

**FAQs:**

[Certification of maintenance](#), [Part-145](#), [Continuing Airworthiness](#), [Regulations](#)

**Question:**

**Release to service of NDT tasks by Part-145 or Part-CAO organisations**

**Answer:**

This answer is separated in two tables. One table is for organisation holding a Part-145 approval and the second table is for organisations holding a Part-CAO approval.

**Part-145:**

Part-145 organisation	Certifying staff required	Qualification system	General Release procedure	Release procedure for an NDT inspection
Aircraft (class A)	The release			<p>A Part-145 organisation holding an A approval rating on a particular aircraft type and having in its approved scope of work NDT inspections for this aircraft type.</p> <p>This organization needs to have part-66 certifying staff and NDT</p>

	<p>of the aircraft maintenance carried out under A class rating has to be performed by certifying staff holding a Part-66 licence. (B1 or B3 or C or L certifying staff under the organisation's A rating.)</p>	<p>Licencing of personnel has to follow Part-66 regulation.</p>	<p>The release is either on the aircraft technical log or issuing an aircraft release to service statement.</p>	<p>personnel qualified in accordance with 145.A.30(f).</p> <p>In this case the NDT inspector performs the NDT task and signs off the work order. The aircraft is released by appropriately qualified B1, B3, C or L certifying staff under the organisation's A rating.</p> <p>Please note that the release may include not only the NDT task but also the associated tasks (removal of panels, blankets, wires, re-installation, etc), or the NDT task may be part of a base maintenance check.</p>
Engines Class B		<p>The certifying staff is qualified following the</p>		<p>A Part-145 organisation holding a B</p>

The release of the engine maintenance carried out under B class rating has to be performed by engine's certifying staff.

procedures established by the organisation in compliance with the competent authority requirements. Part-66 licence is not required.

The release of works performed under class B is done on an EASA Form 1 (or by means of an internal release document when this component is for the organisation's own use and the organisation has in place the related internal procedures in the MOE).

rating approval on a particular engine type and having in its approved scope of work NDT inspections for this engine type.

This organization needs to have "engine" certifying staff (qualified in accordance with company procedures) and NDT personnel qualified in accordance with 145.A.30(f).

In this case the NDT inspector performs the NDT task and signs off the work order. The engine certifying staff releases the works performed to the engine (including NDT inspection) on an EASA Form 1.

<p>Components Class C</p>	<p>The release of the component maintenance carried out under C class rating has to be performed by components certifying staff (CCS).</p>	<p>The certifying staff is qualified following the procedures established by the organisation in compliance with the competent authority requirements. The CCS is not required to have a Part-66 licence.</p>	<p>The release of works performed under class C is done on an EASA Form 1 (or by means of an internal release document when this component is for the organisation's own use and the organisation has in place the related internal procedures in the MOE).</p>	<p>A Part-145 organisation holding a C rating approval on a particular component and having in its approved scope of work NDT inspections for this component.</p> <p>This organization needs to have CCS and NDT personnel qualified in accordance with 145.A.30(f).</p> <p>In this case the NDT inspector performs the NDT task and signs off the Work Order / Engineering Order. The CCS releases the works performed to the component (including NDT inspection) on an EASA Form 1.</p>
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Specialised services	The release of the maintenance carried out under D1 class rating has to be performed by “specialised services” certifying staff.	The certifying staff is qualified following the procedures established by the organisation in compliance with EN4179, Part-66 licence is not required.	The release of works performed under class D1 rating is done on an EASA Form 1 or using another form of release to service (other than aircraft release to service) as defined by the organisation in the MOE in compliance with 145.A.50 and approved by the competent authority.	<p>A Part-145 organisation holding a D1 approval on a particular NDT method. The approved scope of work will be NDT inspections on this method.</p> <p>This organisation needs to have NDT certifying staff qualified in accordance with 145.A.30(f).</p> <p>In this case the NDT certifying staff performs and releases the NDT task on an EASA Form 1 or using another form of release to service (other than aircraft release to service) as defined by the organisation in the MOE in compliance with 145.A.50 and approved by the competent authority.</p>
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Note: In case of non-EU organisations approved by the EASA in accordance with Part-145, the Part-66 licence could be read as “Part-66 or national licence in accordance with Part-145 Appendix IV”

### Part-CAO:

Part-145 organisation	Certifying staff required	Qualification system	General Release procedure	Release procedure for an NDT inspection
Aircraft (class aeroplanes, helicopter, airships, balloons or sailplanes)				A Part-CAO organisation holding an aeroplanes, helicopter, airships, balloons or sailplanes particular aircraft type or and having in its approved scope of work NDT inspections for this aircraft type.
	The release of the aircraft maintenance carried out under A class rating has to be performed by certifying staff holding	Licencing of personnel has to follow Part-66 regulation.	The release is either on the aircraft technical log or issuing an aircraft release to service statement.	This organization needs to have part-66 certifying staff and NDT personnel qualified in accordance with CAO.A.035(f).
				In this case the NDT inspector performs the NDT task and signs off the work order. The aircraft is released by appropriately qualified B1, B3 or

a Part-66  
licence.

L certifying staff  
under  
the organisation's  
aeroplanes,  
helicopter, airships,  
balloons or  
sailplanes rating.

Please note that  
the release may  
include not only  
the NDT task but  
also the associated  
tasks (removal of  
panels, blankets,  
wires, re-  
installation, etc), or  
the NDT task may  
be part of a base  
maintenance  
check.

Engines or  
Components  
other than  
complete  
engines  
Class  
Components

The certifying  
staff is  
qualified  
following the  
procedures  
established by  
the  
organisation,  
Part-66 licence  
is not  
required.

A Part-CAO  
organisation  
holding a  
components rating  
approval on a  
particular engine  
type or  
'components other  
than complete  
engines' and  
having in its  
approved scope of  
work NDT  
inspections for this  
engine type.  
This organization  
needs to have

The release  
of the

engine maintenance carried out under components class rating has to be performed by 'engine's' or 'components other than complete engines' certifying staff.

The release of works performed under class components is done on an EASA Form 1 (or by means of an internal release document when this component is for the organisation's own use and the organisation has in place the related internal procedures in the CAE).

"engine" or 'components other than complete engines' certifying staff (qualified in accordance with company procedures) and NDT personnel qualified in accordance with CAO.A.035(f). In this case the NDT inspector performs the NDT task and signs off the work order. The engine or 'components other than complete engines' certifying staff releases the works performed to the engine or 'components other than complete engines' (including NDT inspection) on an EASA Form 1.



## Components

### Class C

The release of the component maintenance carried out under C class rating has to be performed by components certifying staff (CCS).	The certifying staff is qualified following the procedures established by the organisation in compliance with the competent authority requirements. The CCS is not required to have a Part-66 licence.	The release of works performed under class C is done on an EASA Form 1 (or by means of an internal release document when this component is for the organisation's own use and the organisation has in place the related internal procedures in the MOE).	A Part-145 organisation holding a C rating approval on a particular component and having in its approved scope of work NDT inspections for this component. This organization needs to have CCS and NDT personnel qualified in accordance with 145.A.30(f). In this case the NDT inspector performs the NDT task and signs off the Work Order / Engineering Order. The CCS releases the works performed to the component (including NDT inspection) on an EASA Form 1.
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## Specialised services

<p>The release of the maintenance carried out under 'Specialised Services' class rating has to be performed by "specialised services" certifying staff.</p>	<p>The certifying staff is qualified following the procedures established by the organisation in compliance with EN4179, Part-66 licence is not required.</p>	<p>The release of works performed under class 'Specialised Services' rating is done on an EASA Form 1 or using another form of release to service (other than aircraft release to service) as defined by the organisation in the CAE in compliance with CAO.A.070(a) and approved by the competent authority (AMC1 CAO.A.070 (a) (1)).</p>	<p>A Part-CAO organisation holding a 'Specialised Services' approval on a particular NDT method. The approved scope of work will be NDT inspections on this method. This organisation needs to have NDT certifying staff qualified in accordance with CAO.A.035(f). In this case the NDT certifying staff performs and releases the NDT task on an EASA Form 1 or using another form of release to service (other than aircraft release to service) as defined by the organisation in the CAE in compliance with CAO.A.070 and approved by the competent authority.</p>
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**Link:**

<https://www.easa.europa.eu/en/faq/19055>