Yes	Yes
3.14	MOE	Yes	Yes	Yes	Yes

PARA	Comment	HANGAR	ENGINE	MECH	AVIONIC
145.A.70		Yes	Yes	Yes	Yes
145.A.75		Yes	Yes	Yes	Yes
145.A.80		Yes	Yes	Yes	Yes
145.A.85		Yes	Yes	Yes	Yes
145.A.95		if appl.	if appl.	if appl.	if appl.
M.A.201(c)		Yes if appl.	Yes if appl.	Yes if appl.	Yes if appl.
M.A.403(b)		Yes if appl.	No	No	No
MLA.201(c)		if appl.	if appl.	if appl.	if appl.
MLA.403(b)		if appl.	if appl.	if appl.	if appl.

Note 1: 'if appl.' means 'if applicable or relevant'.

Note 2: In the case of line stations, all line stations should be audited at the frequency agreed with the competent authority within the limits of [AMC 145.A.65\(c\)\(1\)](#).

AMC 145.A.70(a) Maintenance organisation exposition

[...]

2.29 Airworthiness review procedures and records ~~for ELA1 aircraft not involved in commercial operations~~

2.30 ~~Development and approval processing for maintenance programmes for ELA2 aircraft not involved in commercial operations~~ [Reserved]

[...]

GM 145.A.70(a) Maintenance organisation exposition

[...]

3. [145.A.70\(a\)\(1\) to \(a\)\(11\)](#) constitutes the 'management' part of the MOE and therefore could be produced as one document and made available to the person(s) specified under [145.A.30\(b\)](#) who should be reasonably familiar with its contents. The [145.A.70\(a\)\(6\)](#) list of certifying staff, ~~and~~ B1 and B2 support staff ~~and airworthiness review staff~~ may be produced as a separate document.

[...]

APPENDICES TO AMC TO PART-145

Appendix II to AMC 145.B.20(5) EASA Form 6

[...]

Part-145 APPROVAL RECOMMENDATION REPORT		EASA FORM 6				
Part 2: Part-145 Compliance Audit Review						
<p>The five columns may be labelled and used as necessary to record the approval class and/or product line reviewed. Against each column used of the following Part-145 points, please either tick (√) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter 'N/A' where an item is not applicable, or 'N/R' when applicable but not reviewed.</p>						
Para	Subject					
145.A.25	Facility requirements	<input type="checkbox"/>				
145.A.30	Personnel requirements	<input type="checkbox"/>				
145.A.35	Certifying Staff and support staff	<input type="checkbox"/>				
145.A.36	Records of airworthiness review staff	<input type="checkbox"/>				
145.A.40	Equipment, Tools and material	<input type="checkbox"/>				
145.A.42	Acceptance of Components	<input type="checkbox"/>				
145.A.45	Maintenance Data	<input type="checkbox"/>				
145.A.47	Production Planning	<input type="checkbox"/>				
145.A.48	Performance of maintenance	<input type="checkbox"/>				
145.A.50	Certification of Maintenance	<input type="checkbox"/>				
145.A.55	Maintenance Records	<input type="checkbox"/>				
145.A.60	Occurrence Reporting	<input type="checkbox"/>				
145.A.65	Safety and Quality Policy, maintenance procedures and Quality System	<input type="checkbox"/>				
145.A.70	Maintenance Organisation Exposition (see Part 3)	<input type="checkbox"/>				
145.A.75	Privileges of the organisation	<input type="checkbox"/>				
145.A.80	Limitations on the organisation	<input type="checkbox"/>				

145.A.85	Changes to the organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
145.A.95	Findings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.201(c)	Responsibilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.403(b)	Aircraft Defects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MLA.201(c)	Responsibilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MLA.403(b)	Aircraft Defects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Competent surveyor(s):		Signature(s):				
Competent authority office:		Date of EASA Form 6 Part 2 completion:				

Part-145 APPROVAL RECOMMENDATION REPORT		EASA FORM 6
Part 3: Compliance with 145.A.70 Maintenance organisation exposition		
Please either tick (√) the box if satisfied with compliance, or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding, or enter 'N/A' where an item is not applicable, or 'N/R' when applicable but not reviewed.		
PART 1 Management		
1.1	<input type="checkbox"/>	Corporate commitment by the accountable manager
1.2	<input type="checkbox"/>	Safety and Quality Policy
1.3	<input type="checkbox"/>	Management personnel
1.4	<input type="checkbox"/>	Duties and responsibilities of the management personnel
1.5	<input type="checkbox"/>	Management Organisation Chart
1.6	<input type="checkbox"/>	List of Certifying staff, support staff and airworthiness review staff (Note: a separate document may be referenced)
1.7	<input type="checkbox"/>	Manpower resources
1.8	<input type="checkbox"/>	General description of the facilities at each address intended to be approved
1.9	<input type="checkbox"/>	Organisations intended scope of work
1.10	<input type="checkbox"/>	Notification procedure to the competent authority regarding changes to the organisation's activities/approval/location/personnel
1.11	<input type="checkbox"/>	Exposition amendment procedures
PART 2 Maintenance Procedures		
2.1	<input type="checkbox"/>	Supplier evaluation and subcontract control procedure
2.2	<input type="checkbox"/>	Acceptance/inspection of aircraft components and material from outside contractors
2.3	<input type="checkbox"/>	Storage, tagging, and release of aircraft components and material to aircraft maintenance
2.4	<input type="checkbox"/>	Acceptance of tools and equipment
2.5	<input type="checkbox"/>	Calibration of tools and equipment
2.6	<input type="checkbox"/>	Use of tooling and equipment by staff (including alternate tools)
2.7	<input type="checkbox"/>	Cleanliness standards of maintenance facilities
2.8	<input type="checkbox"/>	Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff
2.9	<input type="checkbox"/>	Repair procedure
2.10	<input type="checkbox"/>	Aircraft maintenance programme compliance
2.11	<input type="checkbox"/>	Airworthiness Directives procedure
2.12	<input type="checkbox"/>	Optional modification procedure
2.13	<input type="checkbox"/>	Maintenance documentation in use and its completion
2.14	<input type="checkbox"/>	Technical records control
2.15	<input type="checkbox"/>	Rectification of defects arising during base maintenance
2.16	<input type="checkbox"/>	Release to service procedure
2.17	<input type="checkbox"/>	Records for the operator

Part-145 APPROVAL RECOMMENDATION REPORT		EASA FORM 6
Part 3: Compliance with 145.A.70 Maintenance organisation exposition		
Please either tick (√) the box if satisfied with compliance, or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding, or enter 'N/A' where an item is not applicable, or 'N/R' when applicable but not reviewed.		
2.18	<input type="checkbox"/>	Reporting of defects to the competent authority/Operator/Manufacturer
2.19	<input type="checkbox"/>	Return of defective aircraft components to store
2.20	<input type="checkbox"/>	Defective components to outside contractors
2.21	<input type="checkbox"/>	Control of computer maintenance record systems
2.22	<input type="checkbox"/>	Control of man-hour planning versus scheduled maintenance work
2.23	<input type="checkbox"/>	Critical maintenance tasks and error-capturing methods
2.24	<input type="checkbox"/>	Reference to specific maintenance procedures
2.25	<input type="checkbox"/>	Procedures to detect and rectify maintenance errors
2.26	<input type="checkbox"/>	Shift/task handover procedures
2.27	<input type="checkbox"/>	Procedures for notification of maintenance data inaccuracies and ambiguities to the type certificate holder
2.28	<input type="checkbox"/>	Production planning procedures
2.29	<input type="checkbox"/>	Airworthiness review procedures and records for ELA1 aircraft not involved in commercial operations
2.30	<input type="checkbox"/>	Development and approval processing for maintenance programmes for ELA2 aircraft not involved in commercial operations [Reserved]
PART L2	Additional Line Maintenance Procedures	
L2.1	<input type="checkbox"/>	Line maintenance control of aircraft components, tools, equipment, etc.
L2.2	<input type="checkbox"/>	Line maintenance procedures related to servicing/fuelling/de-icing, etc.
L2.3	<input type="checkbox"/>	Line maintenance control of defects and repetitive defects
L2.4	<input type="checkbox"/>	Line procedure for completion of technical log
L2.5	<input type="checkbox"/>	Line procedure for pooled parts and loan parts
L2.6	<input type="checkbox"/>	Line procedure for return of defective parts removed from aircraft
L2.7	<input type="checkbox"/>	Line procedure for critical maintenance tasks and error-capturing methods
PART 3	Quality System Procedures	
3.1	<input type="checkbox"/>	Quality audit of organisation procedures
3.2	<input type="checkbox"/>	Quality audit of aircraft
3.3	<input type="checkbox"/>	Quality audit remedial action procedure
3.4	<input type="checkbox"/>	Certifying staff and support staff qualification and training procedures
3.5	<input type="checkbox"/>	Certifying staff records
3.6	<input type="checkbox"/>	Quality audit personnel
3.7	<input type="checkbox"/>	Qualifying inspectors
3.8	<input type="checkbox"/>	Qualifying mechanics
3.9	<input type="checkbox"/>	Aircraft/aircraft component maintenance tasks exemption process control.
3.10	<input type="checkbox"/>	Concession control for deviation from organisation's procedures

Part-145 APPROVAL RECOMMENDATION REPORT		EASA FORM 6
Part 3: Compliance with 145.A.70 Maintenance organisation exposition		
Please either tick (√) the box if satisfied with compliance, or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding, or enter 'N/A' where an item is not applicable, or 'N/R' when applicable but not reviewed.		
3.11	<input type="checkbox"/>	Qualification procedure for specialised activities such as NDT, welding, etc.
3.12	<input type="checkbox"/>	Control of manufacturers' and other maintenance working teams
3.13	<input type="checkbox"/>	Human Factors training procedure
3.14	<input type="checkbox"/>	Competence assessment of personnel
3.15	<input type="checkbox"/>	Training procedures for on-the-job training as per Section 6 of Appendix III to Part-66 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).
3.16	<input type="checkbox"/>	Procedure for the issue of a recommendation to the competent authority for the issue of a Part-66 licence in accordance with 66.B.105 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).
PART 4		
4.1	<input type="checkbox"/>	Contracting operators
4.2	<input type="checkbox"/>	Operator procedures/paperwork
4.3	<input type="checkbox"/>	Operator record completion
PART 5	Appendices	
5.1	<input type="checkbox"/>	Sample Documents
5.2	<input type="checkbox"/>	List of subcontractors
5.3	<input type="checkbox"/>	List of Line maintenance locations
5.4	<input type="checkbox"/>	List of Part-145 organisations
PART 6	Operators' Maintenance Procedures (reserved for those maintenance organisations that are approved under Part-145 which are also operators)	
6.1	<input type="checkbox"/>	
MOE Reference:		MOE Amendment:
Competent authority audit staff:		Signature(s):
Competent authority office:		Date of EASA Form 6 Part 3 completion:

[...]