



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

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Revision August 2012

PART-145

MAINTENANCE ORGANISATION APPROVALS – PART-145

Consolidated version of Part-145 (Annex II) of the Commission Regulation
EC No. 2042/2003, and related EASA Decisions
(Acceptable Means of Compliance and Guidance Material), as amended

Revision August 2012

PART-145

amended by

EU No. 593/2012
EU No. 1149/2011
EU No. 962/2010
EU No. 127/2010
EC No. 1056/2008
EC No. 376/2007
EC No. 707/2006

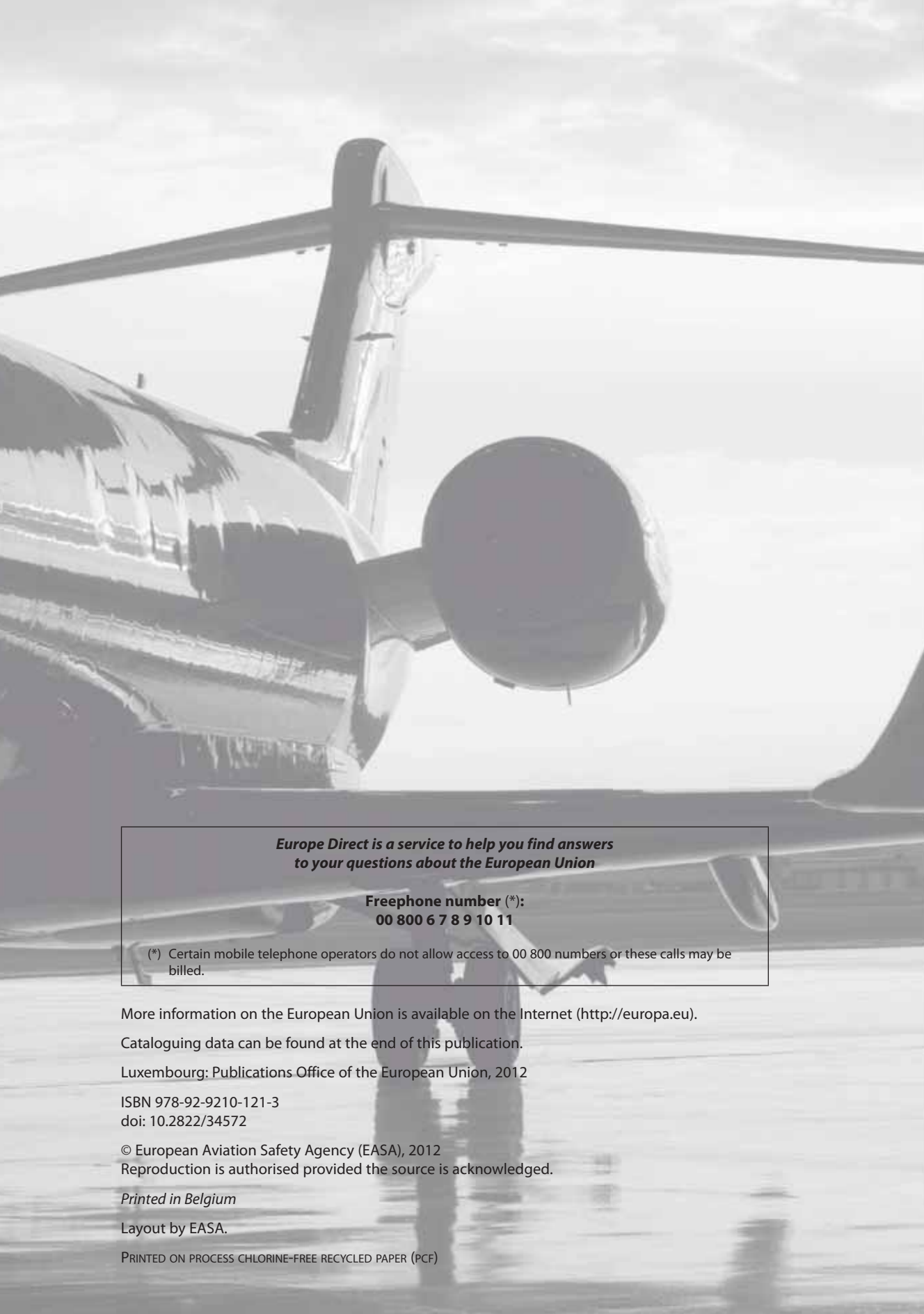
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Decision 2003/19/RM amended by

Decision 2012/004/R
Decision 2011/011/R
Decision 2010/006/R
Decision 2010/002/R
Decision 2009/007/R
Decision 2007/002/R
Decision 2006/11/R

Commission Regulation (EC) No. 2042/2003 of 20 November 2003 on the continuing
airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisa-
tions and personnel involved in these tasks (Text with EEA relevance)

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Dear Reader,

After a first Technical Publication on Part-145 in 2011, the current version is the revised Part-145 consolidated rules handbook/CD of August 2012. This latest update includes the latest Implementing Rules, EU 593/2012 and EU 1149/2011, as well as the latest Agency Decisions, ED 2011/011/R and ED 2012/004/R.

As before, the rules paragraphs have been put together with their respective Acceptable Means of Compliance and Guidance Materials. Amendment lines along the text indicate the latest amendments. Other Technical Publications have so far been produced for Part-M – now also as an updated version – and Part-66. We hope to continue to offer EASA rules – namely, in the areas of Flight Standards and Air Traffic Management - in such a user-friendly format, and to do so in an ever more timely manner.

Cologne, August 2012



Patrick Goudou
Executive Director, EASA

Disclaimer

This Part-145 consolidated version has been prepared by the Agency in order to provide stakeholders with an updated and easy-to-read publication. It has been prepared by combining the officially published corresponding text of the regulation, and all amendments together with the acceptable means of compliance and guidance material adopted so far. However, this is not an official publication and the Agency accepts no liability for damage of any kind resulting from the risks inherent in the use of this document.

Officially published documents, used to amalgamate all the elements into this consolidated version, may be found on the Agency's webpage www.easa.europa.eu

The format of this publication has been adjusted in order to make it easier to read and for reference purposes. Readers are invited and encouraged to report to MO_Part-145@easa.europa.eu any perceived errors, or comments relating to this publication.

Key to use of document

Part 145 and AMC/GM rev. June 2012 145.A.30 Personnel requirements

145.A.30 Personnel requirements

(a) The organisation shall appoint an accountable manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this Part. The accountable manager shall:

1. ensure that all necessary resources are available to accomplish maintenance in accordance with 145.A.65(b) to support the organisation approval.
2. establish and promote the safety and quality policy specified in 145.A.65(a).
3. demonstrate a basic understanding of this Part.

(b) The organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the organisation complies with this Part. Such person(s) shall ultimately be responsible to the accountable manager.

1. The person or persons nominated shall represent the maintenance management structure of the organisation and be responsible for all functions specified in this Part.
2. The person or persons nominated shall be identified and their credentials submitted in a

PART-145 Section A

Implementing Rule (no coloured bar on the side of the page); black lines along the side of amended text indicate the latest amendment regulation for the marked text

Part 145 and AMC/GM rev. June 2012 AMC 145.A.30(c) Personnel requirements

AMC 145.A.30(c) Personnel requirements

Monitoring the quality system includes requesting remedial action as necessary by the accountable manager and the nominated persons referred to in 145.A.30 (b).

AMC 145.A.30(d) Personnel requirements

1. Has sufficient staff means that the organisation employs or contracts competent staff, as detailed in the man-hour plan, of which at least half the staff that perform maintenance in each workshop, hangar or flight line on any shift should be employed to ensure organisational stability. For the purpose of meeting a specific operational necessity, a temporary increase of the proportion of contracted staff may be permitted to the organisation by the competent authority, in accordance with an approved procedure which should describe the extent, specific duties, and responsibilities for ensuring adequate organisation stability. For the purpose of this subparagraph, employed means the person is directly employed as an individual by the maintenance organisation approved under Part-145, whereas contracted means the person is employed by another organisation and contracted by that organisation to the maintenance organisation approved under Part-145.
2. The maintenance man-hour plan should take into account all maintenance activities carried out outside the scope of the Part-145 approval. The planned absence (for training, vacations, etc.) should be considered when developing the man-hour plan.

PART-145 Section A
P2004/E ED 2011/01/IR

AMC – Acceptable Means of Compliance [pages with thick yellow bars (light grey)]

Part 145 and AMC/GM rev. June 2012 GM 145.A.30(j)(4) Personnel requirements (Flight crew)

GM 145.A.30(j)(4) Personnel requirements (Flight crew)

1. For the holder of an ATPL or CPL issued in accordance with JAR FCL 1 or JAR FCL 2 the theoretical knowledge and examination subjects are detailed in appendix 1 to JAR FCL 1.470 and appendix 1 to JAR FCL 2.470 and include the following subjects:
 - Air law
 - Airframe/systems/powerplant
 - Instruments/electronics
 - Mass and balance
 - Performance
 - Flight planning and monitoring
 - Human performance and limitations
 - Meteorology
 - General navigation
 - Radio Navigation
 - Operational Procedures
 - Principles of Flight
 - VFR Communications
 - IFR Communications
2. For the holder of an JAR FCL F/EL, JAR FCL 4 subpart D gives details on the theoretical and practical knowledge and skill requirements from which appendix 1 to JAR FCL 4.160 Technical Training Course (TTC) details the following subjects:
(See JAR-FCL 4.160(b)(1))

PART-145 Section A

GM – Guidance Material [pages with thick green bars (dark grey)]

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Article 1

Objective and scope

1. This Regulation establishes common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft, including any component for installation thereto, which are:
 - (a) registered in a Member State; or
 - (b) registered in a third country and used by an operator for which a Member State ensures oversight of operations.
2. Paragraph 1 shall not apply to aircraft the regulatory safety oversight of which has been transferred to a third country and which are not used by a Community operator, or to aircraft referred to in Annex II to the basic Regulation.
3. The provisions of this Regulation related to commercial air transport are applicable to licensed air carriers as defined by Community law.

Article 2

Definitions

Within the scope of the basic Regulation, the following definitions shall apply:

- (a) "aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;
- (b) "certifying staff" means personnel responsible for the release of an aircraft or a component after maintenance;
- (c) "component" means any engine, propeller, part or appliance;
- (d) "continuing airworthiness" means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation;
- (e) "JAA" means "Joint Aviation Authorities";
- (f) "JAR" means "Joint Aviation Requirements";
- (g) "large aircraft" means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter;
- (h) "maintenance" means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;
- (i) "organisation" means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Member States;
- (j) "pre-flight inspection" means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight.
- (k) "ELA1 aircraft" means the following manned European light aircraft:
 - (i) an aeroplane with a maximum take-off mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

- (ii) a sailplane or powered sailplane of 1 200 kg MTOM or less;
 - (iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m³ for hot air balloons, 1 050 m³ for gas balloons, 300 m³ for tethered gas balloons;
 - (iv) an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m³ for hot air airships and 1 000 m³ for gas airships;
- (l) “LSA aircraft” means a light sport aeroplane which has all of the following characteristics:
- (i) a Maximum Take-off Mass (MTOM) of not more than 600 kg;
 - (ii) a maximum stalling speed in the landing configuration (V_{S0}) of not more than 45 knots Calibrated Airspeed (CAS) at the aircraft’s maximum certificated takeoff mass and most critical centre of gravity;
 - (iii) a maximum seating capacity of no more than two persons, including the pilot;
 - (iv) a single, non-turbine engine fitted with a propeller;
 - (v) a non-pressurised cabin;
- (m) “principal place of business” means the head office or the registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised.

Article 3

Continuing airworthiness requirements

1. The continuing airworthiness of aircraft and components shall be ensured in accordance with the provisions of Annex I.
2. Organisations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of Annex I and where appropriate those specified in Articles 4 and 5.
3. By derogation from paragraph 1, the continuing airworthiness of aircraft holding a permit to fly shall be ensured on the basis of the specific continuing airworthiness arrangements as defined in the permit to fly issued in accordance with the Annex (Part-21) to Commission Regulation (EC) No 1702/2003.
4. For aircraft not used in commercial air transport, any airworthiness review certificate or equivalent document issued in accordance with the Member State requirements and valid on 28 September 2008 shall be valid until its expiration date or until 28 September 2009, whichever comes first. After the expiration of its validity, the competent authority may further re-issue or extend one time the airworthiness review certificate or equivalent document for one year, if allowed by the Member State requirements. Upon further expiration, the competent authority may further re-issue or extend one more time the airworthiness review certificate or equivalent document for one year, if allowed by the Member State requirements. No further re-issuance or extension is allowed. If the provisions of this point have been used, when transferring the registration of the aircraft within the EU, a new airworthiness review certificate shall be issued in accordance with M.A.904.

EU 593/2012

EC 1056/2008

EU 127/2010

EC 376/2007

EC 1056/2008

Article 4

Maintenance organisation approvals

1. Organisations involved in the maintenance of large aircraft or of aircraft used for commercial air transport, and components intended for fitment thereto, shall be approved in accordance with the provisions of Annex II.
2. Maintenance approvals issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid before the entry into force of this Regulation shall be deemed to have been issued in accordance with this Regulation. For this purpose, by derogation from the provisions of 145.B.50(2) under Annex II, level 2 findings associated with the differences between JAR 145 and Annex II may be closed within one year. Certificates of release to service and authorised release certificates issued by an organisation approved under JAA requirements during that one-year period shall be deemed to have been issued under this Regulation.
3. Personnel qualified to carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or components, on the basis of any standard recognised by a Member State prior to the entry into force of this Regulation as providing an equivalent level of qualification, may continue to carry out and/or control such tests.
4. Certificates of release to service and authorised release certificates issued before the date of entry into force of this Regulation by a maintenance organisation approved under the Member State requirements shall be deemed equivalent to those required under points M.A.801 and M.A.802 of Annex I (Part-M) respectively.

Article 5

Certifying staff

1. Certifying staff shall be qualified in accordance with the provisions of Annex III, except as provided for in points M.A.606(h), M.A.607(b), M.A.801(d) and M.A.803 of Annex I and in point 145.A.30(j) of Annex II (Part 145) and Appendix IV to Annex II (Part 145).
2. Any aircraft maintenance licence and if any, the technical limitations associated with that licence, issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid at the time of entry into force of this Regulation, shall be deemed to have been issued in accordance with this Regulation.
3. Certifying staff holding a licence issued in accordance with Annex III (Part-66) in a given category/sub-category are deemed to have the privileges described in point 66.A.20(a) of this Annex corresponding to such a category/sub-category. The basic knowledge requirements corresponding to these new privileges shall be deemed as met for the purpose of extending such licence to a new category/sub-category.
4. Certifying staff holding a licence including aircraft which do not require an individual type rating may continue to exercise his/her privileges until the first renewal or change, where the licence shall be converted following the procedure described in point 66.B.125 of Annex III (Part-66) to the ratings defined in point 66.A.45 of this Annex.
5. Conversion reports and Examination credit reports complying with the requirements applicable before this Regulation applies shall be deemed to be in compliance with this Regulation.
6. Until such time as this Regulation specifies requirements for certifying staff:
 - (i) for aircraft other than aeroplanes and helicopters,

(ii) for components;

the requirements in force in the relevant Member State shall continue to apply, except for maintenance organisations located outside the European Union where the requirements shall be approved by the Agency.

EU 1149/2011

PART-145

Article 6

Training organisation requirements

1. Organisations involved in the training of personnel referred to in Article 5 shall be approved in accordance with Annex IV to be entitled:
 - (a) to conduct recognised basic training courses; and/or
 - (b) to conduct recognised type training courses; and
 - (c) to conduct examinations; and
 - (d) to issue training certificates.
2. Any maintenance training organisation approval issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid at the time of entry into force of this Regulation shall be deemed to have been issued in accordance with this Regulation. For this purpose, by derogation from the provisions of 147.B.130(b) under Annex IV, level 2 findings associated with the differences between JAR 147 and Annex IV may be closed within one year.
3. Basic training courses complying with the requirements applicable before this Regulation applies may be started until one year after the date by which this Regulation applies. Basic knowledge examinations conducted as part of these courses may comply with the requirements applicable before this Regulation applies.
4. Basic knowledge examinations complying with the requirements applicable before this Regulation applies and conducted by the competent authority or conducted by a maintenance training organisation approved in accordance with Annex IV (Part-147) while not being part of a basic training course, may be conducted until one year after the date by which this Regulation applies.
5. Type training courses and type examinations complying with the requirements applicable before this Regulation applies shall be started and finished not later than one year after the date by which this Regulation applies.

EU 1149/2011

Article 7

Entry into force

1. This Regulation shall enter into force on the day following that of its publication in the Official Journal of the European Union.
2. By way of derogation from paragraph 1:
 - (a) the provisions of Annex I, except for points M.A.201(h)(2) and M.A.708(c), shall apply from 28 September 2005;
 - (b) point M.A.201(f) of Annex I shall apply to aircraft not involved in commercial air transport operated by third country carriers as from 28 September 2009."

EC 1056/2008

3. By way of derogation from paragraph 1 and 2, Member States may elect not to apply:
- (a) the provisions of Annex I to aircraft not involved in commercial air transport, until 28 September 2009;
 - (b) the provisions of Annex I(l) to aircraft involved in commercial air transport, until 28 September 2008;
 - (c) the following provisions of Annex II, until 28 September 2006:
 - 145.A.30(e), human factors elements,
 - 145.A.30(g) as applicable to large aircraft with a maximum take-off mass of more than 5700 kg,
 - 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of more than 5700 kg,
 - 145.A.30(j)(1), Appendix IV,
 - 145.A.30(j)(2), Appendix IV;
 - (d) the following provisions of Annex II, until 28 September 2008:
 - 145.A.30(g) as applicable to aircraft with a maximum take-off mass of 5700 kg or below,
 - 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of 5700 kg or below,
 - 145.A.30(h)(2);
 - (e) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass above 5700 kg until 28 September 2005;
 - (f) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass of 5700 kg or below until 28 September 2006.
 - (g) for aircraft not involved in commercial air transport other than large aircraft, the need to comply with Annex III (Part 66) in the following provisions, until 28 September 2011:
 - M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),
 - 145.A.30(g) and (h) of Annex II (Part-145).
 - (h) for the maintenance of piston-engine non-pressurised aeroplanes of 2000 Kg MTOM and below not involved in commercial air transport:
 - (i) until 28 September 2012, the requirement for the competent authority to issue aircraft maintenance licences in accordance with Annex III (Part-66), as new or as converted pursuant to point 66.A.70 of this Annex.
 - (ii) until 28 September 2014, the requirement to have certifying staff qualified in accordance with Annex III (Part-66) contained in the following provisions:
 - M.A.606(g) and M.A.801(b)2 of Annex I (Part-M)
 - 145.A.30(g) and (h) of Annex II (Part-145).
 - (i) for the maintenance of ELA1 aeroplanes not involved in commercial air transport, until 28 September 2015:
 - (i) the requirement for the competent authority to issue aircraft maintenance licences in accordance with Annex III (Part-66), as new or as converted pursuant to point 66.A.70 of this Annex.
 - (ii) the requirement to have certifying staff qualified in accordance with Annex III (Part-66) contained in the following provisions:
 - M.A.606(g) and M.A.801(b)2 of Annex I (Part-M)
 - 145.A.30(g) and (h) of Annex II (Part-145).

EC 1056/2008

EU 962/2010

EU 1149/2011

4. Member States may issue approvals with regard to Annex II and Annex IV of a limited duration until 28 September 2007.
5. When a Member State makes use of the provisions of paragraphs 3 or 4 it shall notify the Commission and the Agency.
6. The Agency shall make an evaluation of the implication of the provisions of Annex I to this Regulation with a view to submitting an opinion to the Commission, including possible amendments to it, before 28 March 2005.
7. By way of derogation from paragraph 1:
 - (a) the provisions of point M.A.706(k) of Annex I (Part-M) shall apply as from 28 September 2010;
 - (b) the provisions of point 7.7 of Appendix I to Annex III (Part-66) shall apply as from 28 September 2010;
 - (c) maintenance organisations approved in accordance with Section A of subpart F of Annex I (Part-M) or Section A of Annex II (Part-145) may continue to issue Authorised Release Certificates by using the EASA Form 1 original issue, as laid down in Appendix II to the Annex I (Part-M) as well as Appendix I to the Annex II (Part 145), until 28 September 2010;
 - (d) competent authorities may continue to issue certificates, previous issue, as laid down in Appendices III, V and VI to Annex I (Part-M), Appendix III to Annex II (Part-145), Appendix V to Annex III (Part-66) or Appendix II to Annex IV (Part-147) to Regulation (EC) No 2042/2003 in force prior to the entry into force of this regulation, until 28 September 2010;
8. For the purpose of time limits contained in points 66.A.25, 66.A.30 and Appendix III of Annex III (Part-66) related to basic knowledge examinations, basic experience, theoretical type training and examinations, practical training and assessment, type examinations and on the job training completed before this regulation applies, the origin of time shall be the date by which this Regulation applies.
9. The Agency shall submit an opinion to the Commission including proposals for a simple and proportionate system for the licensing of certifying staff involved in the maintenance of ELA1 aeroplanes as well as aircraft other than aeroplanes and helicopters.

EC 707/2006

EU 127/2010

EU 1149/2011

PART-145

Article 8

Agency measures

1. The Agency shall develop acceptable means of compliance (hereinafter called "AMC") that competent authorities, organisations and personnel may use to demonstrate compliance with the provisions of the Annexes to this Regulation.
2. The AMC issued by the Agency shall neither introduce new requirements nor alleviate the requirements of the Annexes to this Regulation.
3. Without prejudice to Articles 54 and 55 of Regulation (EC) No 216/2008, when the acceptable means of compliance issued by the Agency are used, the related requirements of the Annexes to this Regulation shall be considered as met without further demonstration.

EU 1149/2011

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 20 November 2003

For the Commission
Loyola de PALACIO
Vice-President

ANNEX II

(Part-145)

145.1 General

For the purpose of this Part, the competent authority shall be:

1. for organisations having their principal place of business in a Member State, the authority designated by that Member State, or;
2. for organisations having their principal place of business located in a third country, the Agency.

AMC 145.1

ED 2012/004/R

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

145.A.10 Scope

This Section establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components.

AMC 145.A.10 Scope

1. *Line Maintenance* should be understood as any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight.
 - (a) *Line Maintenance* may include:
 - Trouble shooting.
 - Defect rectification.
 - Component replacement with use of external test equipment if required. Component replacement may include components such as engines and propellers.
 - Scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors.
 - Minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means.
 - (b) For temporary or occasional cases (AD's, SB's) the Quality Manager may accept base maintenance tasks to be performed by a line maintenance organisation provided all requirements are fulfilled as defined by the competent authority.
 - (c) Maintenance tasks falling outside these criteria are considered to be *Base Maintenance*.
 - (d) Aircraft maintained in accordance with 'progressive' type programmes should be individually assessed in relation to this paragraph. In principle, the decision to allow some 'progressive' checks to be carried out should be determined by the assessment that all tasks within the particular check can be carried out safely to the required standards at the designated line maintenance station.
2. Where the organisation uses facilities both inside and outside the Member State such as satellite facilities, sub-contractors, line stations etc., such facilities may be included in the approval without being identified on the approval certificate subject to the maintenance organisation exposition identifying the facilities and containing procedures to control such facilities and the competent authority being satisfied that they form an integral part of the approved maintenance organisation.