

## Chapter A8-23                      Approval                      of                      Organisations Responsible for Maintenance of Non-EASA Aircraft – Group M1

### 1        **Scope** (*Part 145.A.10*)

- 1.1        This Requirement applies only to aircraft and associated parts, that are *not* required to comply with European Regulation (EC) No. 216/2008, i.e. Non-EASA Aircraft. It establishes the procedure for the approval of Non-EASA Aircraft maintenance organisations and rules governing the rights and obligations of applicants for, and holders of, such approvals. Any organisation involved with the maintenance of EASA Aircraft and/or associated parts, should refer to the appropriate European regulations; see Note 1 below.

- NOTES:**
- 1) The European Aviation Safety Agency (EASA) as established in European Regulation (EC) No. 1592/2002 (superseded by 216/2008) commenced operation on 28 September 2003. European Commission Regulation (EC) No. 2042/2003, laying down implementing rules for the continued airworthiness of aircraft, entered into force on the 20 November 2003. For ease of reference, aircraft that are required to comply with Regulation (EC) No. 216/2008 are commonly described as “EASA Aircraft”.
  - 2) BCAR A8-23 has been derived from Part 145. It references the corresponding Part 145 paragraph after each subtitle. Part 145 is an annex to European Commission Regulation (EC) No. 2042/2003.
  - 3) Definitions and lists of EASA and Non-EASA aircraft can be found in the CAA publication, CAP 747, ‘Mandatory Requirements for Airworthiness’.
  - 4) This requirement only applies to aircraft required to hold a Certificate of Airworthiness.

### 2        **Application** (*Part 145.A.15*)

- 2.1        Each application for a maintenance organisation approval shall be made in a form and manner established by the CAA and shall include an outline of the terms of approval and associated privileges requested.

### 3        **Issue of approval**

- 3.1        An organisation shall be entitled to have a maintenance organisation approval issued by the CAA when it has demonstrated compliance with this Requirement.

### 4        **Terms of approval** (*Part 145.A.20*)

- 4.1        The organisation shall specify the scope of work deemed to constitute the approval in its exposition.

**5 Facility requirements** (*Part 145.A.25*)

The organisation shall ensure that:

- a) Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements. In addition, specialised workshops and bays are segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur. Also:
  - i) for base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate aircraft undergoing planned base maintenance;
  - ii) for component maintenance, component workshops are large enough to accommodate the components undergoing planned maintenance.
- b) Office accommodation is provided for the management of the planned work referred to in paragraph a) and for certifying staff, so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.
- c) The working environment including aircraft hangars, component workshops and office accommodation is appropriate for the task carried out and that any special requirements are observed. Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired, in particular:
  - i) temperatures must be maintained such that personnel can carry out required tasks without undue discomfort;
  - ii) dust and any other airborne contamination are kept to a minimum and not be permitted to reach a level in the work task area where visible aircraft/component surface contamination is evident. Where dust/other airborne contamination results in visible surface contamination, all susceptible systems are sealed until acceptable conditions are re-established;
  - iii) lighting is such as to ensure each inspection and maintenance task can be carried out in an effective manner;
  - iv) noise shall not distract personnel from carrying out inspection tasks. Where it is impractical to control the noise source, such personnel are provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks;
  - v) where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions are observed. Specific conditions are identified in the maintenance data;
  - vi) the working environment for line maintenance is such that the particular maintenance or inspection task can be carried out without undue distraction. Therefore where the working environment deteriorates to an unacceptable level in respect of temperature, moisture, hail, ice, snow, wind, light, dust/other airborne contamination, the particular maintenance or inspection tasks must be suspended until satisfactory conditions are re-established.

- d) Secure storage facilities are provided for components, equipment, tools and material. Storage conditions ensure segregation of serviceable components and material from unserviceable aircraft components, material, equipment and tools. The conditions of storage are in accordance with the manufacturer's instructions to prevent deterioration and damage of stored items. Access to storage facilities is restricted to authorised personnel.

## **6 Personnel requirements (Part 145.A.30)**

- 6.1 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 Chapter A8-23. The accountable manager shall:
  - a) ensure that all necessary resources are available to accomplish maintenance in accordance with paragraph 15.2 to support the organisation approval;
  - b) establish and promote the safety and quality policy specified in paragraph 15.1;
  - c) demonstrate a basic understanding of this Requirement, BCAR Chapter A8-23.
- 6.2 The organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the organisation complies with this Requirement. Such person(s) shall ultimately be responsible to the accountable manager, and:
  - a) the person or persons nominated shall represent the maintenance management structure of the organisation and be responsible for all functions specified in this Requirement;
  - b) the person or persons nominated shall be identified and their credentials submitted in a form and manner established by the CAA;
  - c) the person or persons nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Requirement;
  - d) procedures shall make clear who deputises for any particular person in the case of lengthy absence of the said person.
- 6.3 The accountable manager under paragraph 6.1 shall appoint a person with responsibility for monitoring the quality system, including the associated feedback system as required by paragraph 15.3. The appointed person shall have direct access to the accountable manager to ensure that the accountable manager is kept properly informed on quality and compliance matters.
- 6.4 The organisation shall have sufficient staff to plan, perform, supervise, inspect and quality monitor the organisation in accordance with the approval. In addition the organisation shall reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.

6.5 The organisation shall establish and control the competence of personnel involved in any maintenance, management and/or quality audits in accordance with a procedure and to a standard agreed by the CAA. In addition to the necessary expertise related to the job function, competence must include an understanding of the application of human factors and human performance issues appropriate to that person's function in the organisation. 'Human factors' means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration of human performance. 'Human performance' means human capabilities and limitations, which have an impact on the safety and efficiency of aeronautical operations.

**NOTE:** For further information on human factors in aviation maintenance, see CAP 716 'Aviation Maintenance Human Factors (EASA Part-145)'.

6.6 The organisation shall ensure that personnel who carry out and/or control, a continued airworthiness non-destructive test of aircraft structures and/or components, are appropriately qualified for the particular non-destructive test in accordance with the European or equivalent Standard recognised by the CAA. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognised Standards. By derogation to this paragraph those personnel specified in paragraphs 6.7, 6.8a) and 6.8b), qualified in accordance with BCAR Section L, or Part-66 category B1, may carry out and/or control colour contrast dye penetrant tests.

6.7 Any organisation maintaining aircraft, except where stated otherwise in paragraph 6.10, shall in the case of aircraft line maintenance, have appropriate aircraft type rated certifying staff qualified in accordance with BCAR Section L, or category B1 and B2 in accordance with Part-66, and paragraph 7 of this Chapter A8-23. In addition such organisations may also use appropriately task trained certifying staff qualified as category A in accordance with Part-66 and paragraph 7 of this Chapter A8-23 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such category A certifying staff shall not replace the need for BCAR Section L or Part-66 category B1 and B2 certifying staff to support the category A certifying staff. However, such BCAR Section L or Part-66 category B1 and B2 staff need not always be present at the line station during minor scheduled line maintenance or simple defect rectification.

6.8 Any organisation maintaining aircraft, except where stated otherwise in paragraph 6.10 shall:

- a) in the case of base maintenance of large aircraft, have appropriate aircraft type rated certifying staff qualified in accordance with BCAR Section L, or category C in accordance with Part-66, and paragraph 6 of this Chapter A8-23. In addition, the organisation shall have sufficient aircraft type rated staff qualified in accordance with BCAR Section L, or category B1 and B2 in accordance with Part-66, and paragraph 6 of this Chapter A8-23, to support the base maintenance certifying staff, in particular:
  - i) appropriately type rated BCAR Section L or B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the base maintenance certifying staff issues the certificate of release to service;

- ii) the organisation shall maintain a register of any such base maintenance support staff;
    - iii) the base maintenance certifying staff shall ensure that compliance with sub-paragraph i) above has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.
  - b) in the case of base maintenance of aircraft other than large aircraft have either:
    - i) appropriate aircraft type rated certifying staff qualified in accordance with BCAR Section L or category B1 and B2 in accordance with Part-66 and paragraph 6 of this Chapter A8-23; or
    - ii) appropriate aircraft type rated certifying staff qualified in accordance with Part-66 category C assisted by B1 and B2 support staff as specified in sub-paragraph 6.8a).
- 6.9 Component certifying staff shall comply with BCAR Section L or Part-66 as appropriate.
- 6.10 By derogation to paragraphs 6.7 and 6.8, the organisation may use certifying staff qualified in accordance with the following provisions:
- a) for organisation facilities located outside the UK, certifying staff may be qualified in accordance with the national aviation regulations of the State in which the organisation facility is registered, subject to written agreement of the CAA.
  - b) for line maintenance carried out at a line station of an organisation which is located outside the UK, the certifying staff may be qualified in accordance with the national aviation regulations of the State in which the line station is based, subject to written agreement of the CAA.
  - c) for a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence held. However, the organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander or flight engineer can accomplish the airworthiness directive to the required standard.
  - d) in the case of aircraft operating away from a supported location the organisation may issue a limited certification authorisation to the commander and/or the flight engineer on the basis of the flight crew licence held, subject to being satisfied that sufficient practical training has been carried out to ensure that the commander or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in an exposition procedure.
  - e) in the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are

available, the organisation contracted to provide maintenance support may issue a one-off certification authorisation:

- i) to one of its employees holding equivalent type authorisations on aircraft of similar technology, construction and systems; or
- ii) to any person with not less than five years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification, provided there is no organisation appropriately approved under this Requirement at that location and the contracted organisation obtains and holds on file, evidence of the experience and the licence of that person.

All such cases as specified in this sub-paragraph shall be reported to the CAA within seven days of the issuance of such certification authorisation. The organisation issuing the one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organisation.

## **7 Certifying staff and support staff (*Part 145.A.35*)**

- 7.1 In addition to the appropriate requirements of paragraphs 6.7 and 6.8, the organisation shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained, together with the associated organisation procedures. In the case of certifying staff, this must be accomplished before the issue or re-issue of the certification authorisation. 'Support staff' means those staff in the base maintenance environment who do not hold the necessary certification privileges. 'Relevant aircraft and/or components', means those aircraft or components specified in the particular certification authorisation. 'Certification authorisation' means the authorisation issued to certifying staff by the organisation and which specifies the fact that they may sign certificates of release to service within the limitations stated in such authorisation on behalf of the approved organisation.
- 7.2 Excepting those cases listed in paragraph 6.10 the organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and any type rating listed on the aircraft maintenance licence listed in BCAR Section L or Part 66, subject to the licence remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with BCAR Section L or Part 66 as appropriate.
- 7.3 The organisation shall ensure that all certifying staff and support staff are involved in at least six months of actual relevant aircraft or component maintenance experience in any consecutive two year period. For the purpose of this paragraph 'involved in actual relevant aircraft or component maintenance' means that the person has worked in an aircraft or component maintenance environment and has either exercised the privileges of the certification authorisation and/or has actually carried out maintenance on at least some of the aircraft type systems specified in the particular certification authorisation.
- 7.4 The organisation shall ensure that all certifying staff and support staff receive sufficient continuation training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, organisation procedures and human factor issues.

- 7.5 The organisation shall establish a programme for continuation training for certifying staff and support staff, including a procedure to ensure compliance with the relevant parts of this paragraph 7, as the basis for issuing certification authorisations under this Requirement to certifying staff, and a procedure to ensure compliance with BCAR Section L or Part 66.
- 7.6 Except where any of the unforeseen cases of sub-paragraph 6.10e) apply, the organisation shall assess all prospective certifying staff for their competence, qualification and capability to carry out their intended certifying duties in accordance with a procedure as specified in the exposition prior to the issue or re-issue of a certification authorisation under this Requirement.
- 7.7 When the conditions of paragraphs 7.1, 7.2, 7.4, 7.6 and, where applicable, paragraph 7.5 have been fulfilled by the certifying staff, the organisation shall issue a certification authorisation that clearly specifies the scope and limits of such authorisation. Continued validity of the certification authorisation is dependent upon continued compliance with paragraphs 7.1, 7.2, 7.4, and where applicable, paragraph 7.5.
- 7.8 The certification authorisation must be in a style that makes its scope clear to the certifying staff and the CAA. Where codes are used to define scope, the organisation shall make a code translation readily available.
- 7.9 The person responsible for the quality system shall also remain responsible on behalf of the organisation for issuing certification authorisations to certifying staff. Such person may nominate other persons to actually issue or revoke the certification authorisations in accordance with a procedure as specified in the exposition.
- 7.10 The organisation shall maintain a record of all certifying staff and support staff.  
The staff records shall contain:
- a) details of any aircraft maintenance licence held under BCAR Section L or Part-66 as appropriate;
  - b) all relevant training completed;
  - c) the scope of the certification authorisations issued, where relevant;
  - d) particulars of staff with limited or one-off certification authorisations.
- The organisation shall retain the record for at least three years after the certifying staff or support staff have ceased employment with the organisation, or as soon as the authorisation has been withdrawn. In addition, upon request, the maintenance organisation shall furnish certifying staff with a copy of their record on leaving the organisation.
- The certifying staff shall be given access on request to their personal records as detailed above.
- 7.11 The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.
- 7.12 Certifying staff shall produce their certification authorisation to any authorised person within 24 hours.
- 7.13 The minimum age for certifying and support staff is 21 years.

**8 Equipment, tools and material** (*Part 145.A.40*)

- 8.1 The organisation shall have available and use the necessary equipment, tools and material to perform the approved scope of work, in particular:
- a) where the manufacturer specifies a particular tool or equipment, the organisation shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the CAA, via procedures specified in the exposition;
  - b) equipment and tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. Such cases shall be detailed in an exposition procedure;
  - c) an organisation approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/docking such that the aircraft can be properly inspected.
- 8.2 The organisation shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognised standard at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organisation.

**9 Acceptance of components** (*Part 145.A.42*)

- 9.1 All components shall be classified and appropriately segregated into the following categories:
- a) components which are in a satisfactory condition, released on a UK CAA Approved Certificate, EASA Form 1 or equivalent and appropriately marked;
  - b) unserviceable components which shall be maintained in accordance with this paragraph 9;
  - c) unsalvageable components which are classified in accordance with paragraph 9.4 below;
  - d) standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the manufacturer's illustrated parts catalogue and/or the maintenance data;
  - e) material both raw and consumable used in the course of maintenance when the organisation is satisfied that the material meets the required specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.
- 9.2 Prior to installation of a component, the organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive standards may be applicable.

- 9.3 The organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities provided procedures are identified in the exposition.
- 9.4 Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended, or a repair solution has been approved according to BCAR Section A or Part-21 as appropriate.

## **10 Maintenance data (Part 145.A.45)**

- 10.1 The organisation shall hold and use applicable current maintenance data in the performance of maintenance, including modifications and repairs. 'Applicable' means relevant to any aircraft, component or process specified in the organisation's approval class rating schedule and in any associated capability list. In the case of maintenance data provided by an operator or customer, the organisation shall hold such data when the work is in progress, with the exception of the need to comply with paragraph 13.3.
- 10.2 For the purposes of this Requirement, applicable maintenance data shall be any of the following:
- a) any applicable requirement, procedure, operational directive or information issued by the authority responsible for the oversight of the aircraft or component;
  - b) any applicable airworthiness directive issued by the authority responsible for the oversight of the aircraft or component;
  - c) instructions for continuing airworthiness, issued by type certificate holders, supplementary type certificate holders, any other organisation required to publish such data and in the case of aircraft or components from outside the UK, the airworthiness data mandated by the authority responsible for the oversight of the aircraft or component;
  - d) any applicable standard, such as but not limited to, maintenance standard practices recognised by the CAA as a good standard for maintenance;
  - e) any applicable data issued in accordance with paragraph 10.4.
- 10.3 The organisation shall establish procedures to ensure that if found, any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction contained in the maintenance data used by maintenance personnel is recorded and notified to the author of the maintenance data.
- 10.4 The organisation may only modify maintenance instructions in accordance with a procedure specified in the maintenance organisation's exposition. With respect to those changes, the organisation shall demonstrate that they result in equivalent or improved maintenance standards and shall inform the type-certificate holder of such changes. Maintenance instructions for the purposes of this paragraph means instructions on how to carry out the particular maintenance task, they exclude the engineering design of repairs and modifications.

- 10.5 The organisation shall provide a common work card or worksheet system to be used throughout relevant parts of the organisation. In addition, the organisation shall either transcribe accurately the maintenance data contained in paragraphs 10.2 and 10.4 onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in such maintenance data. Work cards and worksheets may be computer generated and held on an electronic database, subject to both adequate safeguards against unauthorised alteration and a back-up electronic database which shall be updated within 24 hours of any entry made to the main electronic database. Complex maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.

Where the organisation provides a maintenance service to an aircraft operator who requires their work card or worksheet system to be used then such work card or worksheet system may be used. In this case, the organisation shall establish a procedure to ensure correct completion of the aircraft operators' work cards or worksheets.

- 10.6 The organisation shall ensure that all applicable maintenance data is readily available for use when required by maintenance personnel.
- 10.7 The organisation shall establish a procedure to ensure that the maintenance data it controls is kept up to date. In the case of operator/customer controlled and provided maintenance data, the organisation shall be able to show that either it has written confirmation from the operator/customer that all such maintenance data is up to date, or it has work orders specifying the amendment status of the maintenance data to be used, or it can show that it is on the operator/customer maintenance data amendment list.

## **11 Work planning** *(Part 145.A.47)*

- 11.1 The organisation shall have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work.
- 11.2 The planning of maintenance tasks, and the organising of shifts, shall take into account human performance limitations.
- 11.3 When it is required to hand over the continuation or completion of maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.

## **12 Certification of maintenance** *(Part 145.A.50)*

- 12.1 A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in paragraph 16, taking into account the availability and use of the maintenance data specified in paragraph 10, and that there are no known non-compliances which seriously hazard flight safety.

- 12.2 At the completion of any maintenance a certificate of release to service shall be issued before flight.
- 12.3 New defects or incomplete maintenance work orders identified during the above maintenance shall be brought to the attention of the aircraft owner/operator to obtain agreement to rectify the defects or complete the maintenance. In the case where the aircraft owner/operator declines to have such maintenance carried out under this paragraph, paragraph 12.5 is applicable.
- 12.4 A certificate of release to service shall be issued at the completion of any maintenance on a component whilst off the aircraft. The UK CAA Approved Certificate in Supplement I to this Requirement constitutes the component certificate of release to service. When an organisation maintains a component for its own use, a UK CAA Approved Certificate may not be necessary depending upon the organisation's internal release procedures defined in the exposition.
- 12.5 By derogation to paragraph 12.1, when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation shall enter such fact in the aircraft certificate of release to service before the issue of such certificate.
- 12.6 By derogation to paragraph 12.1 and paragraph 9, when an aircraft is grounded at a location other than the main line station or main maintenance base due to the non-availability of a component with the appropriate release certificate, it is permissible to temporarily fit a component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the aircraft operator agreement. The component shall have some form of release certificate identifying the serviceability of the component; the organisation releasing the component; the approval or authorisation reference and the responsible aviation authority for that organisation. The component shall be otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the above prescribed time limit unless an appropriate release certificate has been obtained in the meantime under paragraph 12.1 and paragraph 9.
- 12.7 The certificate of release to service should relate to the task specified in the relevant maintenance data and contain the following statement:
- 'The work recorded above has been carried out in accordance with the requirements of the Air Navigation Order for the time being in force and in that respect the aircraft/equipment is considered fit for release to service.'**

### **13 Maintenance records** (*Part 145.A.55*)

- 13.1 The organisation shall record all details of maintenance work carried out. As a minimum, the organisation shall retain records necessary to prove that all requirements have been met for issuance of the certificate of release to service, including subcontractor's release documents.
- 13.2 The organisation shall provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific approved repair/modification data used for repairs/modifications carried out.

- 13.3 The organisation shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the organisation.
- a) Records under this paragraph shall be stored in a safe way to ensure protection from damage, alteration and theft.
  - b) Computer backup discs, tapes etc. shall be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition.
  - c) Where an organisation approved under this Requirement terminates its operation, all retained maintenance records covering the last three years shall be distributed to the last owner or customer of the respective aircraft or component, or shall be stored as specified by the CAA.

#### **14 Occurrence reporting** *(Part 145.A.60)*

- 14.1 The organisation shall report to the CAA, the state of registry and the organisation responsible for the design of the aircraft or component, any condition of the aircraft or component identified by the organisation that has resulted or may result in, an unsafe condition that hazards flight safety.
- 14.2 The organisation shall establish an internal occurrence reporting system, detailed in the exposition, to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph 14.1. This procedure shall identify adverse trends, corrective actions taken or to be taken by the organisation, to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.
- 14.3 The organisation shall make such reports in a form and manner established by the CAA and ensure that they contain all pertinent information about the condition and evaluation results known to the organisation.
- 14.4 Where the organisation is contracted by a commercial operator to carry out maintenance, the organisation shall also report to the operator any such condition affecting the operator's aircraft or component.
- 14.5 The organisation shall produce and submit such reports as soon as practicable but in any case within 96 hours of the organisation identifying the condition to which the report relates.

#### **15 Safety and quality policy, maintenance procedures and quality system** *(Part 145.A.65)*

- 15.1 The organisation shall establish a safety and quality policy for the organisation to be included in the exposition under paragraph 16.
- 15.2 The organisation shall establish procedures agreed by the CAA, taking into account human factors and human performance to ensure good maintenance practices and compliance with this Requirement, which shall include a clear work order or contract such that aircraft and components may be released to service in accordance with paragraph 12. The organisation shall ensure that:

- a) the maintenance procedures under this section apply to paragraphs 5 to 21;
- b) the maintenance procedures established or to be established by the organisation under this paragraph shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialised services and lay down the standards to which the organisation intends to work;
- c) with regard to aircraft line and base maintenance, the organisation shall establish procedures to minimise the risk of multiple errors and capture errors on critical systems, and to ensure that no person is required to carry out and inspect, in relation to a maintenance task involving some element of disassembly/reassembly of several components, of the same type fitted to more than one system on the same aircraft during a particular maintenance check. However, when only one person is available to carry out these tasks then the organisation's work card or worksheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks;
- d) maintenance procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using data approved by the CAA, EASA or by an approved BCAR or Part-21 design organisation, as appropriate.

15.3 The organisation shall establish a quality system that includes the following:

- a) independent audits in order to monitor compliance with required aircraft/aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft/aircraft components. In the smallest organisations the independent audit part of the quality system may be contracted to another organisation approved under this paragraph 15 or a person with appropriate technical knowledge and proven satisfactory audit experience; and
- b) a quality feedback reporting system to the person or group of persons specified in paragraph 6.2 and ultimately to the accountable manager that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet paragraph (a).

## **16 Maintenance organisation exposition (Part 145.A.70)**

16.1 The organisation shall submit to the CAA an exposition (see Appendix 1 to this Chapter A8-23) containing the following information:

- a) a statement signed by the accountable manager confirming that the exposition and any associated manuals which define the organisation's compliance with this Requirement will be complied with at all times;
- b) the organisation's safety and quality policy as specified by paragraph 16;
- c) the title(s) and name(s) of the persons nominated under paragraph 6.2;
- d) the duties and responsibilities of the persons nominated under paragraph 6.2, including matters on which they may deal directly with the CAA on behalf of the organisation;

- e) an organisation chart showing associated chains of responsibility between the persons nominated under paragraph 6.2;
  - f) a list of certifying and support staff;
  - g) a general description of manpower resources;
  - h) a general description of the facilities located at each address specified in the organisation's approval certificate;
  - i) a description of the organisation's scope of work relevant to the extent of approval;
  - j) the procedure for the notification of organisational changes to the CAA;
  - k) the exposition amendment procedure;
  - l) a description of the quality system and associated procedures established by the organisation under paragraphs 5 to 20;
  - m) a list of commercial operators, where applicable, to which the organisation provides an aircraft maintenance service;
  - n) a list of subcontracted organisations, where applicable, as specified in sub-paragraph 17.1b);
  - o) a list of line stations, where applicable, as specified in sub-paragraph 17.1d); and
  - p) a list of contracted organisations, where applicable.
- 16.2 The exposition shall be amended as necessary to remain an up-to-date description of the organisation and copies of any amendments shall be supplied to the CAA for review and approval.
- 16.3 Notwithstanding paragraph 16.2 minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval).

## **17 Privileges of the organisation (Part 145.A.75)**

- 17.1 Pursuant to the terms of approval issued under these Requirements and in accordance with the exposition the holder of a maintenance organisation approval may:
- a) maintain any aircraft and/or component for which it is approved, at the locations identified in the approval certificate, and in the exposition;
  - b) arrange for maintenance of any aircraft or component for which it is approved at another organisation that is working under the quality system of the organisation. This refers to work being carried out by an organisation not itself appropriately approved to carry out such maintenance under this Requirement, and is limited to the work scope permitted under paragraph 15.2 procedures. This work scope shall not include a base maintenance check of an aircraft or a complete workshop maintenance check or overhaul of an engine or engine module;

- c) maintain any aircraft or any component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance, subject to the conditions specified in the exposition;
- d) maintain any aircraft and/or component for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance, and only if the organisation exposition both permits such activity and lists such locations;
- e) issue certificates of release to service in respect of completion of maintenance in accordance with paragraph 12.

## **18 Limitations on the organisation** (*Part 145.A.80*)

- 18.1 The organisation shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.

## **19 Changes to the organisation** (*Part 145.A.85*)

- 19.1 The organisation shall notify the CAA of any proposal to make any of the following changes before such change takes place (excepting short notice personnel changes). These changes must be notified at the earliest opportunity to enable demonstration of continued compliance with this Requirement to the CAA, and amendment of the exposition and approval certificate as appropriate:
- a) the name of the organisation;
  - b) the main location of the organisation;
  - c) additional locations of the organisation;
  - d) the accountable manager;
  - e) any of the persons nominated under paragraph 6.2;
  - f) the facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.

## **20 Continued validity** (*Part 145.A.90*)

- 20.1 An organisation approval shall be issued for an unlimited duration. It shall remain valid unless:
- a) the organisation fails to demonstrate compliance with the applicable requirements; or
  - b) the CAA is prevented by the approved organisation, or any of its partners or subcontractors, from performing its investigations; or
  - c) there is evidence that the organisation cannot maintain satisfactory control of the maintenance of products, parts or appliances under the approval; or
  - d) the certificate has been surrendered or revoked.
- 20.2 Upon surrender or revocation, the approval shall be returned to the CAA.

**21 Findings by the CAA (Part 145.A.95)**

- 21.1 When objective evidence is found showing non-compliance of the holder of an organisation approval with the applicable requirements, the finding shall be classified as follows:
- a) a level one finding is any non-compliance with the applicable requirements, which lowers the safety standard and hazards flight safety;
  - b) a level two finding is any non-compliance with the applicable requirements, which is not classified as level one.
- 21.2 After receipt of notification of findings:
- a) the holder of the approval shall define the corrective action plan and demonstrate corrective action to the satisfaction of the CAA, and within a period agreed with the CAA;
  - b) For level one findings, immediate action may be taken by the CAA to revoke, limit or suspend in whole or in part, the organisation approval, until successful corrective action has been taken by the organisation;
  - c) for level two findings, the corrective action period granted by the CAA will be appropriate to the nature of the finding and initially will not be more than 3 months. In certain circumstances, the CAA may extend the 3 month period, subject to the nature of the finding and the demonstration of a satisfactory corrective action plan.
  - d) action will be taken by the CAA to suspend in whole or in part the organisation approval in case of failure to comply within the agreed timescales.
- 21.3 In the case of level one or level two findings, the organisation approval may be subject to a partial or full suspension or revocation. The holder of the organisation approval shall provide confirmation of receipt of the notice of suspension or revocation of the organisation approval in a timely manner.

INTENTIONALLY LEFT BLANK

## Supplement 1 to A8-23

1 United Kingdom Civil Aviation Authority		<b>UK CAA APPROVED CERTIFICATE</b>			3 Form Tracking Number	
4 Approved Organisation Name and Address					5 Work Order / Contract / Invoice	
6 Item	7 Description	8 Part No.	9 Qty	10 Serial No	11 Status/Work	
12 Remarks						
13a Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a Certifies that the work specified, except as otherwise specified in block 12, was carried out in accordance with the Air Navigation Order for the time being in force and in respect to that work the aircraft/aircraft component is considered ready for release to service			
13b Authorised Signature		13c Approval No.		14b Authorised Signature		14c Approval No.
13d Name		13e Date (dd/mmm/yyyy)		14d Name		14e Date (dd/mmm/yyyy)

Issue 2

## USER/INSTALLER RESPONSIBILITIES

## NOTE:

1. This certificate does not automatically constitute authority to install the item(s).
2. Where the user/installer performs work in accordance with the regulations of another airworthiness authority it is essential that the user/installer ensure that his/her airworthiness authority accepts items from the UK CAA.
3. Statement 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

**APPROVED CERTIFICATE**

## Completion Instructions

These instructions relate only to the use of the UK CAA Approved Certificate for maintenance purposes. Attention is drawn to (Supplement 1 to A8-21) which cover the use of the UK CAA Approved Certificate for production purposes.

**1. PURPOSE AND SCOPE**

A primary purpose of the Certificate is to declare the airworthiness of maintenance work undertaken on products, parts and appliances (hereafter referred to as 'item(s)').

The Certificate can serve as an official certificate for the delivery of items to users. The Certificate is not, however, a delivery or shipping note.

It may only be issued by organisations certificated by the CAA, within the scope of such an approval. Aircraft are not to be released using the Certificate. The Certificate is NOT to be used for the certification of maintenance work on Products, Parts or Appliances for aircraft that are the responsibility of the European Aviation Safety Agency (EASA).

The Certificate does not constitute approval to install the item on a particular aircraft, engine, or propeller but helps the end user determine its airworthiness approval status.

A mixture of production released and maintenance released items is not permitted on the same Certificate.

**2. GENERAL FORMAT**

The Certificate must comply with the format attached including block numbers and the location of each Block. The size of each Block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable. The overall size of the Certificate may be significantly increased or decreased so long as the Certificate remains recognisable and legible. The Certificate must be in 'Portrait' rather than 'Landscape' to help differentiate it from the EASA Form 1. If in doubt consult the CAA.

Please note that the user responsibility statements can be placed on either the reverse or front of this Certificate.

All printing must be clear and legible to permit easy reading and be in English.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters, permit easy reading and be in English. Abbreviations must be restricted to a minimum.

The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

The original Certificate must accompany the items and correlation must be established between the Certificate and the item(s). A copy of the Certificate must be retained by the organisation that manufactured the item. Where the Certificate format and the data is entirely computer generated, subject to acceptance by the CAA, it is permissible to retain the Certificate format and data on a secure database.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

The Certificate that accompanies the item may be attached to the item by being placed in an envelope for durability.

Correlation must be established between the Certificate and the item(s).

### 3. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Except as otherwise stated, there must be an entry in all Blocks to make the document a valid certificate.

- |          |   |
|----------|---|
| Block 1  | Pre-printed 'United Kingdom Civil Aviation Authority'.  |
| Block 2  | Pre-printed 'UKCAA Approved Certificate'.   |
| Block 3  | A unique number must be pre-printed in this Block for Certificate control and traceability purposes except that in the case of a computer generated document, the unique number need not be pre-printed where the computer is programmed to produce the number.   |
| Block 4  | Enter the full name and address of the approved organisation releasing the work covered by this Certificate. Logos, etc., are permitted if the logo can be contained within the block.  |
| Block 5  | To help facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference. The use of the Block for such traceability is mandatory in the absence of item Serial Numbers or batch numbers in Block 10. When not used, state N/A.  |
| Block 6  | The Block is provided for the convenience of the organisation issuing the Certificate to permit easy cross-reference to the 'Remarks' Block 12 by the use of line item numbers. Block 6 must be completed where there is more than one line item.<br><br>Where a number of items are to be released on the Certificate, it is permissible to use a separate listing cross-referring Certificate and list to each other. |
| Block 7  | Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin).   |
| Block 8  | Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used.   |
| Block 9  | State the quantity of items being released  |
| Block 10 | State the items Serial Number or Batch Number if applicable. If neither is applicable, state 'N/A'.   |
| Block 11 | The following table describes the permissible entries for block 11. Enter only one of these terms – where more than one may be applicable, use the one that most accurately describes the majority of the work performed and/or the status of the article.  |

Entry	Meaning
Overhauled	A process that ensures the item is in complete conformity with the applicable service tolerances specified in the type certificate (or equivalent) holder's, or equipment manufacturer's instructions for continued airworthiness, or in the data that is approved or accepted by the CAA. The item will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with the above specified data.
Repaired	Rectification of defect(s) using an applicable standard.*
Inspected/Tested	Examination, measurement, etc. in accordance with an applicable standard* (e.g. visual inspection, functional testing, bench testing and operational checks). The results shall be described or referenced in block 11.
Modified	Alteration of an item to conform to an applicable standard.*

\* Applicable standard means a manufacturing/design/maintenance/quality norm, method, technique or practice approved by or acceptable to the CAA. The Applicable Standard shall be described in block 12.

**Block 12** State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the item in relation to the work being certified. If necessary a separate sheet may be used and referenced from the main Certificate. Each statement must be clearly identified as to which item in block 6 it relates. If there is no statement, state 'None'.

Examples of statements in block 12 are:

Maintenance documentation used, including the revision status.

Compliance with airworthiness directives or service bulletins.

Repairs carried out.

Modifications carried out.

Replacement parts installed.

Life limited parts status.

Deviations from the customer work order.

Release statements to satisfy a foreign CAA maintenance requirement.

**Blocks 13a-13e** General Requirements for blocks 13a to 13e:

Not used for maintenance release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

**Block 14a** Pre-printed certification statement.

The certification statement 'except as otherwise specified in block 12' is intended to address the following situations;

(a) The case where the maintenance could not be completed.

(b) The case where the maintenance deviated from the standard required by A8-23.

(c) The case where the maintenance was carried out in accordance with a non A8-23 requirement.

Whichever case or combination of cases shall be specified in block 12.

- Block 14b The hand-written normal signature of a person who has written authority from the approved maintenance organisation to make Certifications in respect of maintenance. Use of a stamp instead of a signature is not permitted, but the authorised person may add a stamp impression to his or her signature to aid recognition. Subject to the agreement of the CAA in any particular case, computer-generated signatures are permitted if it can be demonstrated that an equivalent level of control, traceability and accountability exists.
- Block 14c State the full authorisation reference given by the CAA to the maintenance organisation releasing the items.
- Block 14d The name of the person signing Block 14b, printed, typed, or written in a legible form.
- Block 14e The date on which Block 14b is signed, in the format day/month/year. The month must be stated in letters (sufficient letters must be used so there can be no ambiguity as to the month intended).

## Supplement 2 to A8-23      **Class and Ratings System for the Approval of A8-23 Maintenance Organisations**

- 1 Except as stated otherwise for the smallest organisations in paragraph 12, the table referred to in point 13 provides the standard system for the approval of maintenance organisations under A8-23. An organisation must be granted an approval ranging from a single class and rating with limitations to all classes and ratings with limitations.
- 2 In addition to the table referred to in point 13, the approved maintenance organisation is required to indicate its scope of work in its maintenance organisation manual/exposition. See also paragraph 11.
- 3 Within the approval class(es) and rating(s) granted by the CAA, the scope of work specified in the maintenance organisation manual defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are matching.
- 4 A 'category A' class rating means that the approved maintenance organisation may carry out maintenance on the aircraft and any component (including engines and/or Auxiliary Power Units (APUs)), in accordance with aircraft maintenance data or, if agreed by the CAA, in accordance with component maintenance data, only whilst such components are fitted to the aircraft. Nevertheless, such an 'A rated' approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph. This will be subject to a control procedure in the maintenance organisation exposition to be approved by the CAA. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval.
- 5 A 'category B' class rating means that the approved maintenance organisation may carry out maintenance on the uninstalled engine and/or APU and engine and/or APU components, in accordance with engine and/or APU maintenance data or, if agreed by the CAA, in accordance with component maintenance data, only whilst such components are fitted to the engine and/or APU. Nevertheless, such a 'B rated' approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A maintenance organisation approved with a 'category B' class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the maintenance organisation exposition to be approved by the CAA. The maintenance organisation exposition scope of work shall reflect such activity where permitted by the CAA.
- 6 A 'category C' class rating means that the approved maintenance organisation may carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A maintenance organisation approved with a category C class rating may also carry out maintenance on an installed component during base and line maintenance, or at an engine/APU maintenance facility, subject to a control procedure in the maintenance organisation exposition to be approved by the CAA. The maintenance organisation exposition scope of work shall reflect such activity where permitted by the CAA.
- 7 A 'category D' class rating is a self contained class rating not necessarily related to a specific aircraft, engine or other component. The D1 - Non Destructive Testing (NDT) rating is only necessary for an approved maintenance organisation that carries out NDT as a

- particular task for another organisation. A maintenance organisation approved with a class rating in A or B or C category may carry out NDT on products it is maintaining subject to the maintenance organisation exposition containing NDT procedures, without the need for a D1 class rating.
- 8 In the case of maintenance organisations approved in accordance with A8-23 Group M1, 'category A' class ratings are subdivided into 'Base' or 'Line' maintenance. Such an organisation may be approved for either 'Base' or 'Line' maintenance or both. It should be noted that a 'Line' facility located at a main base facility requires a 'Line' maintenance approval.
  - 9 The limitation section is intended to give the CAA the flexibility to customise the approval to any particular organisation. Ratings shall be mentioned on the approval only when appropriately limited. The table referred to in point 13 specifies the types of limitation possible. Whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation (an example could be avionics systems installations and related maintenance). Such mention in the limitation section indicates that the maintenance organisation is approved to carry out maintenance up to and including this particular type/task.
  - 10 When reference is made to 'series', 'type' and 'group' in the limitation section of class A and B:
    - 'series' means a specific type series such as: Douglas DC-3, or Douglas DC-6 series, or Auster series.
    - 'type' means a specific type or model such as Douglas DC-3C-R-1830-90C type; any number of series or types may be quoted;
    - 'group' means for example, Aeronca single piston engine aircraft or Walter Minor 6-III Series piston engines.
  - 11 When a lengthy capability list is used which could be subject to frequent amendment, then such amendment may be in accordance with the indirect approval procedure.
  - 12 A maintenance organisation that employs only one person to both plan and carry out all maintenance can only hold a limited scope of approval rating. The maximum permissible limits are:

<b>CLASS</b>	<b>RATING</b>	<b>LIMITATION</b>
AIRCRAFT	A2 AEROPLANES 5700 KG AND BELOW	PISTON ENGINE 5700 KG AND BELOW
AIRCRAFT	A3 HELICOPTERS	SINGLE PISTON ENGINE 3175 KG AND BELOW
AIRCRAFT	A4 AIRCRAFT OTHER THAN A1, A2 AND A3	NO LIMITATION
ENGINES	B2 PISTON	LESS THAN 450 HP
COMPONENTS RATING OTHER THAN COMPLETE ENGINES OR APU'S.	C1 TO C22	AS PER CAPABILITY LIST
SPECIALISED	D1 NDT	NDT METHOD(S) TO BE SPECIFIED.

It should be noted that such an organisation may be further limited by the CAA in the scope of approval dependent upon the capability of the particular organisation.

## 13. Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes above 5700 kg	<i>Rating reserved to Maintenance Organisations approved in accordance with A8-23 Group M1. Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks Example: Douglas DC-3 Series</i>	YES/ NO	YES/ NO
	A2 Aeroplanes 5700 kg and below	<i>Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks Example: Auster Series</i>	YES/ NO	YES/ NO
	A3 Helicopters	<i>Shall state helicopter manufacturer or group or series or type and/or the maintenance task(s) Example: Bell 47 Series</i>	YES/ NO	YES/ NO
	A4 Aircraft other than A1, A2 and A3	<i>Shall state aircraft series or type and/or the maintenance task(s).</i>	YES/ NO	YES/ NO
ENGINES	B1 Turbine	<i>Shall state engine series or type and/or the maintenance task(s) Example: Arriel Series II Series</i>		
	B2 Piston	<i>Shall state engine manufacturer or group or series or type and/or the maintenance task(s)</i>		
	B3 APU	<i>Shall state engine manufacturer or series or type and/or the maintenance task(s)</i>		
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	<i>Shall state aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross-refer to a capability list in the exposition and/or the maintenance task(s). Example: PT6A Fuel Control</i>		
	C2 Auto Flight			
	C3 Comms and Nav			
	C4 Doors - Hatches			
	C5 Electrical Power & Lights			
	C6 Equipment			
	C7 Engine - APU			
	C8 Flight Controls			
	C9 Fuel			
	C10 Helicopter - Rotors			
	C11 Helicopter - Trans			
	C12 Hydraulic Power			
	C13 Indicating - recording system			
	C14 Landing Gear			
	C15 Oxygen			
	C16 Propellers			
	C17 Pneumatic & Vacuum			
	C18 Protection ice/rain/fire			

	C19 Windows	
	C20 Structural	
	C21 Water ballast	
	C22 Propulsion Augmentation	
SPECIALISED SERVICES	D1 Non Destructive Testing	<i>Shall state particular NDT method(s)</i>