

Annex III to ED Decision 2015/024/R

Annex III (Guidance Material to Part-145) to Decision 2003/19/RM is amended as follows:

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

- (a) deleted text is marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

GM 145.A.10 is amended as follows:

GM 145.A.10 Scope

This Guidance Material (GM) provides guidance on how the smallest organisations satisfy the intent of Part-145:

...

3. ...

3.1 145.A.30 (b): The minimum requirement is for one full-time person who meets the Part-66 requirements for certifying staff and holds the position of 'accountable manager, maintenance engineer and is also certifying staff and, if applicable, airworthiness review staff'. No other person may issue a certificate of release to service and therefore if absent, no maintenance may be released during such absence.

3.1.1 ...

3.1.2 ...

3.1.3 ...

4. ...

4.1 145.A.30 (b): The normal minimum requirement is for the employment on a full-time basis of two persons who meet the competent authorities' requirements for certifying staff, whereby one holds the position of 'maintenance engineer' and the other holds the position of 'quality audit engineer'.

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 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 ELA1 aircraft not involved in commercial operations in accordance with M.A.901(l).

The 'quality audit engineer' should have similar qualifications and status to the 'maintenance engineer' for reasons of credibility, unless he/she has a proven track-record in aircraft quality assurance, in which case some reduction in the extent of maintenance qualifications may be permitted.

In cases where the competent authority agrees that it is not practical for the organisation to nominate a post holder for the quality monitoring function, this function may be contracted in accordance to paragraph 3.1.1.

GM 145.A.55(a) is amended as follows:

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

...

GM 145.A.65(c)1 is amended as follows:

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.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 |
| 2.15 | 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 |

| PARA | Comment | HANGAR | ENGINE | MECH | AVIONIC |
|----------|---------|---------|---------|---------|---------|
| 2.21 | MOE | if appl | if appl | if appl | if appl |
| 2.22 | MOE | Yes | Yes | No | No |
| 2.23 | MOE | Yes | No | No | No |
| 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 |
| 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 |

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

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