

GUIDE FOR COMPLIANCE WITH PART-145 AS AMENDED BY EU Regulation 2021/1963 (Revision June 2022)

Foreword

[Regulation \(EU\) 2021/1963](#) amending Regulation (EU) No 1321/2014 introduces new requirements as of 02 December 2022 for organisations certified pursuant Part-145. This guide offers the view of EASA on the transition of existing Part-145 organisations and competent authorities to the new requirements, based on the Article 4 of Regulation (EU) No 1321/2014 as amended by Regulation (EU) 2021/1963. This is not binding material.

EASA reminds that this transition process will be under the oversight of the competent authority and that any particular case or situation should be discussed and agreed with the competent authority.

NOTE:

This guide does not cover the changes to Part-145 introduced by Regulation (EU) 2021/700 of 26 March 2021, Maintenance data and installation of certain aircraft components, for which several Part-M and Part-145 requirements enter into force on 18 May 2022. Approved maintenance organisations are supposed to be compliant with those requirements.

List of revisions

June 2022	Initial version
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GUIDE FOR COMPLIANCE WITH PART-145 UPON REGULATION (EU) 2021/1963 (Revision June 2022)

I. Introduction

a. General

Regulation (EU) 2021/1963 amending Regulation (EU) No 1321/2014 becomes applicable on 2 December 2022 except for provisions that are applicable since 2 December 2021. The content of the regulation (EU) No 1321/2014 is impacted as shown below:

Reference	Designation	Topic	Changes
Cover Regulation		Articles 1 to 8 of the Regulation	Article 4 for establishing a transition period until 2 December 2024. Article 5 paragraph 7 added
Annex I	Part-M	Continuing airworthiness standards – other-than-‘light aircraft’ and aircraft used by licenced air carrier (Reg. (EC) No 1008/2008)	point M.A.403(b), point M.A.502(c) and Appendix VII – editorial corrections
		Includes Subpart F and Subpart G organisation requirements, not applicable since 24 March 2022	Appendix IV – discontinues to be applicable to Annex II (Part-145)
Annex II	Part-145	Maintenance organisation (all types of aircraft types and operation)	Refer to appendices to this guide: Appendix I (maintenance organisation) Appendix II (competent authority)
Annex III	Part-66	Maintenance licensing	None
Annex IV	Part-147	Maintenance training organisation	None
Annex Va	Part-T	Requirements for 3rd country a/c dry leased by an AOC	None
Annex Vb	Part-ML	Continuing airworthiness standards – ‘light aircraft’ not used by licenced air carrier	ML.A.906(a) added ‘from a regulatory system where Regulation (EU) 2018/1139 does not apply’ as equivalent to third country
Annex Vc	Part-CAMO	Continuing airworthiness management organisation (all types of aircraft types and operation)	None
Annex Vd	Part-CAO	Combined (continuing airworthiness management and/or maintenance) organisation – non-complex aircraft and non-licenced air carrier	None

Changes apply from 2 December 2021

Changes apply from 2 December 2022

Note: the (unofficial) denomination ‘Light aircraft’ means the following non-complex motor-powered aircraft:

- aeroplanes up to 2730 Kg MTOM
- rotorcraft up to 1200 Kg MTOM / max 4 occupants
- other ELA2 aircraft.

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b. Transition

From 2 December 2022 each maintenance organisation that holds a valid approval certificate issued in accordance with Annex II (Part-145) should comply with the Annex II Section A requirements introduced by Commission Regulation (EU) 2021/1963. There is a transition period allowing the maintenance organisation to correct any findings of non-compliances with the new Part-145 requirements ('transition findings') until 02 December 2024.

The main change introduced in the regulation is the required implementation of a Safety Management System for maintenance organisations. SMS requires, amongst others, to implement hazard identification, risk management and safety assurance processes and the designation of a safety manager. To support the safety management system processes, several organisation requirements have been changed including the safety policy, internal occurrence reporting, competence of staff, and compliance monitoring (replacing quality assurance). The safety risk and compliance monitoring management are considered part of the organisation's overall management system.

To verify that the maintenance organisations have a management system, the regulation also introduces requirements for the competent authority. This should enable the CA to verify and continuously monitor the effectiveness of the organisations management system and associated safety performance management.

It is considered that SMS is a concept that may need to mature over multiple years. Therefore it is not anticipated that organisations will have a fully operational and effective SMS in the first oversight cycle or at the end of the transition period. However, the minimum level to retain the Part-145 certificate is that the organisation can show that the system and procedures are 'present' and 'suitable'.

Section II of this Guide illustrates a typical process that may be followed by a maintenance organisation and its competent authority for the transition from the previous regulation to the new regulation.

Section III of this Guide, Guidance for Organisations, provides a step approach for the typical transition process.

Section IV of this Guide, Guidance for authorities provides guidance for competent authorities for the transition process.

Appendix I details the changes in Part-145 Section A, which applies to the technical requirements to be met by an organisation.

Appendix II details the changes in Part-145 Section B, which applies to competent authorities.

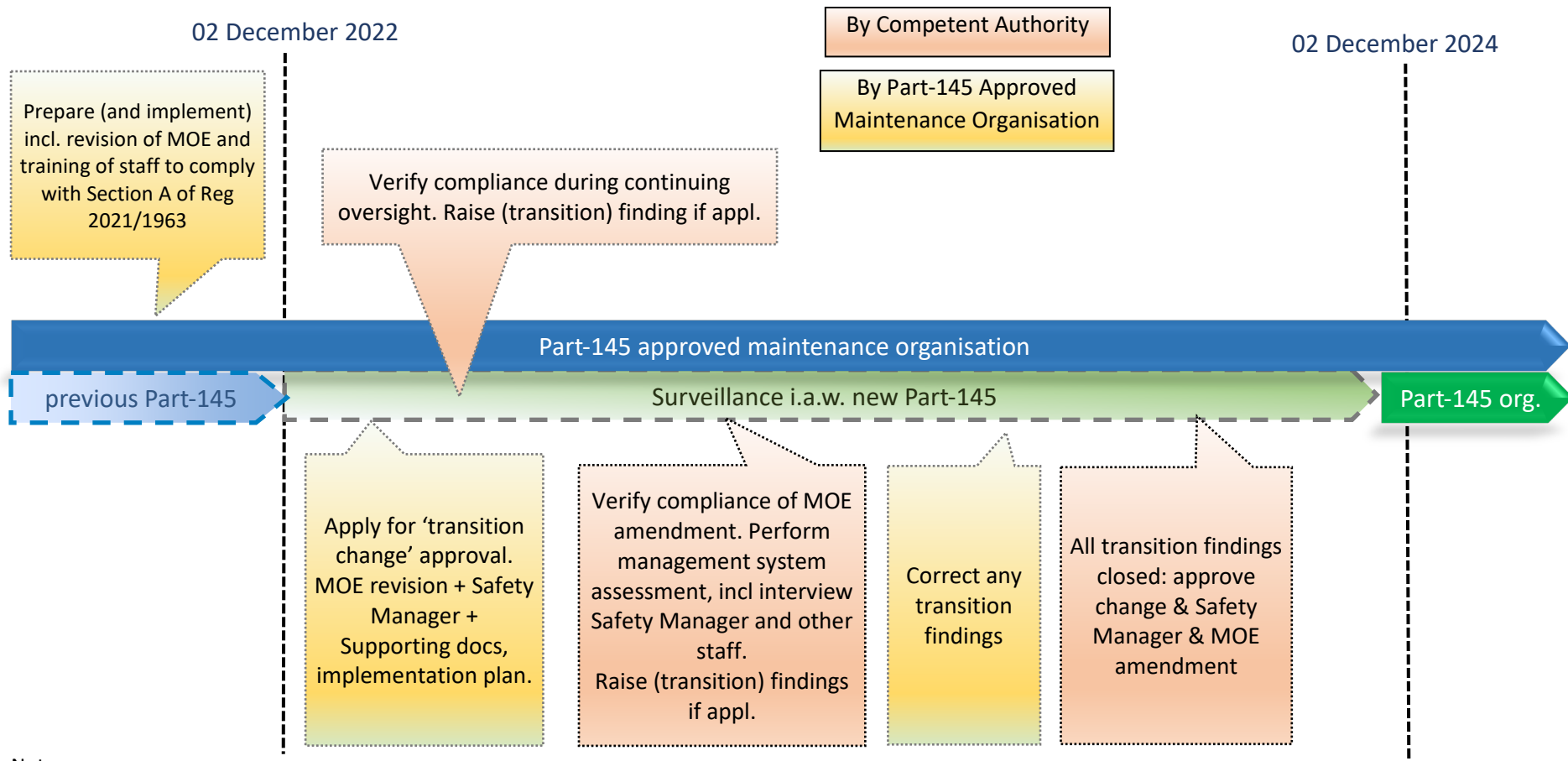
Convention:

in the rest of this document:

- 'new Part-145' is the Annex II (Part-145) of Regulation (EU) No 1321/2014 as amended by Commission Regulation (EU) 2021/1963
- 'old Part-145' is the Annex II (Part-145) of Regulation (EU) No 1321/2014 as amended before Commission Regulation (EU) 2021/1963
- 'Transition findings' are findings of non-compliance related to the Annex II (Part-145) requirements introduced by Regulation (EU) 2021/1963 as novel compared to 'old Part-145'. Refer to Appendix I. Closure date for these transition findings shall not exceed 2 December 2024. This may include a single 'generic' transition finding.
- 'Generic transition finding' that the maintenance organization has not introduced a management system pursuant the 'new Part-145' requirements.
- 'Oversight finding' in this document is a finding raised against the requirements in old Part-145, before the transition change is approved.

II. Overview of the transition to new Part-145

The following figure provides an overview for an **acceptable transition process**.



Notes:

- transition finding could be generic or individual (refer to section IV)
- despite the flow is presenting an almost 24 months transition process, EASA expectation is that the full process should typically last few months and be completed well before the deadline.

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III. Guidance for organisations

a. Organisations not holding a Part-145 Certificate (initial certification)

If your organisation is planning to be approved for the maintenance of aircraft and components in accordance with Annex II (Part-145) of Regulation (EU) No 1321/2014 before 02 December 2022, you should consider to:

- Submit your application for initial certification and compliance documentation with 'old Part-145' well in advance and ensure that your Competent Authority has sufficient time to perform the investigation, raising and evaluating the closure of all findings and issuing the corresponding certificate not later than 2 December 2022. After initial certification refer to III.b.

Note that if the application will have not been fully processed before 02 December 2022, your organisation will have to adapt and resubmit all documents in full compliance with 'new Part-145' to be eligible for an initial approval.

- Inform your Competent Authority that the initial approved organisation will target to comply with the 'new Part-145' and prepare the compliance documentation in accordance, including the results of a pre-audit performed by the organisation against the applicable requirements, refer to 145.A.15(b)(1).

Note that your organisation can be only granted the certificate on 2 December 2022 or later.

b. Organisations holding a valid Part-145 Certificate on 2 December 2022 – transition change

The maintenance organisation should develop a plan and implement the necessary changes. The maintenance organisation should apply to the competent authority pursuant article 145.A.85 for approval of:

- The person responsible for the safety management processes (145.A.30(ca))
- The revised MOE pursuant point 145.A.70 including, as a minimum,
 - the name of the person responsible for the safety management processes (145.A.70(a)(3));
 - the procedure that sets out the scope of changes not requiring prior approval (145.A.70(a)(10)), and
 - the procedure for amending the MOE (145.A.70(a)(11)).

All other changes may be included in the same application or, if within the scope of the MOE indirect approval procedure, notified as a change not requiring prior approval.

Organisation should consider to apply for the 'transition changes' (or notify, as applicable) on time to ensure that the competent Authority has sufficient time to perform the investigation, raising and evaluating the closure of all findings and approving the 'transition change(s)' not later than 2 December 2024. The competent authority may establish a time frame in which all organisations should submit the applications/notifications which would allow the competent authority sufficient time to review all applications/notifications before the date of 2 December 2024.

If late or not submitted applications/notifications, the Part-145 approval certificate will be revoked, suspended or limited on 2 December 2024.

c. Organisations holding a valid Part-145 Certificate on 2 December 2022 – other changes during transition period

Maintenance organisation may apply for other changes (i.e., adding a rating or facility) during the transition period. The competent authority should establish the conditions under which the organisation may operate during the change.

d. Organisations holding a valid Part-145 Certificate on 2 December 2022 – regular oversight during transition period

During the transition period, the competent authority should perform continuing oversight. When findings of non-compliances with Part-145 are found, the competent authority should grant the corrective action implementation period related to the type of finding. 'Transition findings' may have an implementation period longer than the regular period of 3 months but should ultimately be closed (including acceptance of the competent authority) by 02 December 2024. Regular oversight findings should be handled pursuant point 145.B.350.

e. Organisations holding a suspended Part-145 Certificate on 2 December 2022

When the certificate is suspended the approval is considered not valid pursuant point 145.A.90(a)(3). As the maintenance organisation does not hold a valid approval at the date of applicability of Regulation (EU) 2021/1963, the transitional requirement of article 4 paragraph 7 does not apply. Therefore, if the maintenance organisation would like to have its approval reinstated by the competent authority, the maintenance organisation must implement and demonstrate compliance with the new Part-145 requirements prior to reinstatement.

IV. Proposed actions by Competent Authorities (CA):

1. Between entry into force and applicability date:
 - i. Review and implement amendment of CA procedures i.a.w. Regulation (EU) 2021/1963 including but not limited to:
 - a. Training, qualification standards and associated authorisation for authority staff ensuring that training on the new Part-145 requirements has been received
 - b. Procedure for organisation's management system assessments
 - c. Procedure for processing Changes not requiring prior approval, including potential scope, notification needs, periodicity if applicable
 - d. Procedure for processing alternative means of compliance
 - e. Procedure for safety risk management process
 - f. Procedure for initial certification, changes and continuing oversight
 - g. Procedure for developing oversight program based on size and complexity and performance of organisation
 - h. Procedure for approval of Safety Manager
 - ii. initial / continuation training of CA staff, in particular on SMS for Part-145 and assessment of Part-145 organisations' management system. For the assessment of the management systems, the [EASA Management System Assessment Tool \(MSAT\)](#) may be useful.
2. Develop CA implementation plan and monitor progress implementation
 - iii. Provide information and guidance to impacted organisations and persons on main differences and novelties:
 - Structure of regulation
 - Options for combinations of approvals and privileges
 - Training of organisation's staff (e.g. SMS for Part-145)
 - Application process considering new Section B of Part-145
 - Deadlines and consequences (e.g. revocation)
 - iv. Update (IT) control systems and Forms
 - v. Assess impact on resources and take necessary actions
3. Regular oversight after 02 December 2022
 - The new Part-145 requirements are applicable per 02 December 2022 and when non-compliances are found, the competent authority should raise a finding; either a regular oversight finding or a transition finding.
 - At the earliest opportunity after 2 December 2022, if no application for a transition change is received, upon evidence of non-compliance with the new Part-145, the CA may raise a "generic transition finding"¹. This could be particularly useful when the organisation is not properly planning or implementing the transition and the number of single transition findings will be too large.
 - The proposed wording of the level 2 'generic transition finding' is 'the maintenance organisation has not demonstrated compliance with the Part-145 requirements as introduced by Regulation (EU) 2021/1963. According to article 4 paragraph 7 of Regulation 1321/2014 the organisation shall take necessary measures to demonstrate to the satisfaction of the competent authority that, before 02 December 2024, it complies with the applicable requirements newly

¹ Raising a 'generic transition finding' must be evidenced by a non-compliance to be supported by the transition measure in article 1 of Regulation (EU) 2021/1963.

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introduced by Part-145. To this end, the organisation should establish and communicate to the competent authority an implementation plan. In the meantime the organisation shall continue working with the existing procedures as per the approved exposition’.

- By raising generic or individual transition findings at the earliest opportunity, the competent authority would have better control over the progress within each organisation.
- If the oversight cycle is ending before the transition is completed, the recommendation report (new EASA Form 6) should be used and include the open transition findings with latest due date 2 December 2024. Other findings will be processed as per normal closure period.

4. Verification of compliance for each ‘transition change’ application.

- a. After receipt of the application, the competent authority should establish the conditions under which the organisation may continue to operate, i.e. either based on the old Part-145, or based on new Part-145 with limited open transition findings. This latter requires that the organisation has already implemented SMS and occurrence reporting (in approved MOE) with its staff trained accordingly.
- b. The competent authority should plan and perform an interview with the Safety Manager.
- c. The competent authority should assess the MOE amendment and supporting documents.
- d. If found acceptable, the competent authority should perform an audit to assess the organisation’s management system and processes to make sure that all the required enablers of a functioning management system are present and suitable. For this purpose, the competent authority may use the [EASA Management System Assessment Tool](#).
- e. When findings of non-compliance with the ‘new Part-145’ are found, a transition finding should be raised which need to be closed ultimately 02 December 2024. The CA may decide to initially grant a corrective action implementation period appropriate to the nature of the finding, i.e. earlier than 02 Dec 2024.
- f. When satisfied that the organisation complies with the applicable requirements, the CA shall formally approve the MOE. The new EASA Form 6 should be used to document the assessment.

Note: reissuance of the Part-145 certificate “EASA Form 3-145” is not required.

To monitor the status of maintenance organisations having completed or not (yet) completed the ‘transition change’, it is recommended that the competent authority maintains a list of organisations indicating the status.

Note that after the ‘transition change’ is approved, any non-compliance to new Part-145 is an oversight finding, even if the transition period (2 December 2024) is still running.

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Appendix I – Novelties in Part-145 Section A

Potential transition findings are identified in yellow/Editorial changes not requiring dedicated transition finding (or to be covered by MOE, 145.A.70) are identified in blue		
Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.10 - Scope	No change in the requirement text	Potential adjustment only if there are changes in the AMCs/GMs
145.A.15 Application for an organisation certificate	Previous title 'Application' (a) to account for applicable Part-M and Part-ML requirements (b) extra requirements for applicants for an initial certificate	Refer to the list of Part-M and Part-ML requirements that needs to be addressed in the MOE/procedures. Despite the new wording the organisation is expected to comply with this requirement before the transition. From 2 December 2022, organisations pursuing an initial certificate shall provide to the competent authority the results of a pre-audit performed by the organisation against applicable requirements Part-M, Part-ML and 'new Part-145'.
145.A.20 Terms of approval and scope of work	Previous title "Terms of approval" Scope of work in accordance with 145.A.70 Terms of approval attached to the organisation certificate issued by the competent authority	Check changes in 145.A.70 No transition finding foreseen
145.A.25 Facility requirements	No change	No impact
145.A.30 Personnel requirements	(a) Requirement for 'accountable manager' is reworded with potential impact on the description of responsibilities in the MOE. (b) Nominated person of group of persons representing the management structure (c) compliance monitoring instead of quality system (ca) new position ' Safety manager ' (cb) existing requirement (cc) existing requirement (d) re-wording with low impact on compliance (e) re-wording to account for 'safety management and compliance monitoring', addition of competency to include an understanding of safety management principles. (f) to (i) no change (j) extended to cover support staff for base maintenance (j)(1) and other re-wording with low impact on compliance (k) airworthiness review under Part-ML reference to 145.A.37	Potential transition finding. Accountable manager has a basic understanding of this Regulation (expected to cover 2018/1139 and 1321/2014), in particular new responsibilities to establish and promote safety policy (reference to 145.a.200(a)(2)). Nominate safety manager and compliance monitoring manager (reusing as possible and desired the quality system function) (ca): Person responsible for the safety management processes ('safety manager') is subject to approval of the competent authority pursuant article 145.A.85(a)(2). Nominated person or group of persons demonstrate a working knowledge of the changes in 1321/2014 as per this amendment and changes in the new MOE/procedures Procedure to change nominated persons may remove the use of the 'EASA Form 4' that is no longer necessary (e): Organisation to establish and control the competency of the safety manager as well as to include in the competence for all personnel an understanding of the application of safety management principles. Procedure for airworthiness review under reference to new number 145.A.37
145.A.35 Certifying staff and support staff	(a) to (c) no change (d) to (f) re-wording to emphasize up-to-date knowledge based on recurrent training and to include safety management (g) and (h) no change (i) reworded to account for nominated group of persons instead of single person Former (j) requirement to maintain a record of all certifying and support staff is covered by new 145.A.55(d). All subsequent requirements are changing letter and 145.A.35 (o) is removed	Training on safety management that can be accomplished through 145.A.30
	145.A.36 Records of airworthiness review staff is removed	Refer to 145.A.55(d)

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Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.37 Airworthiness review staff	Introduced as new number but the content is equivalent to former 145.A.30(k)	Editorial changes to the MOE and the procedures may be needed due to new numbering Eligibility criteria for sailplanes and balloons are relaxed Requirement removed for AR staff to be independent from the continuing airworthiness management process of the aircraft being reviewed
145.A.40 Equipment and tools	No change	
145.A.42 Components	No change	
145.A.45 Maintenance data	(a) Editorial change including change of reference (old 145.A.55(c) equivalent to 145.A.55(a)(3)) (b) No change (c) Detected inaccurate, incomplete or ambiguous maintenance is also recorded as part of the internal safety reporting scheme (referred to in point 145.A.202) (d) editorial (e) added that also <u>long</u> maintenance tasks shall be transcribed onto the work cards or worksheets	Potential transition finding. This can be alternatively covered by a transition finding against 145.A.202 In case of non-compliance with paragraph 145.A.45(c) in respect to notification to the author an oversight finding should be raised
145.A.47 Production planning	(a) no change (b) planning shall take into account the human performance, including the threat of fatigue, as part of the management system (c) no change (d) new: The organisation shall ensure that aviation safety hazards associated with external working teams carrying out maintenance at the organisation's facilities are considered by the organisation's management system.'	Potential transition finding. This can be alternatively covered by a transition finding against management system. The organisation should amend current exposition and procedures to account for the changes in this requirement
145.A.48 Performance of maintenance	(a) containing former 145.A.80 (b) new: The organisation shall be responsible for the maintenance that is performed within the scope of its approval. (c) (1) to (4) are covering former 145 (a) to (d) (c) (5) new: referring to M(L).A.403(b) for assessment of aircraft defects	Despite the new points and numbers, there are not potential transition findings with the changes. In case of non-compliance with 145.A.48, an oversight finding should be raised Editorial updates to the MOE and the procedures may be needed due to the changes
145.A.50 Certification of maintenance	(a) change to emphasize that the verification is performed by the certifying staff issuing the CRS (b) no change (c) 'aircraft operator' is replaced by 'person or organisation responsible for the aircraft continuing airworthiness' (d) change to clarify that CRS is issued by appropriately authorised certifying staff on behalf of the organisation. 'required maintenance' is replaced by 'maintenance that was ordered' (g) no change (f) editorial changes	Despite the new wording, no potential transition finding is expected in regards to compliance with the revised 145.A.50

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Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.55 Record-keeping	<p>Previous title: 'Maintenance and airworthiness review records'</p> <p>(a) Maintenance records: (a)(1) previously (a), (a)(2) previously (b), (a)(3) previously (c), (a)(4) previously (c)(3)</p> <p>(b) Airworthiness review records: (b)(1) previously under (a), (b)(2) previously under (c), (b)(3) previously under (c)(3)</p> <p>(c) New: Management system, contracting and subcontracting records</p> <p>(d) Personnel records: (1)(i) new, (1)(ii) and (2) previously under 145.A.36, (3) previously 145.A.35(j), (4) only partially covered, (5) previously under 145.A.36 and 145.A.35(j)</p> <p>(e) New establishing the need of a record-keeping system</p> <p>(f) New establishing the need to document the format of the records</p> <p>(g) Previously under (c)(1) and (2)</p>	<p>Potential transition finding of non-compliance with 145.A.55(c) or (d)(1)(i). This can be alternatively covered by a transition finding against 145.A.200 and 145.A.205</p> <p>Potential transition finding of non-compliance with 145.A.55(e) and/or (f)</p> <p>Editorial updates to the MOE and the procedures may be needed due to the changes in references</p>
145.A.60 Occurrence reporting	<p>(a) New: establishing occurrence reporting as part of the management system and in compliance with regulations EU No 376/2014 and (EU) 2018/1139. Previously partially covered.</p> <p>(b) reworded but previously under 145.A.60(a)</p> <p>(c) New: reporting such events to the person or organisation that is responsible for the continuing airworthiness of that aircraft</p> <p>(d) new: establishing the requirements for organisations that do not have their principal place of business in a Member State, establishing both initial mandatory reports and, where relevant, a follow-up report</p>	<p>Potential transition finding of non-compliance with 145.A.60(a). This can be alternatively covered by a transition finding against 145.A.200</p> <p>Potential transition finding of non-compliance with 145.A.60(c) or (d) as applicable</p> <p>In case of non-compliance with aspects covered previously by former 145.A.60 an oversight finding should be raised.</p>
145.A.65 Maintenance procedures	<p>Previous title: 'Safety and quality policy, maintenance procedures and quality system'</p> <p>(a) safety and quality policy moved to 145.A.200(a)(2). reworded but previously under (b)</p> <p>(b) previously under (b)(1) and (b)(2)</p> <p>Former (c) related to quality system moved to requirement 145.A.200(ja)(6)</p>	<p>Editorial updates to the MOE and the procedures may be needed due to the changes in references</p>

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Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.70 Maintenance organisation (MOE) exposition	(a)(1) no change (a)(2) New: safety policy and the related safety objectives (a)(3) to (5) include person(s) nominated under points 145.A.30 (c) and new (ca) and their responsibilities, organisation chart (a)(6) 'scope of approval' replaced by 'scope of authorisation' (a)(7) now including the system that is in place to plan the availability of staff (a)(8) facilities covering all approved locations (a)(9) added link to point 145.A.20 (a)(10) procedure that sets out the scope of changes not requiring prior approval including notification (a)(11) editorial change (a)(12) generalised to the procedures specifying how the organisation ensures compliance with this Annex (a)(13) added 'regular' to aircraft maintenance services (a)(14) no change (a)(15) generalised to all approved locations (a)(16) no change (a)(17) New: the list of the currently approved alternative means of compliance used by the organisation (b) and (c): (b) is reviewed to specify that the initial MOE is subject to competent authority approval. MOE update and approval process managed as per points (a)(10) and (a)(11). Changes listed in point 145.A.85(a) shall be approved by the competent authority. New: Organisation shall develop a procedure to comply with (c), where previously the 'indirect approval procedure' was optionally ('may').	Potential transition finding of non-compliance with 145.A.70. The organisation should amend current exposition to account for all changes, requiring to address at least: <ul style="list-style-type: none"> • the statement signed by the accountable manager confirming work in accordance with the new Annex II as amended by 2021/1963 • the safety policy (a)(2) • person(s) nominated under points 145.A.30 (c) and (ca) and their duties and responsibilities • new organisation chart • a general description of how the organisation ensures availability of staff (a)(7) • procedure defining the scope of changes not requiring prior approval and describing how such changes will be managed and notified (a)(10) and (11) • list of the approved locations and not only line stations in (a)(15) • list of the currently approved alternative means of compliance used by the organisation in (a)(17) MOE amendment for compliance with (a)(3), (a)(5), (10), (a)(11), (a)(17) and (c) has to be approved by the competent authority. In case the organisation already has an approved procedure for 'indirect approval', this continues to be applicable unless the NCA determined that the procedure is not meeting the requirements for the procedure changes not requiring prior approval. MOE amendment for other changes for compliance with new Part-145 procedures may be in scope of changes not requiring prior approval. Potential transition finding of non-compliance with 145.A.70(c).
145.A.75 Privileges of the organisation	(a) and (b) editorial changes (c) to (e): no change (f): point is only applicable to organisations with its principal place of business in one of the Member States.	No impact except (f) is not eligible to foreign Part-145 organisations.
	145.A.80 deleted. The text is moved to 145.A.48 (a)	Editorial updates to the MOE and the procedures may be needed due to remove references to 145.A.80
145.A.85 Changes to the organisation	Content is mostly new with the following main changes: (a) establishing a list of changes that require prior approval by the competent authority. (b) establishing the process for changes that require prior approval by the competent authority (c) establishing the process for changes that do not require prior approval by the competent authority	Potential transition finding of non-compliance with 145.A.85 As soon as the corresponding MOE procedures of 145.A.70(a)(10), (a)(11) and (c) are approved by the competent authority, the organisation may apply the procedure for changes not requiring prior approval.

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Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.90 Continued validity	(a)(1)to(3) editorial changes and adding compliance with Regulation (EU) 2018/1139. References to 145.B.350 and 145.A.140 (b): added 'without delay'	In case of non-compliance, an oversight finding should be raised Editorial updates to the MOE and the procedures may be needed to update relevant cross references.
145.A.95 Findings and observations	(a) Previously covered by 145.a.95(c). Added reference to point 145.B.350. (a)(1) new addressing the need to identify the root cause(s) of, and contributing factor(s) to, the non-compliance. (a)(2) and (a)(3) previously covered by 145.a.95(c). New It should be noted that the corrective action & implementation plan is subject to assessment and acceptance of the competent authority pursuant point 145.B.350(d). (b) new regarding the period agreed with that competent authority for the actions (c) new addressing the need to give due consideration to the observations in accordance with point 145.B.350(f)	Potential transition finding of non-compliance with 145.A.95. (a)(2) would require the organisation to establish and implement procedures to submit the corrective action plan within the time frame granted and obtaining the acceptance of the competent authority In case of non-compliance with aspects covered previously by former 145.A.60 an oversight finding should be raised.
145.A.120 Means of compliance	New point establishing the criteria to use alternative means of compliance to establish compliance with this Regulation	Potential transition finding, if the organisation wishes to use an alternative means of compliance, is not needed as far as privilege is not exercised. A Procedure for alternative means of compliance that is acceptable to the competent authority is needed.
145.A.140 Access	Access to any facility covered by 145.A.90(a)(2), but now extended to any aircraft, document, records, data, procedures or to any other material and both to the competent authority defined in point 145.1 and to the authority performing the oversight tasks in accordance with point 145.B.300(d).	Even if partially newly introduced, this requirement is not considered as a novelty and no potential transition finding is expected regarding this requirement. In case of non-compliance, an oversight finding should be raised. Editorial updates to the MOE and the procedures to update the relevant cross references.
145.A.155 Immediate reaction to a safety problem	145.A.155 add a new requirement to implement any safety measures mandated by the competent authority and any relevant mandatory safety information issued by the Agency.	Even if newly formally introduced through CAMO.A.155, this requirement is not considered as a novelty and apart from the case of the exposition update to account for that new article (refer to potential transition finding for MOE, refer to 145.A.70). In case of non-compliance, an oversight finding should be raised.

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Potential transition findings are identified in yellow/Editorial changes not requiring dedicated transition finding (or to be covered by MOE, 145.A.70) are identified in blue		
Part-145 requirement	Changes in 'new Part-145'	Impact analysis
145.A.200 Management system	Requirement introducing novelties (a)(1) and (a)(2) was previously 145.A.65(a) (a)(6) was previously 145.A.65(c) (b) is new (c) is new but could already be in place	Potential transition finding. The organisation should amend current exposition quality system procedure to account for 145.A.200 and 145.A.202. Main novelties are: <ul style="list-style-type: none"> • 145.A.200(a)(2): Safety policy and related safety objectives. • 145.A.200(a)(3): identification of aviation safety hazards and management of associated risks. • 145.A.200(a)(4): safety promotion • 145.A.200(a)(5): documentation of all management system key processes. This is considered the main novelty of the regulation. As part of the transition of an organisation, the competent authority should assess the organisation's management system and processes to make sure that all the required enablers of a functioning management system are present and suitable. In case of non-compliance with 145.A.200(a)(1)/(a)(4)/(a)(6) an oversight finding should be raised
145.A.202 Internal safety reporting scheme	Previously partly under 145.A.60(b). A new 145.A.202 Internal safety reporting scheme is added to establish an internal reporting scheme supporting the organisation's hazard identification and safety risk management processes and fostering its safety culture	Potential transition finding. The internal reporting scheme shall also be accessible to organisations (i.e. sub-contractors) working under the management system. It also forms the basis for establishing mandatory and voluntary occurrence reporting as required by Regulation (EU) No 376/2014. The organisation should amend its procedures to account for 145.A.202
145.A.205 Contracting and subcontracting	A new 145.A.205 Contracting and subcontracting is added to clarify the responsibility of the Part-145 organisation to ensure that any contracting or subcontracting complies with applicable requirements. Note that provisions for subcontracting were previously in AMC 145.A.75(b).	Potential transition finding. The organisation should amend current exposition to account for 145.A.205. In case of non-compliance with previous existing requirements (e.g. 145.A.75(b)), an oversight finding should be raised.

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Appendix II — Novelties in Part-145 Section B – Authority Requirements

Full Section B is replaced as per (EU) Regulation 2021/1963

Part-145 requirement	Equivalent in 'old Part-145'	Impact on the administrative procedures established by the competent authority
145.B.005 Scope	145.B.01	None
145.B.115 Oversight documentation	145.B.10	New requirement
145.B.120 Means of compliance	-	New provision that the authority may use alternative means of compliance for itself and, if approved, by the organisations provided that the Agency is informed.
145.B.125 Information to the Agency	-	New requirement
145.B.135 Immediate reaction to a safety problem	-	New requirement
145.B.200 Management system	145.B.10	<p>145.B.200(a)(1) thru (3) where previously covered under 145.B.10 point 1 thru 4.</p> <p>(a) new requirements for</p> <ul style="list-style-type: none"> • A system to plan availability of personnel (3) • Facilities (4) • compliance monitoring system including safety risk management process (5) • person responsible for the compliance monitoring function (6) <p>(b) new appointment of persons for each field of activity</p> <p>(c) new mutual exchange of information</p> <p>(d) new availability of management system procedures for EASA</p> <p>This would require the NCA to implement a management system which includes safety risk management processes. It should be noted that the related AMC's to 145.B.200 are more elaborated than the previous AMC's to 145.B.10 and would require amongst others additional training and comprehensive knowledge of NCA inspectors on SMS and Management system assessments, human factors and human performance principles, and general familiarisation knowledge of aircraft type.</p>
145.B.205 Allocation of tasks to qualified entities	-	New requirement for use of qualified entities although this was already allowed under article 69 of Regulation (EU) 2018/1139.
145.B.210 Changes in the management system	-	New requirement to keep management system up to date and to notify EASA of changes that affect the capability to perform its certification and oversight tasks.
145.B.220 Record-keeping	145.B.55 145.B.60	<p>Previously under 145.B.55. New under (a)</p> <ol style="list-style-type: none"> (1) management system documents (2) training, qualification and authorisation of its personnel (3) allocation of tasks (5) alternative means of compliance (6) safety information (7) was previously under 145.B.60 <p>(b) new list of approved organisations</p> <p>(c) retention period was 4 years, now 5 years</p> <p>(d) new availability of records to other authorities and EASA</p>

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Part-145 requirement	Equivalent in 'old Part-145'	Impact on the administrative procedures established by the competent authority
145.B.300 Oversight principles	145.B.20 & 145.B.30	(a) thru (c) more prescriptive than previously under 145.B.20 and 145.B.30. (d) and (e) was previously under 145.B.15. (d) is less restrictive ('may' while previously 'must'). (e) requires the authority to inform other authority in case oversight performed in another member state. (f) new
145.B.305 Oversight programme	145.B.30	(a), (b)(2), (c) and (f) where previously point 145.B.30. (b) new to take into account the size and complexity of the organisation for the oversight program, which need to include (as appropriate) management system assessments , process audits, sample product audits, samples of airworthiness reviews, unannounced inspections. (d) new possibility to extend oversight cycle to 36 months and 48 months (e) new reduction of oversight planning cycle (g) new although was previously under AMC 145.B.30 (2) item 3
145.B.310 Initial certification procedure	145.B.20 145.B.25 145.B.40	(a) was covered under 145.B.20-3 (b) was covered under 145.B.20-4 (c) was covered under 145.B.20-6 (d) was covered under 145.B.20-5 and 7 (e)(1) & (2) were covered under 145.B.25-1 (f) was covered under 145.B.25-3 (g) was covered under 145.B.25-2 (h) new requirement to verify and approve the MOE procedure to implement changes without prior approval. This was previously a possibility ('may') under 145.A.70(c) and 145B.40-2.
145.B.330 Changes – organisations	145.B.35 145.B.40	(a) was previously under 145.B.35-1 (b) was previously under 145.B.35-2 (c) was previously under 145.B.35-1 and 145.B.40-1 (d) new requirement for NCA to consider the need to suspend/limit the certificate in case that organisation implemented a change require prior approval without having received the approval
145.B.350 Findings and corrective actions; observations	145.B.50	(a) new requirement to have a system to analyse findings for their safety significance. (b) was previously under 145.B.50(a)1 and includes some specific cases for level 1 findings (c) was previously under 145.B.50(a)2 (d) new requirement for the NCA to assess and accept the corrective action plan (e) new requirement to inform other NCA's and/or EASA in case findings affect an organisation outside its own member state (f) new requirement that NCA may issue observations. Note: there is no equivalent CAMO.B.350 requirement.
145.B.355 Suspension, limitation and revocation	145.B.45	(a) and (b) where previously under 145.B.45(a) and (b) (c) new requirement that the NCA shall suspend or limit in whole or in part a certificate if unforeseeable circumstances outside the control of the competent authority prevent its inspectors from discharging their oversight responsibilities over the oversight planning cycle.