

Title:	Opinion and Instruction Document Maintenance data and the installation of certain aircraft components during maintenance
Package Number	0125
Headline Purpose:	Maintenance data and the installation of certain aircraft components during maintenance.
Proposed action:	Update of UK Regulation (EU) No 1321/2014 as a consequence of the Opinion and Instruction Document associated with 0124 regarding maintenance data and the installation of certain aircraft components during maintenance.

Objective

As a consequence of amendments to UK Regulation (EU) No 748/2012, amendments will also be needed to UK Regulation No 1321/2014. The detail of the amendments requested is outlined in Opinion and Instruction Document (“**OID**”) 0124.

For these purposes the amendments requested here and as per OID 0124:

- a) Permit the installation of certain new components without the need to use a CAA Form 1;
- b) rationalise Instructions for Continuing Airworthiness (“**ICA**”) in UK Regulation (EU) No 748/2012; and
- c) define ‘maintenance data’ to ensure consistency across UK Regulation (EU) No 748/2012 and UK Regulation (EU) No 1321/2014.

Background

The background information is contained within OID 0124. The policy aim is to improve industry’s efficiency by removing the need to issue a CAA Form 1 in circumstances where there is very little or no impact upon safety.

The amendment is also needed in order to align UK Regulation (EU) No 1321/2014 with the amendments to UK Regulation (EU) No 748/2012.

What legal powers are being used to achieve the change?

Articles 17(1) and 127 of Regulation (EU) 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2019 (“[the UK Basic Regulation](#)”).

Consequence of not making these legislative changes

Maintenance organisations would be impacted by the inconsistencies that would exist between the amended UK Regulation (EU) No 748/2012 and the unamended UK Regulation (EU) No 1321/2014.

We would miss the opportunity to reduce the need for Authorised Release Certificates (CAA Form 1) to be provided for certain components used in aircraft maintenance where there is little or no effect on safety.

Affected Law (and, if Applicable, UK AMC)

What is the existing legal framework (UK law) which is relevant here?	UK Regulation (EU) No 1321/2014
Identify the law that is being changed	Please see accompanying tables of changes
Are any consequential amendments needed to other pieces of law?	This amendment is directly related amendments and corrections being made to UK Law as part of OID 0124.
If the change proposed is to retained EU Implementing Rules made under the UK Basic Regulation is there any UK Acceptable means of compliance (“ AMC ”), Guidance Material (“ GM ”) Certification Specification (“ CS ”) that will be changed/newly adopted as a consequence?	<p>The CAA will be amending AMC and GM as a consequence of this change.</p> <p>Information on these proposed changes will be published on the CAA’s website, and the CAA Decision to adopt revised AMC/GM will be published here: CAA Decisions to adopt measures under Article 76 of the UK Basic Regulation</p>
Is this proposal related to changes the EU have made that are not retained EU law (e.g. EU law that was in force but did not come across under the terms of the Withdrawal Act), or EU law changes since End of Transition	<p>Yes.</p> <p>Commission Implementing Regulation (EU) 2021/700 amended Commission Regulation (EU) No. 1321/2014 to align with the amendments made to Commission Regulation (EU) No 748/2012.</p> <p>The proposed changes were set out by EASA in Opinion No 07/2019.</p>
Is there an EU Notice of Proposed Amendment considering the same issue?	<ul style="list-style-type: none"> • Instructions for continued airworthiness RMT.0252 (MDM.056) – NPA/CRD 2018-01 • Installation of parts and appliances that are released without an EASA Form 1 or equivalent. RMT.0018 – NPA/CRD 2017-19 <p>The above Notices of Proposed Amendment were issued by EASA prior to the introduction of Commission Implementing Regulation (EU) 2021/700. Throughout the process, the CAA’s opinion was that the proposed changes were in the interests of safety and should be made. There has been no material change in circumstances since the issue of the NPA and no change in the CAA’s opinion.</p>
Does this proposal relate to an international treaty obligation (e.g. an ICAO SARP)?	Yes, due to the correlations with Commission Delegated Regulation (EU) 2021/699, the amendments proposed here would ensure full UK compliance with the ICAO SARPs.
Is a consultation required?	<p>EASA has already engaged with industry through the consultation documents listed below prior to the UK leaving the EU.</p> <ul style="list-style-type: none"> • Opinion No 07/2019

	<ul style="list-style-type: none"> • Instructions for continued airworthiness RMT.0252 (MDM.056) – NPA/CRD 2018-01 • Installation of parts and appliances that are released without an EASA Form 1 or equivalent. RMT.0018 – NPA/CRD 2017-19. <p>The amendments now proposed are very similar to the amendments adopted by the EU. The CAA does not consider that there has been any material change in circumstances since the date of the EASA consultation.</p> <p>As the EASA consultation meets the requirement for consultation under Article 115 of the UK Basic Regulation for the purpose of these proposed amendments, there is no need to carry out an additional consultation.</p>
Is an Impact Assessment under the Better Regulation Framework necessary?	A De Minimis Impact Assessment has been undertaken in respect of this proposed amendment.
When is it intended that these provisions should be brought into force?	To give the industry sufficient time to prepare for the changes, the proposal is for these provisions to apply one year after the SI is made.
Has an SI slot been agreed with the Department for Transport?	May 2023
Will there be any criminal offences?	The Department for Transport is considering whether to seek a legislative opportunity to take powers for the Secretary of State to make a breach of requirements of retained EU legislation in the field of civil aviation an offence. If such powers are agreed by Parliament in the future, then consideration will be given to whether any additional criminal offences would be appropriate.
If so, is a Justice Impact Test required?	If the power to impose criminal sanctions is granted, the question of a Justice Impact Test will be considered by the CAA in collaboration with the Department for Transport.
What is the intended extent of the provision? Are any issues devolved? [Note scope of the Retained BR and s.60 of the CAA 1982 is a reserved matter.	The UK
Are any transitional provisions needed? If so, what are they?	Transitional provisions will be required. Some parts may only enter into effect from January 2024, others need to be in effect immediately.

Suggested Changes to existing wording of Law

As set out above, the substance of the amendments detailed below have already been the subject of consultation. These proposals are therefore published for information purposes only. It should be noted that the amendments set out in this section constitute the CAA's initial opinion on possible amendments to the relevant legislation. While it is anticipated that any amendments ultimately enacted will broadly reflect the CAA's proposals, all amendments to legislation are subject to an iterative legislation drafting process by Government lawyers. The proposals set out below may therefore not be the final wording in the UK law.

The amendments proposed by the CAA to UK Regulation (EU) No 1321/2014 are set out in the accompanying table of changes published with this OID.

RMT.0022 and 0125 - Table of proposed amendments to Regulation 1321/2014 (the Regulation) for the May 2023 SI

Purpose of the amendment:

- **Safety Management System (SMS)** – introduction of Safety Management Systems requirements for design and production organisations under Part 21 .
- **Rationalisation** – where similar requirements were spread across various subparts, they are now combined into a new point with some improvements to the text.
- **Correction** – corrections to the Regulation aiming to clarify or rectify the relevant and cited requirements.
- **FEA** – changes in relation to flight engineers' licences/existing limited authorisations for maintenance certification.
- **Instructions for Continued Airworthiness (ICA)** - Changes to provide a definition of ICA and maintenance data and to establish instructions as part of the type certificate.
- **Eligibility of parts and appliances for installation without a Form 1 (EOPF1)** - Changes to provide clarity for parts and appliances for which their effect on the safety of the operation of aircraft is negligible and a Form 1 is no longer required.

Cross referencing:

DfT lawyers may be assisted in drafting by understanding where equivalent provisions already exist in retained EU aviation safety legislation, or where a proposal is put forward to make an equivalent change to a related Regulation.

Where an equivalent or related provision already exists, it will be identified as follows: [**Reg xx/xxx, Annex xx, para xx**]

Where a provision is connected to another Regulation being amended as part of these rulemaking tasks, reference will be made to the table containing that proposed amendment and to the amendment by line number as follows [Table 748/2012 or 1321/2014 (as applicable); Amendment No. xx]

EU Regulation provision from which amendment is derived:

- [Commission Implementing Regulation \(EU\) 2021/1963](#) of 8 November 2021 amending Regulation (EU) No 1321/2014 as regards safety management systems in maintenance organisations and correcting that Regulation.
- [Commission Implementing Regulation \(EU\) 2021/700](#) of 26 March 2021 amending and correcting Regulation (EU) No 1321/2014 as regards the maintenance data and the installation of certain aircraft components during maintenance.

UK Regulation to be amended:

- [UK Regulation \(EU\) 1321/2014](#) - the UK Continuing Airworthiness Regulation (Part M, Part 145, Part 66, Part ML and Part CAO).

The provisions of the amending Regulation should come into force 21 days after the day the Regulation is made or, otherwise, as identified in the last column in the table provided. Unless otherwise indicated in the last column, each amendment should therefore come into force as indicated above. For SMS related requirements, due to the volume and extent of the implementation work required, an implementation period up to 1 January 2024 is being proposed. This will allow the organisations to adjust their procedures and processes as well as update their Expositions which will be submitted to the CAA for approval.

At the end of the implementation period, from 1 January 2024, the CAA will commence its oversight process in respect of compliance with the amending Regulation. Any issues of non-compliance will be raised as an SMS related finding by the CAA. Organisations will be required to correct those findings enabling the CAA to close them by no later than 1 January 2026. Where from 1 January 2026 such findings will not have been closed, the approval certificate will be revoked, limited or suspended in whole or in part.

For requirements related to Instructions for Continued Airworthiness (ICA) and Eligibility of parts and appliances for installation without a Form 1 (EOPF1), a transition period aligning with amendments to Regulation No 748/2012 of 1 year will be required. It is therefore proposed an entry into force date of 1 January 2024 for the related provisions defined in the table below. All corrections should come into force at the same time as the next Statutory Instrument amendment.

Highlighting is used to assist in identifying the changes from the existing provision.

Orange shading indicates that a provision is listed in the Air Navigation Order 2016 (ANO) Schedule 13, Part 1, Chapter 2. Note that currently the Secretary of State does not have powers to create new offences for provisions for retained EU legislation. Some of the provisions being amended in the table have offences associated with them in article 265 ANO and Schedule 13 ANO, as shown highlighted in orange in the 2nd column below. The approach previously agreed with DfT has been that if an amendment materially changes the scope of such a provision, it would effectively create a new offence, which as yet we are not allowed to do without new primary legislation. This leaves 2 options: a) do not proceed with the amendment or b) draft the amendment as a new provision that does have the offence associated with it. The CAA's preferred approach is for b), where this arises. It could be the case that this legislation is in force before the relevant provision is changed, in which case there is no problem, or that the change proposed is so minor so as not to affect the offence. Alternatively, where the amendment does not come into force until a later date, as indicated in the last column, and the power to create such offences, by an amendment to section 61 of the Civil Aviation Act 1982, will be in force by that date, perhaps the amendment may be made with a particular "in force" date.

Green shading indicates provisions derived from Commission Implementing Regulation (EU) 2021/700. All non-shaded provisions are from Commission Implementing Regulation (EU) 2021/1963.

Some of the amendments in the table are updating references to other Regulations, e.g. to Regulation 2018/1139 (the so-called Basic Regulation), which is still referred to in retained Regulation 748/2012 as Regulation 216/2008 (now revoked by 2018/1139 although note article 139(4) of 2018/1139). There are however other, existing references in 748/2012 which this table does not address. If these amendments update the references as mentioned below, then presumably the other references in 748/2012, not mentioned in this table, should also be updated?

¹ “References to the repealed Regulations referred to in paragraphs 1, 2 and 3 shall be construed as references to this Regulation and, where appropriate, read in accordance with the correlation table in Annex X.” [law-2018-1139-30-mar-2021.pdf \(caa.co.uk\)](http://law-2018-1139-30-mar-2021.pdf(caa.co.uk))

The change from continuing to continued airworthiness is important because there is a distinction between the two. To aid understanding a description of the meaning has been included:

- Continued Airworthiness – (related to Type Certificate Holder) actions associated with the upkeep of a Type Design and the associated Approved Data through life.
- Continuing Airworthiness – (related to Operator) actions associated with maintenance ensuring that aircraft remains in a condition for safe operation throughout its operating life.

For legal powers to make the amendments please see the Opinion Document.

Amdnt No.	Provision being amended	Proposed amendment text	EU Reg provision, if any, from which amendment derived	Relevant RMT No. and purpose of amendment	Date when amdnt should come into force
Regulation (EU) No 1321/2014					
1	Article 3	paragraph 5 is replaced by the following: ‘5. Aircraft maintenance programmes for aircraft referred to in point (a) of Article 1 that comply with the requirements specified in point M.A.302 of Annex I (Part-M) applicable before 24 March 2020 shall be deemed to comply with the requirements specified in point		0125/Correction	Immediately

		M.A.302 of Annex I (Part-M) or point ML.A.302 of Annex Vb (Part-ML), as applicable, in accordance with paragraphs 1 and 2.'			
2	Art 4	<p>The following paragraph 7 is added:</p> <p>'7. By way of derogation from points (1) and (2) of point 145.B.350(d) of Annex II (Part-145), a maintenance organisation that holds a valid approval certificate issued in accordance with Annex II (Part-145) shall implement the Safety Management System requirements of Annex II by 1 January 2024.</p> <p>Organisations may correct any findings of non-compliance related to the Safety Management System requirements introduced by amending Regulation by 1 January 2026.</p> <p>Where from 1 January 2026, the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.'</p> <p><i>Note: The dates proposed in this amendment assume that the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised.</i></p>		022/SMS	1 January 2024
3	Article 5	<p>paragraph 1 is replaced by the following:</p> <p>'1. Certifying staff shall be qualified in accordance with the requirements of Annex III (Part-66), except as provided for in points M.A.606(h), M.A.607(b), M.A.801(c) and M.A.803 of Annex I (Part-M), in points ML.A.801(c) and ML. A.803 of Annex Vb (Part-ML), CAO.A.040(b) and CAO.A.040(c) of Annex Vd (Part-CAO) and in points 145.A.30(j) of and Appendix IV to Annex II (Part-145).'</p>		0125/Correction	Immediately
4	Art 5	The following paragraph 7 is added:		022/FEA	1 January 2024

		<p>'7. Limited certifying staff authorisations issued to flight engineer licence holders pursuant to point 145.A.30(j)(3) or (4) of Annex II (Part-145) before 1 January 2024 shall remain valid until they expire or until they are revoked by the maintenance organisation.'</p> <p><i>Note: The date proposed in this amendment assume that the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised.</i></p>			
5	Article 8	<p>paragraph 7 is deleted;</p> <p><i>Note: the content of the article is now provided for in Article 3(7)</i></p>		0125/Correction	Immediately
Annex I, Part M					
6	Table of Contents	<p>in the table of contents, the title of Appendix IV is replaced by the following: 'Appendix IV – Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F';</p> <p><i>Note: The class and rating system information for Part-145 organisations is introduced in Appendix II to Annex II (Part-145).</i></p>		022/SMS	1 January 2024
7	Annex I Appendix III	<p>Annex I, Appendix III, the certifying phrase of UK CAA Form 15b is replaced by the following:</p> <p>Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council the following organisation, approved in accordance with Section A of Annex Vc (Part-CAMO) or Section A of Subpart G of Annex I (Part-M) or Section A of Annex Vd (Part-CAO) to Regulation No 1321/2014,</p> <p style="text-align: center;">[NAME OF ORGANISATION APPROVED AND ADDRESS] [APPROVAL REFERENCE]</p> <p>hereby certifies that it has performed an airworthiness review in accordance with point M.A.901 of Annex I to Regulation No 1321/2014 on the following aircraft:</p>		0125/Correction	Immediately

		<i>Note: previously Vb (Part-CAO) which is incorrect.</i>			
8	Annex I, Appendix IV	<p>Appendix IV is amended as follows:</p> <p>‘(a) the title is replaced by the following: ‘Appendix IV Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F’;</p> <p>(b) points 1 and 2 are replaced by the following:</p> <p>‘1. Except as stated otherwise for the smallest organisations referred to in point 11, the table in point 12 provides for the standard system for the approval of a maintenance organisation referred to in Annex I (Part-M), Subpart F. An organisation must be granted an approval that ranges from a single class and rating with limitations to all classes and ratings with limitations.</p> <p>2. In addition to the table referred to in point 12, the approved maintenance organisation is required to indicate its scope of work in its maintenance organisation manual.’</p> <p>(c) points 8 to 12 are replaced by the following:</p> <p>‘8. The limitation section is intended to give the competent authorities 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 12 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 avionic 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.</p>		022/SMS	1 January 2024

9. 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 Cessna 150 or Cessna 172 or Beech 55 series or continental O-200 series etc; type means a specific type or model such as Cessna 172RG type; any number of series or types may be quoted; group means for example Cessna single piston engine aircraft or Lycoming non-supercharged piston engines, etc.

10. When a lengthy capability list is used which could be subject to frequent amendments, then such amendments may be performed in accordance with the indirect approval procedure referred to in points M.A.604(c) and M.B.606(c).

11. A maintenance organisation which 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:

CLASS	RATING	LIMITATION
CLASS AIRCRAFT	RATING A2 AEROPLANES 5 700 KG AND BELOW	PISTON ENGINE 5 700 KG AND BELOW
CLASS AIRCRAFT	RATING A3 HELICOPTERS	SINGLE PISTON ENGINE 3 175 KG AND BELOW
CLASS AIRCRAFT	RATING A4 AIRCRAFT OTHER THAN A1, A2 AND A3	NO LIMITATION
CLASS ENGINES	RATING B2 PISTON	LESS THAN 450 HP
CLASS COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs.	C1 TO C22	AS PER CAPABILITY LIST
CLASS 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 terms of approval depending on the capability of the particular organisation.

12. Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A2 Aeroplanes 5 700 kg and below	[Shall state aeroplane manufacturer or group or series or type and/or the maintenance task(s)]	[YES/NO] (*)	[YES/NO] (*)

Note: The numbering system has changed paragraph 8 has been removed and now details the contents of para 9. The deleted paragraph removed references to Annex II (Part 145.).

Paragraph 9 removes examples of large aircraft not relevant in this section.

Paragraph 10 adds references to M.B.606(c) and removes Part 145 references .

Paragraph 11, changed from paragraph 12 - no change to the table contents

Table 12 (previously 13) removes the 1st line of this table in UK as it refers to A1 Aeroplanes above 5700Kg

Note: Appendix IV is amended to remove the references to Part-145 and keep only those to Part-M Subpart F. This is because the class and rating system information for Part-145 organisations is introduced in Appendix II to Annex II (Part-145).

9

Annex I
Appendix VII

The introductory phrase is replaced by the following:
'The following constitutes the complex maintenance tasks referred to in **point M.A.801(b):**'

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Immediately

		<i>Note: the reference has changed from 'in point (b)(2) and (c) of point M.A.801</i>			
10	M.A.201	<p>M.A.201(h), point (3) is replaced by the following:</p> <p>(3) the CAMO or CAO referred to in point (2) is approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or as a CAO with maintenance privileges, or that CAMO or CAO has concluded a written contract with organisations approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) with maintenance privileges.</p> <p><i>Note: Part CAMO references removed.</i></p>		0125/Correction	Immediately
11	M.A.305	<p>M.A.305(e)(3), point (iii) is replaced by the following:</p> <p>'(iii) the CRS and owner's acceptance statement for any component that is fitted to an ELA2 aircraft without a CAA Form 1 in accordance with point 21.A.307(b)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months.</p> <p><i>Note: Highlighted reference updated.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>		0125/EOPF1	1 January 2024
12	M.A.401	<p>M.A.401, point (b) is replaced by the following:</p> <p>'(b) For the purposes of this Annex, applicable maintenance data is any of the following:</p> <ol style="list-style-type: none"> 1. any applicable requirement, procedure, standard or information issued by the CAA; 2. any applicable airworthiness directive; 3. the applicable instructions for continued airworthiness and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder 		0125/EOPF1	1 January 2024

		<p>and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;</p> <p>4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;</p> <p>5. any applicable data issued in accordance with point 145.A.45(d).</p> <p><i>Note: Paragraph 4 has been inserted and 5 has been renumbered.</i></p>			
13	M.A.403(b)	<p>point (b) is replaced by the following:</p> <p>‘(b) Only the certifying staff referred to in point M.A.801(b)(1) or in Subpart F of this Annex or in Annex II (Part-145) or in Annex Vd (Part-CAO), or the person authorised in accordance with point M.A.801(c) of this Annex can decide, using maintenance data referred to in point M.A.401 of this Annex, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the certifying staff.’</p> <p><i>Note: Change of paragraph arrangement to add and clarify references. Too many changes, complete paragraph replacement recommended. References to the points of M.A.801 had to be corrected due to the changes to M.A.801 in Commission Implementing Regulation (EU) 2019/1383.</i></p>		022/FEA/Correction	Immediately
14	M.A.501	<p>M.A.501(a), point (1) is replaced by the following:</p> <p>‘(1) Components which are in a satisfactory condition, released on a CAA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, or in this Annex (Part-M), or in Annex Vd (Part-CAO).</p>		0125/EOPF1	1 January 2024

		<p><i>Note: highlighted reference added.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
15	M.A.502	<p>M.A.502 is replaced by the following:</p> <p>‘M.A.502 Component maintenance</p> <p><i>Note: title remains as is</i></p> <p>(a) The maintenance of components other than the components referred to in points (b)(2) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by maintenance organisations approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable.</p> <p>(b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO) or by the certifying staff referred to in point (b)(1) of point M.A.801. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the CAA. Such aircraft maintenance organisation or the certifying staff may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point shall not be eligible for the issuance of a CAA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.</p> <p>(c) By way of derogation from point (a), where a component is fitted to the engine or the auxiliary power unit (APU), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance with Subpart F of this Annex, or with Annex II (Part-145), or with Annex Vd (Part-CAO). Such maintenance shall be</p>		0125/EOPF1	1 January 2024

	<p>performed in accordance with the engine or the APU maintenance data or in accordance with the component maintenance data if agreed by the CAA. Such B-rated engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.</p> <p><i>Note: the sentence following point (c) is now covered by the additional highlighted text in (a) and (e).</i></p> <p><i>Note: the highlighted text in paragraph (c) has been corrected via in RMT.022. See line below. The text replaces 'B-rated' for clarity and rationalisation across each annex. This is because there is no 'B rating' in Annex Vd (Part-CAO).</i></p> <p>(d) The maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, shall be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable, by the certifying staff referred to in point (b)(1) of point M.A.801 or by the pilot-owner referred to in point (b)(2) of point M.A.801. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an CAA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.</p> <p><i>Note: first highlighted reference updated and other references restructured.</i></p> <p>(e) The maintenance of components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by the organisation referred to in point (a), or performed by any person or organisation and released with a "declaration of maintenance accomplished" issued by the person or organisation that performed the maintenance. The "declaration of maintenance accomplished" shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or</p>			
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		<p>person that issues it. It shall be considered a maintenance record and equivalent to a CAA Form 1 in respect of the maintained component.</p> <p><i>Note: (e) has been added in its entirety.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
16	M.A.502(c)	<p>Point M.A.502(c), the third sentence is replaced by the following:</p> <p>‘Such engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.’</p> <p><i>Note: the highlighted text replaces ‘B-rated’ for clarity and rationalisation across each annex. This is because there is no ‘B rating’ in Annex Vd (Part-CAO).</i></p> <p>Note: ANO Schedule 13 – List of offences</p>		022/Correction	Immediately
17	M.A.801	<p>M.A.801 point (d) is replaced by the following:</p> <p>(d) In case of a release to service in accordance with point (b)(1), the certifying staff may be assisted in performing the maintenance tasks by one or more persons subject to his or her direct and continuous control.</p>		0125/Correction	Immediately
18	M.A.802	<p>M.A.802, point (a) is replaced by the following:</p> <p>‘(a) Except for components released to service by a maintenance organisation that is approved in accordance with Annex II (Part-145) and for the cases covered by point (e) of point M.A.502, a CRS shall be issued at the completion of any maintenance work carried out on an aircraft component in accordance with point M.A.502.’</p> <p><i>Note: highlighted text added for clarity.</i></p>		0125/EOPF1	1 January 2024

19	M.A.901	<p>M.A.901, the introductory phrase of point (e) is replaced by the following:</p> <p>(e) For aircraft of 2 730kg MTOM and below not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, any CAMO or CAO chosen by the owner or operator may in accordance with CAMO.A.125(e) of Annex Vc or point M.A.711(b) of this Annex or CAO.A.095(c) of Annex Vd, as applicable, and subject to compliance with point (j):</p>		0125/Correction	Immediately
Annex II (Part 145)					
20	<p>Table of Content</p> <p>SECTION A</p>	<p>The table of content is amended as follows:</p> <p>SECTION A</p> <p>145.A.15 replace with ‘Application for an organisation certificate’</p> <p>145.A.20 replace with ‘Terms of approval and scope of work’</p> <p>Delete ‘145.A.36 ‘Records of airworthiness review staff’</p> <p>Insert ‘145.A.37 Airworthiness Review Staff’</p> <p>145.A.55 replace with ‘Record-keeping’</p> <p>145.A.65 replace with ‘Maintenance procedures’</p> <p>145.A.70 replace with ‘Maintenance organisation exposition (MOE)’</p> <p>145.A.95 replace with ‘Findings and observations’ <i>(note this has not changed in contents page?)</i></p> <p>Insert ‘145.A.120 Means of compliance’</p> <p>Insert ‘145.A.140 Access’</p> <p>Insert ‘145.A.155 Immediate reaction to a safety problem’</p> <p>Insert ‘145.A.200 Management system’</p>		022/SMS	1 January 2024

	SECTION B	<p>Insert '145.A.202 Internal safety reporting scheme'</p> <p>Insert '145.A.205 Contracting and subcontracting'</p> <p>Section B – Authority Requirements is replaced with the following:</p> <p>145.B.005 Scope</p> <p>145.B.115 Oversight documentation</p> <p>145.B.120 Means of compliance</p> <p>145.B.125 Information to the CAA</p> <p>145.B.135 Immediate reaction to a safety problem</p> <p>145.B.200 Management system</p> <p>145.B.205 Allocation of tasks to qualified entities</p> <p>145.B.210 Changes in the management system</p> <p>145.B.220 Record-keeping</p> <p>145.B.300 Oversight principles</p> <p>145.B.305 Oversight programme</p> <p>145.B.310 Initial certification procedure</p> <p>145.B.330 Changes – organisations</p> <p>145.B.350 Findings and corrective actions; observations</p> <p>145.B.355 Suspension, limitation and revocation</p> <p>Appendix I – Authorised Release Certificate – CAA Form 1</p> <p>Appendix II – Class and rating system for the terms of approval of Part-145 maintenance organisations</p> <p>Appendix III – Maintenance organisation certificate – CAA Form 3-145</p> <p>Appendix IV – Conditions for the use</p>			
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		<i>Note: The Part B Requirements have changed entirely, increased provisions and hence numbering system. This now aligns with the CAMO Part B requirements.</i>			
21	Section A	<p>Section A, the title is replaced by the following:</p> <p style="text-align: center;">‘SECTION A</p> <p>TECHNICAL AND ORGANISATION REQUIREMENTS’;</p> <p><i>Note: ‘and Organisation Requirements’ added for clarity and rationalisation across the annexes.</i></p>	Part CAMO Section A	022/SMS	1 January 2024
22	145.A.10	<p>145.A.10 is replaced by the following:</p> <p>‘145.A.10 Scope</p> <p>This Section establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval certificate for the maintenance of aircraft and components.’</p> <p><i>Note: the word certificate has been added after the word approval. This is for clarity and rationalisation across all Annexes. The certificate has been referenced hereafter in many provisions to distinguish between the organisation approvals and the certificate for this or each particular Annex (in the sense of the output of an approval process).</i></p>	CAMO.A.005	022/SMS	1 January 2024
23	145.A.15	<p>145.A.15 is replaced by the following:</p> <p>‘145.A.15 Application for an organisation certificate</p> <p>(a) An application for a certificate or an amendment to an existing certificate in accordance with this Annex shall be made in a form and manner established by the CAA, taking into account the applicable requirements of Annex I (Part-M), Annex Vb (Part-ML) and this Annex.</p>	CAMO.A.115	022/SMS	1 January 2024

		<p>(b) Applicants for an initial certificate pursuant to this Annex shall provide the CAA with:</p> <ol style="list-style-type: none"> 1. the results of a pre-audit performed by the organisation against the applicable requirements provided for in Annex I (Part-M), Annex Vb (Part-ML) and this Annex; 2. documentation demonstrating how they will comply with the requirements established in this Regulation.' <p><i>Note: Title change to highlight specifically what the application is for. Two paragraphs added to clarify the form and manner acceptable to the authority and the documentation required. Wording alignment with Part CAMO.</i></p>			
24	145.A.20	<p>Replace with;</p> <p>'145.A.20 Terms of approval and scope of work</p> <p>(a) The organisation's scope of work shall be specified in the maintenance organisation exposition (MOE) in accordance with point 145.A.70.</p> <p>(b) The organisation shall comply with the terms of approval attached to the organisation certificate issued by the CAA, and with the scope of work specified in the MOE.'</p> <p><i>Note: Title change to add 'and scope of work'. Two paragraphs added to clarify where the scope (MOE) and the terms of approval attached to the organisation certificate.</i></p>	ORO.GEN.125 CAMO.A.125	022/SMS	1 January 2024
25	145.A.30(a), (b), (c)	<p>Points (a), (b) and (c) are replaced by the following:</p> <p>'(a) The organisation shall appoint an accountable manager that has corporate authority to ensure that all maintenance activities of the organisation can be financed and carried out in accordance with Regulation (EU) 2018/1139. The accountable manager shall:</p>	CAMO.A.305	022/SMS	1 January 2024

		<p>1. ensure that all necessary resources are available to accomplish maintenance in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, to support the organisation certificate;</p> <p>2. establish and promote the safety policy specified in point 145.A.200(a)(2);</p> <p>3. demonstrate a basic understanding of this Regulation.</p> <p>(b) The accountable manager shall nominate a person or group of persons representing the management structure for the maintenance functions and with the responsibility to ensure that the organisation works in accordance with the MOE and approved procedures. It shall be made clear in the procedures who deputises for a particular person in the case of lengthy absence of that person.</p> <p>(c) The accountable manager shall nominate a person or group of persons with the responsibility to manage the compliance monitoring function as part of the management system.'</p> <p><i>Note: Inclusion of EU Regulation ref 2018/1139 detailing where the maintenance activities and financing requirements originated and should be carried out in accordance with. The 145.A.65(b) references have been updated. Some rewording and organisation of the paragraph order, hence complete paragraph replacement recommended.</i></p>			
26	145.A.30(ca), (cb), (cc)	<p>The following points (ca), (cb) and (cc) are inserted:</p> <p>'(ca) The accountable manager shall nominate a person or group of persons with the responsibility to manage the development, administration and maintenance of effective safety management processes as part of the management system.</p>	CAMO.A.305	022/SMS	1 January 2024

		<p>(cb) The person or group of persons nominated in accordance with points (b), (c) and (ca) shall have a responsibility to the accountable manager and direct access to him/her to keep him/her properly informed on compliance and safety matters.</p> <p>(cc) The person or persons nominated in accordance with points (b), (c) and (ca) shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Regulation.'</p>			
27	145.A.30(d), (e),	<p>points (d) and (e) are replaced by the following:</p> <p>'(d) The organisation shall have a maintenance man-hour plan to ensure it has sufficient and appropriately qualified staff to plan, perform, supervise, inspect and monitor the organisation's activities in accordance with the terms of approval. In addition, the organisation shall have a procedure to reassess the work intended to be carried out when the actual staff availability is reduced compared to the planned staffing level for a particular work shift or period.</p> <p><i>Note: paragraph reworded slightly for clarity and to add 'appropriately qualified' and remove reference to 'quality' monitor for rationalisation.</i></p> <p>(e) The organisation shall establish and control the competency of the personnel involved in any maintenance, airworthiness reviews, safety management and compliance monitoring in accordance with a procedure and to a standard agreed with the CAA. In addition to the necessary expertise related to the job function, the competency of the personnel must include an understanding of the application of safety management principles, including human factors and human performance issues, which is appropriate to their function and responsibilities in the organisation.'</p>	CAMO.A305	022/SMS	1 January 2024

		<i>Note: These paragraphs have been reworded for clarity and rationalisation, too many small changes hence full paragraph replacement recommended.</i>			
28	145.A.30(j)	<p>In point (j) the introductory phrase is replaced by the following:</p> <p>‘(j) By way of derogation from points (g) and (h), in relation to the obligation to comply with Annex III (Part-66), the organisation may use certifying staff and support staff that are qualified in accordance with the following provisions:’</p> <p><i>Note: highlighted text added for clarity.</i></p>	CAMO.A.305	022/SMS	1 January 2024
29	145.A.30(j)(1) – (4)	<p>Points (1) to (4) of point (j) are replaced by the following:</p> <p>‘1. For base maintenance carried out at a location outside the United Kingdom, the certifying staff and support staff may be qualified in accordance with the national aviation regulations of the State in which the base maintenance facility is located, subject to the conditions specified in Appendix IV to this Annex.</p> <p><i>Note: ‘base maintenance carried out’ has replaced ‘organisation facilities located outside’ for clarity. ‘support staff’ has also been added for clarity.</i></p> <p>2. For line maintenance carried out at a line station located outside the United Kingdom, the certifying staff may be qualified, subject to the conditions specified in Appendix IV to this Annex, in accordance with the following alternative conditions:</p> <ul style="list-style-type: none"> — national aviation regulations of the State in which the line station is located, — national aviation regulations of the State in which the organisation’s principal place of business is located. <p><i>Note: highlighted text added for clarity.</i></p>	CAMO.A.305	022/SMS	1 January 2024

		<p>3. 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 pilot on the basis of the flight crew licence held. In that case, the organisation shall ensure that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the airworthiness directive.</p> <p><i>Note: highlighted text change from 'however' to specify in that specific case.</i></p> <p>4. If an aircraft is operated away from a supported location, the organisation may issue a limited certification authorisation to the pilot on the basis of the flight crew licence held, subject to being satisfied that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the specified task.'</p> <p><i>Note: replacement of the term and/or flight crew. Point (5) not amended and therefore should remain.</i></p>			
30	145.A.30(k)	<p>Point (k) is replaced by the following:</p> <p>'(k) If the organisation performs airworthiness reviews and issues the corresponding airworthiness review certificate in accordance with point ML.A.903 of Annex Vb (Part-ML), it shall have airworthiness review staff that are qualified and authorised in accordance with point 145.A.37.'</p> <p><i>Note: points 1-7 removed and replaced with the highlighted reference for rationalisation and prevent duplication. 145.A.37 is a new provision insertion.</i></p>	CAMO.A.305	022/SMS	1 January 2024
31	145.A.35(d), (e), (f)	<p>Points (d), (e) and (f) are replaced by the following:</p> <p>'(d) The organisation shall ensure that all certifying staff and support staff receive sufficient recurrent training in each 2-year period to ensure that they have up-to-date</p>		022/SMS	1 January 2024

		<p>knowledge of relevant technologies, organisation procedures and safety management, including human factor issues.'</p> <p><i>Note: 'recurrent' changed from 'continuation' for clarity and rationalisation across the annexes.</i></p> <p>(e) The organisation shall establish a programme for recurrent training for certifying staff and support staff, including a procedure to ensure compliance with the relevant provisions of this point and a procedure to ensure compliance with Annex III (Part-66). <i>Note: 'relevant provisions' replaces previous reference to 145.A.35</i></p> <p>(f) With the exception of the unforeseen cases specified in point 145.A.30(j)(5), the organisation shall assess all certifying staff for their competency, qualifications and capability to carry out their intended certifying duties in accordance with a procedure in the MOE prior to the issue or reissue of a certification authorisation under this Annex to such staff.'</p> <p><i>Note: paragraph reworded for additional clarity and rationalisation of terminology, recommend full paragraph replacement.</i></p>			
32	145.A.35(i) - (n)	<p>Points (i) to (n) are replaced by the following:</p> <p>'(i) The person or persons referred to in point 145.A.30(c) that are responsible for the compliance monitoring function shall also remain responsible for issuing certification authorisations to certifying staff. That personnel may nominate other persons to effectively issue or revoke certification authorisations in accordance with a procedure in the MOE.</p> <p><i>Note: the highlighted text replaces 'the person responsible for the quality system shall'. Slight rewording and acronym additions, hence paragraph replacement recommended.</i></p>		022/SMS	1 January 2024

		<p>(j) The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.</p> <p>(k) Certifying staff shall produce their certification authorisation to any authorised person within 24 hours.</p> <p>(l) The minimum age for certifying staff and support staff is 21 years.</p> <p>(m) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an organisation appropriately approved in accordance with Annex II (Part-145) or Annex IV (Part-147). This training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the organisation.</p> <p>(n) The holder of a category B2 aircraft maintenance licence may only exercise the certification privileges described in point 66.A.20(a)(3)(ii) of Annex III (Part-66) following the satisfactory completion of:</p> <p>(i) the relevant category A aircraft task training; and</p> <p>(ii) 6 months of documented practical experience covering the scope of the authorisation that will be issued.</p> <p>The task training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment. Task training and examination/assessment shall be carried out by the maintenance organisation issuing the</p>			
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		certifying staff authorisation. The practical experience shall be also obtained within such maintenance organisation.’ <i>Note: paragraphs (j) through (n) have been re-lettered and renumbered for additional clarity and updates of references. Complete paragraph replacement recommended.</i>			
33	145.A.35(o)	Point (o) is deleted; <i>Note: the intent of this paragraph has been included in the previous paragraph amendments.</i>		022/SMS	1 January 2024
34	145.A.36	Point 145.A.36 is deleted. <i>Note: This provisions intent is now covered within ‘145.A.37 Airworthiness review staff’ and 145.A.55(b) Record -keeping’ as inserted below.</i>		022/SMS	1 January 2024
35	145.A.37	The following point 145.A.37 is inserted: ‘145.A.37 Airworthiness review staff’ (a) In order to be approved to carry out airworthiness reviews and to issue the corresponding airworthiness review certificates (ARC) for aircraft covered by Annex Vb (Part-ML), the organisation shall have airworthiness review staff that comply with all of the following requirements: (1) they have acquired experience in continuing airworthiness of at least 1 year for sailplanes and balloons and of at least 3 years for all other aircraft; (2) they hold a certifying staff authorisation for the corresponding aircraft;	CAO.A.045	022/SMS	1 January 2024

		<p>(3) they have acquired knowledge of Annex I (Part-M), Subpart C, or of Annex Vb (Part-ML), Subpart C;</p> <p>(4) they have acquired knowledge of the procedures of the maintenance organisation relevant to the airworthiness review and issue of the airworthiness review certificate.</p> <p>(b) Before the organisation issues an airworthiness review authorisation to a candidate, that person shall perform an airworthiness review under the supervision of the CAA or under the supervision of a person that is already authorised as airworthiness review staff by the organisation. If this airworthiness review under supervision is satisfactory, the CAA shall formally accept that person to become airworthiness review staff.</p> <p>(c) The organisation shall ensure that the airworthiness review staff can demonstrate appropriate recent continuing airworthiness experience.'</p>			
36	145.A.42	<p>In point (a), point (i) is replaced by the following:</p> <p>'(i) Components which are in a satisfactory condition, released on a CAA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, in point M.A.502 of Annex I (Part-M), in point ML.A.502 of Annex III (Part-ML), or in this Annex (Part-145).</p>		0125/EOPF1	1 January 2024
37	145.A.42	<p>In point (b), point (iv) is replaced by the following:</p> <p>'(iv) Components which are referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall only be installed if considered eligible for installation by the aircraft owner on their own aircraft.</p> <p><i>Note: reference for Part-ML added and others updated.</i></p>		0125/EOPF1	1 January 2024

38	145.A.45(a), (c), (d) and (e)	<p>Points (a) is replaced by the following:</p> <p>‘(a) The organisation shall hold and use applicable current maintenance data which is necessary in the performance of maintenance, including modifications and repairs. “Applicable” means relevant to any aircraft, component or process specified in the organisation’s terms of approval and in any associated capability list.</p> <p>In the case of maintenance data provided by the person or organisation requesting the maintenance, the organisation shall hold such data when the work is in progress, with the exception of the need to comply with point 145.A.55(a)(3).’</p> <p><i>Note: highlighted text is replacing ‘organisation’s approval class rating schedule’ for clarity and rationalisation and the reference has been changed from 145.A.55(c).</i></p> <p>points (c), (d) and (e) are replaced by the following:</p> <p>‘(c) The organisation shall establish procedures to ensure that if inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction is found in the maintenance data used by maintenance personnel, it is recorded as part of the internal safety reporting scheme referred to in point 145.A.202 and notified to the author of the maintenance data.</p> <p><i>Note: reference to internal safety reporting scheme inserted.</i></p> <p>(d) The organisation may only modify maintenance instructions in accordance with a procedure that is specified in the MOE. With respect to changes to maintenance instructions, the organisation shall demonstrate that they result in equivalent or improved maintenance standards, and shall inform the author of the maintenance instructions of such changes. For the purposes of this point, “maintenance instructions” mean</p>		022/SMS	1 January 2024
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		<p>instructions on how to carry out a particular maintenance task; they exclude the engineering design of repairs and modifications.</p> <p><i>Note: ‘author of the maintenance instructions’ has replaced ‘the type-certificate holder’ for clarity as referring to changes of maintenance instructions as opposed to changes to design.</i></p> <p>(e) The organisation shall provide a common work card or worksheet system to be used throughout the relevant parts of the organisation. In addition, the organisation shall either accurately transcribe the maintenance data referred to in points (b) and (d) onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in that maintenance data. Work cards and worksheets may be computer generated and held in an electronic database that is adequately protected against unauthorised alteration, and for which there is a backup electronic database which shall be updated within 24 hours after an entry is made to the main electronic database. Complex or long maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure that there is a record of the accomplishment of the complete maintenance task.</p> <p>When the organisation provides maintenance services to an aircraft operator which requires its own work card or worksheet system to be used, then such work card or worksheet system may be used. In that case, the organisation shall establish a procedure to ensure that those work cards or worksheets are correctly completed.’</p> <p><i>Note: highlighted text added for clarity and paragraph split out at ‘When the org ...’ amended from ‘Where the org...’ to prevent misinterpretation.</i></p>			
39	145.A.45	<p>145.A.45, point (b) is replaced by the following:</p> <p>(b) Applicable maintenance data is the data specified in point M.A.401(b) of Annex I (Part-M) or in point ML.A.401(b) of Annex Vb (Part-ML), as applicable.</p>		0125/ICA	1 January 2024

		<i>Note: paragraph replaced in its entirety, point 1-5 replaced with references to applicable annexes.</i>			
40	145.A.47(b)	<p>Point (b) is replaced by the following:</p> <p>‘(b) As part of the management system, the planning of maintenance tasks, and the organising of shifts, shall take into account human performance limitations, including the threat of fatigue for maintenance personnel.’</p> <p><i>Note: highlighted text added for clarity and addition of SMS terminology.</i></p>		022/SMS	1 January 2024
41	145.A.47(d)	<p>Point (d) is added:</p> <p>‘(d) The organisation shall ensure that aviation safety hazards associated with external working teams carrying out maintenance at the organisation’s facilities are considered by the organisation’s management system.’</p>		022/SMS	1 January 2024
42	145.A.48	<p>Point 145.A.48 is replaced by the following:</p> <p><i>Note: the title remains as is.</i></p> <p>‘(a) The organisation may only carry out maintenance on an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and personnel are available.</p> <p>(b) The organisation shall be responsible for the maintenance that is performed within the scope of its approval.</p> <p>(c) The organisation shall ensure that:</p>	M.A.201(c), M(L).A.403(b)	022/SMS	1 January 2024

		<p>(1) after the completion of the maintenance, a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels that were removed have been refitted;</p> <p>(2) an error-capturing method is implemented after the performance of any critical maintenance task;</p> <p>(3) the risk of errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;</p> <p>(4) damage is assessed, and modifications and repairs are carried out using the data specified in point M.A.304 of Annex I (Part-M) or point ML.A.304 of Annex Vb (Part-ML), as applicable;</p> <p>(5) the assessment of aircraft defects is carried out in accordance with point M.A.403(b) of Annex I (Part-M) or ML.A.403(b) of Annex Vb (Part-ML), as applicable.'</p> <p><i>Note: whole provision paragraph arrangement revised, excluding title, the intent has not changed and is still detailed within new 145.A.48(c) 1-5. References have been added aligning with the other Annexes for damage assessment and aircraft defects. Recommend complete replacement.</i></p>			
43	145.A.50(a)	<p>Point (a) is replaced by the following:</p> <p>'(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when that certifying staff has verified that all the maintenance that was ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45, and that there are no known non-compliances which endanger flight safety.'</p>	M.A.801	022/Rationalisation	

		<p><i>Note: the term 'known' has been placed before 'non-compliance' as opposed 'to endanger flight safety' for clarity in interpretation.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
44	145.A.50(c), (d)	<p>Points (c) and (d) are replaced by the following:</p> <p>'(c) New defects or incomplete maintenance work orders identified during the maintenance shall be brought to the attention of the person or organisation responsible for the aircraft continuing airworthiness for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. In the case where that person or organisation declines to have such maintenance carried out under this point, point (e) is applicable.</p> <p><i>Note: highlighted text replaces 'aircraft operator' for clarity and rationalisation with new annexes added.</i></p> <p>(d) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation after the maintenance that was ordered has been carried out on a component whilst it was off the aircraft. The authorised release certificate "CAA Form 1" referred to in Appendix II of Annex I (Part-M) constitutes the component certificate of release to service except if otherwise specified in point M.A.502 of Annex I (Part-M) or ML.A.502 of Annex Vb (Part-ML), as applicable. When an organisation maintains a component for its own use, a CAA Form 1 may not be necessary if the organisation's internal release procedures in its MOE so provides.'</p> <p><i>Note: highted text 'by appropriately authorised certifying staff' added for clarity and sentence restructured to accommodate. Acronym 'MOE' added and last sentence restructured also.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>	M.A.801	022/Rationalisation	

45	145.A.50(f)	<p>Point (f) is replaced by the following:</p> <p>‘(f) By way of derogation from point 145.A.50(a) and point 145.A.42, 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, the organisation contracted for the maintenance of that aircraft may 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 agreement of the person or organisation responsible for the aircraft’s continuing airworthiness and subject to that component having a suitable release certificate but otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the time limit provided for in the first sentence of this point unless an appropriate release certificate has been obtained in the meantime under points 145.A.50(a) and 145.A.42.’</p> <p><i>Note: highlighted text added for clarity and rationalisation with other annexes. Reference changes for clarity – rather than (a) it states full reference .</i></p> <p>Note: ANO Schedule 13 – List of offences</p>	M.A.801	022/Rationalisation	
46	145.A.55	<p>Point 145.A.55 is replaced by the following:</p> <p>‘145.A.55 Record-keeping’</p> <p>(a) Maintenance records</p> <p>(1) The organisation shall record the details of the maintenance work that is carried out within the scope of its approval. As a minimum, the organisation shall retain all the records that are necessary to prove that all the requirements have been met for the issue</p>	CAMO.A.220	022/SMS	1 January 2024

		<p>of the certificate of release to service, including, if any, subcontractor's release documents.</p> <p>(2) The organisation shall provide a copy of each certificate of release to service to the operator or customer, together with copies of the detailed maintenance records that are associated with the work carried out and that are necessary to demonstrate compliance with point M.A.305 of Annex I (Part-M) or ML.A.305 of Annex Vb (Part-ML), as applicable.</p> <p>(3) The organisation shall retain a copy of all detailed maintenance records (including certificates of release to service) and of any associated maintenance data for 3 years from the date when the aircraft or component to which the work relates was issued with a certificate of release to service.</p> <p>(4) If an organisation terminates its operation, it shall transfer all the retained maintenance records that cover the last 3 years to the last customer or owner of the respective aircraft or component, or shall store them in the manner specified by the CAA.</p> <p><i>Note: paragraph (b) through (g) below added for clarity and rationalisation with other annexes.</i></p> <p>(b) Airworthiness review records</p> <p>(1) If an organisation has the privilege referred to in point 145.A.75(f), it shall retain a copy of each airworthiness review certificate that it has issued, together with all the supporting documents, and shall make those records available, upon request, to the owner of the aircraft.</p> <p>(2) The organisation shall retain a copy of all the records referred to in point (1) for 3 years after the issue of the airworthiness review certificate.</p>			
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	<p>(3) If an organisation terminates its operation, it shall transfer all the retained airworthiness review records that cover the last 3 years to the last owner or operator of the respective aircraft, or shall store them in the manner specified by the CAA.</p> <p>(c) Management system, contracting and subcontracting records</p> <p>The organisation shall ensure that the following records are retained for a minimum period of 5 years:</p> <p>(i) records of management system key processes referred to in point 145.A.200;</p> <p>(ii) contracts, both for contracting and subcontracting, referred to in point 145.A.205.</p> <p>(d) Personnel records</p> <p>(1) The organisation shall ensure that the following records are retained:</p> <p>(i) records of the qualifications, training and experience of the personnel involved in maintenance, compliance monitoring and safety management;</p> <p>(ii) records of the qualifications, training and experience of all airworthiness review staff.</p> <p>(2) The records of all airworthiness review staff shall include details of any appropriate qualifications held, together with a summary of their relevant continuing airworthiness experience and training, and a copy of the airworthiness review authorisation issued to that staff by the organisation.</p> <p>(3) The records of all the certifying staff and support staff shall include the following:</p>			
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		<p>(i) the details of any aircraft maintenance licence held under Annex III (Part-66) or equivalent;</p> <p>(ii) the scope of the certification authorisations that were issued to that staff, where relevant;</p> <p>(iii) the particulars of the staff that held limited or one-off certification authorisations referred to in point 145.A.30(j).</p> <p>(4) Personnel records shall be kept for as long as a person works for the organisation, and shall be retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn.</p> <p>(5) The organisation shall give to the staff referred to in points (2) and (3), upon their request, access to their personnel records as detailed in those points. In addition, upon their request, the maintenance organisation shall furnish each of them with a copy of their personnel records on leaving the organisation.</p> <p>(e) The organisation shall establish a record-keeping system that allows adequate storage and reliable traceability of all its activities.</p> <p>(f) The format of the records shall be specified in the organisation's procedures.</p> <p>(g) The records shall be stored in a manner that ensures that they are protected from damage, alteration and theft.'</p> <p><i>Note: paragraph (b) through (g) added for clarity and rationalisation with other annexes.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
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47	145.A.60	<p>Point 145.A.60 is replaced by the following: <i>Note: the title remains as is.</i></p> <p>‘(a) As part of its management system, the organisation shall establish and maintain an occurrence-reporting system, including mandatory and voluntary reporting.</p> <p>(b) The organisation shall report to the CAA and to the design approval holder of the aircraft or component any safety-related event or condition of an aircraft or component identified by the organisation which endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person, and in particular any accident or serious incident.</p> <p>(c) The organisation shall also report any such event or condition that affects an aircraft to the person or organisation that is responsible for the continuing airworthiness of that aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 Annex Vb (Part-ML), as applicable. For events or conditions that affect aircraft components, the organisation shall report to the person or organisation that requested the maintenance.</p> <p>(d) For organisations that do not have their principal place of business in the United Kingdom:a Member State:</p> <p>(1) the initial mandatory reports shall:</p> <p>(i) appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;</p> <p>(ii) be made as soon as practicable, but in any case within 72 hours after the organisation has become aware of the occurrence unless exceptional circumstances prevent this;</p>	367/2014 and 145.A.202	022/SMS	1 January 2024

		<p>(iii) be made in a form and manner established by the CAA;</p> <p>(iv) contain all pertinent information about the condition known to the organisation;</p> <p>(2) where relevant, a follow-up report that provides details of the actions the organisation intends to take to prevent similar occurrences in the future shall be made as soon as those actions have been identified; those follow-up reports shall:</p> <p>(i) be sent to the entities referred to in points (b) and (c) to which the initial report was sent;</p> <p>(ii) be made in a form and manner established by the CAA.’</p> <p><i>Note: provision expanded for clarity of reporting channels and in line with the SMS implementation terminology, recommend full replacement.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
48	145.A.65	<p>Point 145.A.65 is replaced by the following:</p> <p>‘145.A.65 Maintenance procedures’</p> <p>(a) The organisation shall establish procedures which ensure that human factors and good maintenance practices are taken into account during maintenance, including subcontracted activities, and which comply with the applicable requirements of this Annex, Annex I (Part-M) and Annex Vb (Part-ML). Such procedures shall be agreed with the CAA.</p> <p><i>Note: paragraph restructured to remove reference to human performance and specific provision references have been replaced with reference to the applicable annexes. The</i></p>	CAMO.A.315	022/SMS	1 January 2024

		<p><i>term 'human performance' is considered to be covered by 'human factors' and is, therefore, deleted here for the purpose of simplification.</i></p> <p>(b) The maintenance procedures established under this point shall:</p> <p>(1) ensure that a clear maintenance work order or contract has been agreed between the organisation and the person or organisation that requests the maintenance, to clearly establish the maintenance to be carried out so that the aircraft and components may be released to service in accordance with point 145.A.50;</p> <p>(2) cover all the aspects of carrying out the maintenance, including the provision and control of specialised services, and lay down the standards according to which the organisation intends to work.'</p> <p><i>Note: minor change to clarify it can also be a person requesting the maintenance. In paragraph 2 addition of the word 'the' for clarity.</i></p>			
49	145.A.70	<p>Point 145.A.70 is replaced by the following:</p> <p>'145.A.70 Maintenance organisation exposition MOE</p> <p>'(a) The organisation shall establish and maintain a maintenance organisation exposition (MOE) that includes, directly or by reference, all of the following:</p> <p>(1) a statement signed by the accountable manager confirming that the maintenance organisation will at all times work in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, and with the approved MOE. If the accountable manager is not the chief executive officer of the organisation, then the chief executive officer shall countersign the statement;</p>	CAMO.A.300	022/SMS	1 January 2024

	<p>(2) the organisation's safety policy and the related safety objectives referred to in point 145.A.200(a)(2);</p> <p>(3) the title(s) and name(s) of the person(s) nominated under points 145.A.30(b), (c) and (ca);</p> <p>(4) the duties and responsibilities of the persons nominated under points 145.A.30(b), (c) and (ca), including the matters on which they may deal directly with the CAA on behalf of the organisation;</p> <p>(5) an organisation chart showing the accountability and associated lines of responsibility, established in accordance with point 145.A.200(a)(1), between all the persons referred to in points 145.A.30(a), (b), (c) and (ca);</p> <p>(6) a list of the certifying staff and, if applicable, support staff and airworthiness review staff with their scope of authorisation;</p> <p>(7) a general description of the manpower resources and of the system that is in place to plan the availability of staff, as required by point 145.A.30(d);</p> <p>(8) a general description of the facilities at each approved location;</p> <p>(9) a specification of the scope of work of the organisation that is relevant to the terms of approval as required by point 145.A.20;</p> <p>(10) the procedure that sets out the scope of changes not requiring prior approval and that describes how such changes will be managed and notified to the CAA, as required by point 145.A.85(c);</p>			
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	<p>(11) the procedure for amending the MOE;</p> <p>(12) the procedures specifying how the organisation ensures compliance with this Annex;</p> <p>(13) a list of the commercial operators to which the organisation provides regular aircraft maintenance services, and the associated procedures;</p> <p>(14) where applicable, a list of the subcontracted organisations referred to in point 145.A.75(b);</p> <p>(15) a list of the approved locations including, where applicable, line maintenance locations referred to in point 145.A.75(d);</p> <p>(16) a list of the contracted organisations;</p> <p>(17) a list of the currently approved alternative means of compliance used by the organisation.</p> <p>(b) The initial issue of the MOE shall be approved by the CAA. It shall be amended as necessary so that it remains an up-to-date description of the organisation.</p> <p>(c) Amendments to the MOE shall be managed as set out in the procedures referred to in points (a)(10) and (a)(11). Any amendments that are not included in the scope of the procedure referred to in point (a)(10), as well as any amendments related to the changes listed in point 145.A.85(a), shall be approved by the CAA.'</p> <p><i>Note: points 1-16 references have been updated and a few wording changes for clarity. Point 17 has been added. Paragraphs (b) and (c) have been restructured with the same</i></p>			
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		<i>intent and an additional reference added for clarity. Recommend full paragraph replacement.</i>			
50	145.A.75	The introductory phrase of point 145.A.75 is replaced by the following: ‘In accordance with the MOE , the organisation shall be entitled to carry out the following tasks:’ Note: highlighted text replaces ‘exposition’ for rationalisation with other annexes.		022/Rationalisation	Immediately
51	145.A.75(a), (b)	Points (a) and (b) are replaced by the following: ‘(a) maintain any aircraft or component for which it is approved at the locations identified in the certificate and in the MOE ; (b) arrange for the maintenance of any aircraft or component for which it is approved at another subcontracted organisation that works under the management system of the organisation. This is limited to the work permitted under the procedures established in accordance with point 145.A.65 and it shall not include a base maintenance check of an aircraft, or a complete workshop maintenance check or overhaul of an engine or an engine module;’ <i>Note: paragraph restructure to update references and terminology to rationalise with other annexes. Simplification of (b) to prevent the interpretation that subcontracting maintenance to approved organisation is prohibited.</i>	CAMO.A.125(e)	022/Rationalisation	Immediately
52	145.A.75(f)	Point (f) is replaced by the following: ‘(f) if specifically approved to do so for aircraft covered by Annex Vb (Part-ML) and if it has its principal place of business in the United Kingdom , the organisation may perform airworthiness reviews and issue the corresponding airworthiness review certificates under the conditions specified in point ML.A.903 of Annex Vb (Part-ML).’		022/Rationalisation	Immediately

		<i>Note: highlighted text added to specify this condition.</i>			
53	145.A.80	Point 145.A.80 is deleted.		022/SMS	1 January 2024
54	145.A.85	<p>point 145.A.85 is replaced by the following:</p> <p>'145.A.85 Changes to the organisation</p> <p><i>Note: title remains as is</i></p> <p>(a) The following changes to the organisation shall require prior approval by the CAA:</p> <p>(1) changes to the certificate, including the terms of approval of the organisation;</p> <p>(2) changes of the persons referred to in points 145.A.30(a), (b), (c) and (ca);</p> <p>(3) changes to the reporting lines between the personnel nominated in accordance with points 145.A.30(b), (c) and (ca), and the accountable manager;</p> <p>(4) the procedure as regards changes not requiring prior approval referred to in point (c);</p> <p>(5) additional locations of the organisation other than those that are subject to point 145.A.75(c).</p> <p>(b) For the changes referred to in point (a) and for all other changes requiring prior approval in accordance with this Annex, the organisation shall apply for and obtain an approval issued by the CAA. The application shall be submitted before such changes take place in order to enable the CAA to determine that there is continued compliance with</p>	CAMO.A.130	022/SMS	1 January 2024

		<p>this Annex and to amend, if necessary, the organisation certificate and the related terms of approval that are attached to it.</p> <p>The organisation shall provide the CAA with any relevant documentation.</p> <p>The change shall only be implemented upon the receipt of a formal approval from the CAA in accordance with point 145.B.330.</p> <p>The organisation shall operate under the conditions prescribed by the CAA during such changes, as applicable.</p> <p>(c) All changes not requiring prior approval shall be managed and notified to the CAA as set out in a procedure which is approved by the CAA in accordance with point 145.B.310(h).’</p> <p><i>Note: Full provision updated with new references and restructured. Recommend full replacement. Simplification of point (a)(1) and inclusion of ‘accountable manager’ in point (a)(2).</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
55	145.A.90	<p>Point 145.A.90 is replaced by the following:</p> <p><i>Note: the title remains as is.</i></p> <p>‘(a) The organisation’s certificate shall remain valid, subject to compliance with all of the following conditions:</p> <p>(1) the organisation remaining in compliance with Regulation (EU) 2018/1139 taking into account the provisions of point 145.B.350 of this Annex related to the handling of findings;</p>	CAMO.A.135	022/SMS	1 January 2024

		<p>(2) the CAA being granted access to the organisation.</p> <p>(3) the certificate not being surrendered by the organisation, or suspended or revoked by the CAA under point 145.B.355.</p> <p>(b) Upon surrender or revocation, the certificate shall be returned to the CAA without delay.'</p> <p><i>Note: Removal of previous references and update of new ones with slight wording changes.</i></p>			
56	145.A.95	<p>Point 145.A.95 is replaced by the following:</p> <p>'145.A.95 Findings and observations</p> <p><i>Note: ('and observations' has been added)</i></p> <p>(a) After the receipt of a notification of findings in accordance with point 145.B.350, the organisation shall:</p> <p>(1) identify the root cause(s) of, and contributing factor(s) to, the non-compliance;</p> <p>(2) define a corrective action plan;</p> <p>(3) demonstrate the implementation of corrective action to the satisfaction of the CAA.</p> <p>(b) The actions referred to in point (a) shall be performed within the period agreed with that CAA in accordance with point 145.B.350.</p>	CAMO.A.150	022/SMS	1 January 2024

		<p>(c) The observations received in accordance with point 145.B.350(e) shall be given due consideration by the organisation. The organisation shall record the decisions taken in respect of those observations.'</p> <p><i>Note: this whole provision has changed removing the definition of a Level 1 and Level 2 Finding and updating references to new Section B provisions. Recommend complete replacement. Rationalisation with Part CAMO.</i></p>			
57	145.A.120	<p>Point 145.A.120 is added</p> <p>'145.A.120 Means of compliance</p> <p>(a) An organisation may use any alternative means of compliance to establish compliance with this Regulation.</p> <p>(b) If an organisation wishes to use an alternative means of compliance, it shall, prior to using it, provide the CAA with a full description. The description shall include any revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Regulation is achieved.</p> <p>The organisation may use those alternative means of compliance subject to prior approval from the CAA.'</p>	CAMO.A.120	022/SMS	1 January 2024
58	145.A.140	<p>Point 145.A.140 is added</p> <p>'145.A.140 Access</p>	CAMO.A.140	022/SMS	1 January 2024

		For the purpose of determining compliance with the relevant requirements of Regulation (EU) 2018/1139 the organisation shall ensure that access to any facility, aircraft, document, records, data, procedures or to any other material relevant to its activity subject to certification, whether it is subcontracted or not, is granted to any person authorised by the CAA.'			
59	145.A.155	Point 145.A.155 is added '145.A.155 Immediate reaction to a safety problem The organisation shall implement: (a) any safety measures mandated by the CAA in accordance with point 145.B.135; (b) any relevant mandatory safety information issued by the CAA.'	CAMO.A.155	022/SMS	1 January 2024
60	145.A.200	Point 145.A.200 is added '145.A.200 Management system (a) The organisation shall establish, implement and maintain a management system that includes: (1) clearly defined accountability and lines of responsibility throughout the organisation, including a direct safety accountability of the accountable manager; (2) a description of the overall philosophies and principles of the organisation with regard to safety ("the safety policy"), and the related safety objectives;	CAMO.A.200	022/SMS	1 January 2024

		<p>(3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of the associated risks, including taking actions to mitigate the risks and verify their effectiveness;</p> <p>(4) maintaining personnel trained and competent to perform their tasks;</p> <p>(5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending that documentation;</p> <p>(6) a function to monitor the compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure the effective implementation of corrective actions as necessary.</p> <p>(b) The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and the associated risks inherent in those activities.</p> <p>(c) If the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139, the management system may be integrated with that required under the additional certificate(s) held.'</p>			
61	145.A.202	<p>Point 145.A.202 is added</p> <p>'145.A.202 Internal safety reporting scheme</p> <p>(a) As part of its management system, the organisation shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences that are to be reported under point 145.A.60.</p>	CAMO.A.202	022/SMS	1 January 2024

		<p>(b) The scheme shall also enable the collection and evaluation of those errors, near misses and hazards reported internally that do not fall under point (a).</p> <p>(c) Through that scheme, the organisation shall:</p> <p>(1) identify the causes of, and contributing factors to, the errors, near misses and hazards reported, and address them as part of its safety risk management process in accordance with point 145.A.200(a)(3);</p> <p>(2) ensure an evaluation of all known, relevant information relating to errors, near misses, hazards and the inability to follow procedures, and a method to circulate the information as necessary.</p> <p>(d) The organisation shall make arrangements to ensure the collection of safety issues related to subcontracted activities.'</p>			
62	145.A.205	<p>Point 145.A.205 is added</p> <p>'145.A.205 Contracting and subcontracting</p> <p>(a) The organisation shall ensure that when contracting or subcontracting any part of its maintenance activities:</p> <p>(1) the maintenance conforms to the applicable requirements;</p> <p>(2) any aviation safety hazard associated with such contracting or subcontracting is considered as part of the organisation's management system.</p>	CAMO.A.205	022/SMS	1 January 2024

		(b) If the organisation subcontracts any part of its maintenance activities to another organisation, the subcontracted organisation shall work under the scope of approval of the subcontracting organisation.'			
63	Section B	<p>Section B is replaced by the following:</p> <p>SECTION B</p> <p>THE CAA REQUIREMENTS</p> <p>145.B.005 Scope This section establishes the conditions for conducting the certification, oversight and enforcement tasks as well as the administrative and management system requirements to be followed by the CAA that is responsible for the implementation and enforcement of Section A.</p> <p>145.B.115 Oversight documentation The CAA shall provide all the standards, rules, technical publications, and related documents to the relevant personnel in order to allow them to perform their tasks and to discharge their responsibilities.</p> <p>145.B.120 Means of compliance (a) The CAA shall develop acceptable means of compliance ("AMC") that may be used to establish compliance with Regulation (EU) 2018/1139.</p>	Part CAMO Section B	022/SMS/Rationalisation	1 January 2024

	<p>(b) Alternative means of compliance may be used to establish compliance with this Regulation.</p> <p>145.B.135. Immediate reaction to a safety problem</p> <p>(a) Without prejudice to Regulation (EU) No 376/2014 the CAA shall implement a system to appropriately collect, analyse and disseminate safety information.</p> <p>(b) Upon receiving the information referred to in points (a) , the CAA shall take adequate measures to address the safety problem.</p> <p>(c) The CAA shall immediately notify measures taken under point (b) to all persons or organisations which need to comply with them under Regulation (EU) 2018/1139.</p> <p>145.B.200 Management system</p> <p>(a) The CAA shall establish and maintain a management system, including as a minimum:</p> <p>(1) documented policies and procedures to describe its organisation, the means and methods for establishing compliance with Regulation (EU) 2018/1139. The procedures shall be kept up to date, and serve as the basic working documents within that CAA for all its related tasks;</p>			
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	<p>(2) a sufficient number of personnel to perform its tasks and discharge its responsibilities. A system shall be in place to plan the availability of personnel in order to ensure the proper completion of all tasks;</p> <p>(3) personnel that are qualified to perform their allocated tasks and that have the necessary knowledge and experience and receive initial and recurrent training to ensure continuing competency;</p> <p>(4) adequate facilities and office accommodation for personnel to perform their allocated tasks;</p> <p>(5) a function to monitor the compliance of the management system with the relevant requirements, and the adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the CAA to ensure the implementation of corrective actions as necessary;</p> <p>(6) a person or group of persons having a responsibility to the senior management of the CAA for the compliance monitoring function.</p> <p>(b) The CAA shall, for each field of activity, including the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).</p> <p>145.B.205 Allocation of tasks to qualified entities</p>			
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	<p>(a) The CAA may allocate tasks related to the initial certification or to the continuing oversight of organisations subject to Regulation (EU) 2018/1139, to qualified entities. When allocating tasks, the CAA shall ensure that it has:</p> <p>(1) put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI to Regulation (EU) 2018/1139. That system and the results of the assessments shall be documented;</p> <p>(2) established a written agreement with the qualified entity, approved by both parties at the appropriate management level, which stipulates:</p> <ul style="list-style-type: none"> (i) the tasks to be performed; (ii) the declarations, reports and records to be provided; (iii) the technical conditions to be met when performing such tasks; (iv) the related liability coverage; (v) the protection given to the information acquired when carrying out such tasks. <p>(b) The CAA shall ensure that the internal audit process and safety risk management process established pursuant to point 145.B.200(a)(5) cover all the certification and continuing oversight tasks performed by the qualified entity on its behalf.</p> <p>145.B.210</p> <p>Changes in the management system</p> <p>(a) The CAA shall have a system in place to identify the changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EU) 2018/1139. That system shall enable the CAA to take action necessary to ensure that its management system remains adequate and effective.</p>			
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	<p>(b) The CAA shall update in a timely manner its management system to reflect any changes to Regulation (EU) 2018/1139 so as to ensure its effective implementation.</p> <p>145.B.220</p> <p>Record-keeping</p> <p>(a) The CAA shall establish a record-keeping system that allows the adequate storage, accessibility and reliable traceability of:</p> <p>(1) the management system’s documented policies and procedures;</p> <p>(2) the training, qualifications and authorisations of its personnel;</p> <p>(3) the allocation of tasks, covering the elements required by point 145.B.205, as well as the details of tasks allocated;</p> <p>(4) certification processes and continuing oversight of certified organisations, including:</p> <p>(i) the application for an organisation certificate;</p> <p>(ii) the CAA’s continuing oversight programme, including all the assessments, audits and inspection records;</p> <p>(iii) the organisation certificate, including any changes to it;</p> <p>(iv) a copy of the oversight programme, listing the dates when audits are due and when audits were carried out;</p> <p>(v) copies of all formal correspondence;</p>			
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	<p>(vi) recommendations for the issue or continuation of a certificate, details of findings and actions taken by the organisations to close those findings, including the date of closure, enforcement actions and observations;</p> <p>(vii) any assessment, audit and inspection report issued by a foreign competent authority pursuant to point 145. B.300(d);</p> <p>(viii) copies of all the organisation MOEs or manuals, and of any amendments to them;</p> <p>(ix) copies of any other documents approved by the CAA;</p> <p>(5) documents supporting the use of alternative means of compliance;</p> <p>(6) safety information provided in accordance with point 145.B.125 and follow-up measures;</p> <p>(7) the use of safeguard and flexibility provisions in accordance with Article 70, Article 71(1) and Article 76(4) of Regulation (EU) 2018/1139.</p> <p>(b) The CAA shall maintain a list of all the organisation certificates it has issued.</p> <p>(c) All the records referred to in points (a) and (b) shall be kept for a minimum period of 5 years, subject to applicable data protection law.</p> <p>145.B.300</p> <p>Oversight principles</p> <p>(a) The CAA shall verify:</p> <p>(1) compliance with the requirements that are applicable to organisations, prior to issuing an organisation certificate;</p>			
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	<p>(2) continued compliance with the applicable requirements of the organisations it has certified;</p> <p>(3) the implementation of appropriate safety measures mandated by the CAA in accordance with points 145.B.135(c).</p> <p>(b) This verification shall:</p> <p>(1) be supported by documentation specifically intended to provide personnel responsible for oversight with guidance to perform their functions;</p> <p>(2) provide the organisations concerned with the results of oversight activities;</p> <p>(3) be based on assessments, audits and inspections and, if needed, unannounced inspections;</p> <p>(4) provide the CAA with the evidence needed in case further action is required, including the measures provided for in point 145.B.350.</p> <p>(c) The CAA shall establish the scope of the oversight set out in points (a) and (b) taking into account the results of past oversight activities and the safety priorities.</p> <p>(d) The CAA shall collect and process any information deemed necessary for performing oversight activities.</p> <p>145.B.305</p> <p>Oversight programme</p> <p>(a) The CAA shall establish and maintain an oversight programme covering the oversight activities required by point 145.B.300.</p>			
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	<p>(b) The oversight programme shall take into account the specific nature of the organisation, the complexity of its activities, the results of past certification or oversight activities, or both, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:</p> <p>(1) assessments, audits and inspections, including, as appropriate:</p> <ul style="list-style-type: none"> (i) management system assessments and process audits; (ii) product audits of a relevant sample of the maintenance carried out by the organisation; (iii) sampling of the airworthiness reviews performed; (iv) unannounced inspections; <p>(2) meetings convened between the accountable manager and the CAA to ensure that both parties remain informed of all significant issues.</p> <p>(c) The oversight planning cycle shall not exceed 24 months.</p> <p>(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the CAA has established that during the previous 24 months:</p> <ul style="list-style-type: none"> (1) the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks; (2) the organisation has continuously demonstrated compliance with point 145.A.85 and it has full control over all changes; (3) no level 1 findings have been issued; (4) all corrective actions have been implemented within the time period that was accepted or extended by the CAA as provided for in point 145.B.350. 			
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	<p>Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in points (d)(1) to (4), the organisation has established, and the CAA has approved, an effective continuous system for reporting to the CAA on the safety performance and regulatory compliance of the organisation itself.</p> <p>(e) The oversight planning cycle may be shortened if there is evidence that the safety performance of the organisation has decreased.</p> <p>(f) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.</p> <p>(g) At the completion of each oversight planning cycle, the CAA shall issue a recommendation report on the continuation of the approval, reflecting the results of the oversight.</p> <p>145.B.310</p> <p>Initial certification procedure</p> <p>(a) Upon receiving an application from an organisation for the initial issue of a certificate, the CAA shall verify the organisation's compliance with the applicable requirements.</p> <p>(b) A meeting with the accountable manager of the organisation shall be convened at least once during the investigation for initial certification to ensure that that person understands his or her role and accountability.</p> <p>(c) The CAA shall record all the findings issued, closure actions as well as the recommendations for the issue of the certificate.</p>			
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	<p>(d) The CAA shall confirm to the organisation in writing all the findings raised during the verification. For initial certification, all findings must be corrected to the satisfaction of the CAA before the certificate can be issued.</p> <p>(e) When satisfied that the organisation complies with the applicable requirements, the CAA shall:</p> <p>(1) issue the certificate as established in Appendix III “CAA Form 3-145” in accordance with the class and rating system provided for in Appendix II;</p> <p>(2) formally approve the MOE.</p> <p>(f) The certificate reference number shall be included on the CAA Form 3-145 certificate in a manner specified by the CAA.</p> <p>(g) The certificate shall be issued for an unlimited duration. The privileges and the scope of the activities that the organisation is approved to conduct, including any limitations as applicable, shall be specified in the terms of approval attached to the certificate.</p> <p>(h) To enable the organisation to implement changes without prior CAA approval in accordance with point 145.A.85(c), the CAA shall approve the relevant MOE procedure that sets out the scope of such changes and describes how such changes will be managed and notified to the CAA.</p> <p>145.B.330</p> <p>Changes – organisations</p> <p>(a) Upon receiving an application for a change that requires prior approval, the CAA shall verify the organisation’s compliance with the applicable requirements before issuing the approval.</p> <p>(b) The CAA shall establish the conditions under which the organisation may operate during the change unless the CAA determines that the organisation’s certificate needs to be suspended.</p> <p>(c) When it is satisfied that the organisation complies with the applicable requirements, the CAA shall approve the change.</p>			
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	<p>(d) Without prejudice to any additional enforcement measures, if the organisation implements changes requiring prior approval without having received the approval of the CAA pursuant to point (c), the CAA shall consider the need to suspend, limit or revoke the organisation's certificate.</p> <p>(e) For changes not requiring prior approval, the CAA shall include the review of such changes in its continuing oversight in accordance with the principles set forth in point 145.B.300. If any non-compliance is found, the CAA shall notify the organisation, request further changes, and act in accordance with point 145. B.350.</p> <p>145.B.350</p> <p>Findings and corrective actions; observations</p> <p>(a) The CAA shall have a system in place to analyse findings for their safety significance.</p> <p>(b) A level 1 finding shall be issued by the CAA when any significant non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139 with the organisation's procedures and manuals, or with the organisation's certificate including the terms of approval, which lowers safety or seriously endangers flight safety. Level 1 findings shall also include:</p> <ol style="list-style-type: none"> (1) any failure to grant the CAA access to the organisation's facilities referred to in point 145.A.140 during normal operating hours and after two written requests; (2) obtaining the organisation certificate or maintaining its validity by falsification of the submitted documentary evidence; (3) any evidence of malpractice or fraudulent use of the organisation certificate; (4) the lack of an accountable manager. <p>(c) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's</p>			
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	<p>procedures and manuals, or with the organisation’s certificate including the terms of approval, which is not classified as a level 1 finding.</p> <p>(d) When a finding is detected during oversight or by any other means, the CAA shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 communicate in writing the finding to the organisation and request corrective action to address the non-compliance identified.</p> <p>(1) If there are any level 1 findings, the CAA shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the certificate or to limit or suspend it in whole or in part, depending on the extent of the level 1 finding, until successful corrective action has been taken by the organisation.</p> <p>(2) If there are any level 2 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified. At the end of that period, and subject to the nature of the finding, the CAA may extend the 3-month period provided that a corrective action plan has been agreed with the CAA;</p> <p>(ii) assess the corrective action plan and implementation plan proposed by the organisation, and if the assessment concludes that they are sufficient to address the non-compliance, accept them.</p> <p>(3) If the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the CAA, the finding shall be raised to level 1 and action shall be taken as laid down in point (d)(1).</p> <p>(4) The CAA shall record all the findings that it has raised or that have been communicated to it in accordance with point (e) and, where applicable, the enforcement measures it has applied, as well as all corrective actions and the dates of the action closures for all the findings.</p> <p>(e) The CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings:</p> <p>(1) for any item whose performance has been assessed to be ineffective;</p>			
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		<p>(2) when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c);</p> <p>(3) when suggestions or improvements are of interest for the overall safety performance of the organisation.</p> <p>The observations issued under this point shall be communicated in writing to the organisation and recorded by the CAA.</p> <p>145.B.355</p> <p>Suspension, limitation and revocation</p> <p>The CAA shall:</p> <p>(a) suspend a certificate when it considers that there are reasonable grounds that such action is necessary to prevent a credible threat to aircraft safety;</p> <p>(b) suspend, revoke or limit a certificate if such action is required pursuant to point 145.B.350;</p> <p>(c) suspend or limit in whole or in part a certificate if unforeseeable circumstances outside the control of the CAA prevent its inspectors from discharging their oversight responsibilities over the oversight planning cycle.’;</p> <p><i>Note: To be changed in its entirety – Ref source of change</i></p>			
64		<p>Appendix II is replaced by the following:</p> <p>‘Appendix II</p> <p>Class and rating system for the terms of approval of Part-145 maintenance organisations</p> <p>(a)</p>		022/SMS/Rationalisation	1 January 2024

	<p>Except as stated otherwise for the smallest organisations referred to in point (m), the table referred to in point (l) provides the possible classes and ratings to be used to establish the terms of approval of the certificate of the organisation approved in accordance with Annex II (Part-145) . An organisation must be granted terms of approval that range from a single class and rating with limitations to all classes and ratings with limitations.</p> <p>(b) In addition to the table in point (l), each maintenance organisation is required to indicate its scope of work in its MOE.</p> <p>(c) Within the approval class(es) and rating(s) established by the CAA, the scope of work specified in the MOE defines the exact limits of its approval. It is therefore essential that the approval class(es) and rating(s) and the organisation’s scope of work match.</p> <p>(d) A category A class rating means that the maintenance organisation may carry out maintenance on aircraft and components (including engines and/or auxiliary power units (APUs)), in accordance with the aircraft maintenance data or, if agreed by the CAA, in accordance with the component maintenance data, only while such components are fitted to the aircraft. Nevertheless, such an A-rated maintenance organisation may temporarily remove a component for maintenance in order to improve access to that component, except when its removal generates the need for additional maintenance that the organisation is not approved to perform. Such removal of component for maintenance by A-rated maintenance organisation shall be subject to an appropriate control procedure in the MOE.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>(e) Category A class ratings are subdivided into “Base” or “Line” maintenance categories. Such an organisation may be approved for either “Base” or “Line” maintenance, or both. It</p>			
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	<p>should be noted that a “Line” facility located at a main base facility requires a “Line” maintenance approval.</p> <p>(f)</p> <p>A category B class rating means that the maintenance organisation may carry out maintenance on uninstalled engines and/or APUs and engine and/or APU components, in accordance with the engine and/or APU maintenance data or, if agreed by the CAA, in accordance with the component maintenance data, only while such components are fitted to the engine and/or the 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 its removal generates the need for additional maintenance that the organisation is not approved to perform.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>A maintenance organisation that is approved with a category B class rating may also carry out maintenance on an installed engine during aircraft base and line maintenance, provided that an appropriate control procedure in the MOE has been approved by the CAA. The scope of work in the MOE shall reflect those activities if they are permitted by the CAA.</p> <p>(g)</p> <p>A category C class rating means that the maintenance organisation may carry out maintenance on uninstalled components (excluding complete engines and APUs) that are intended to be fitted on the aircraft or the engine/APU.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>A maintenance organisation that is approved with a category C class rating may also carry out maintenance on an installed component (other than a complete engine/APU) during aircraft base and line maintenance, or at an engine/APU maintenance facility provided that an appropriate control procedure in the MOE has been approved by the CAA. The scope of work in the MOE shall reflect those activities if they are permitted by the CAA.</p> <p>(h)</p>			
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	<p>A category D class rating is a self-contained class rating that is not necessarily related to a specific aircraft, engine or other component. The D1 – Non-Destructive Testing (NDT) rating is only necessary for a maintenance organisation that carries out NDT as a particular task for another organisation. A maintenance organisation that is approved with a class rating in the A, B or C category may carry out NDT on products that it maintains without the need for a D1 class rating provided that the MOE contains appropriate NDT procedures.</p> <p>(i)</p> <p>The limitation column is intended to give competent authorities the flexibility to customise an approval for any particular organisation. Ratings may only be mentioned on the approval if they are appropriately limited. The table in point (l) specifies the types of limitations that are possible. It is acceptable to stress in the limitation column the maintenance task rather than the type or manufacturer of the aircraft or engine, if that is more appropriate to the organisation (an example could be avionics systems installations and the related maintenance). If that is mentioned in the limitation column, it indicates that the maintenance organisation is approved to carry out maintenance up to and including that particular type/task.</p> <p>(j)</p> <p>When reference is made to the series, type and group in the limitation column of class A and B, it shall be understood as follows:</p> <ul style="list-style-type: none"> — “series” means a specific type series such as the Airbus 300, 310 or 319, or the Boeing 737-300 series, the RB211-524 series, the Cessna 150 or Cessna 172, the Beech 55 series, the continental O-200 series, etc., — “type” means a specific type or model such as the Airbus 310-240 type, the RB 211-524 B4 type, or the Cessna 172RG type. <p>Any number of series or types may be quoted,</p> <ul style="list-style-type: none"> — “group” means, for example, Cessna single piston engine aircraft or Lycoming non-supercharged piston engines, etc. <p>(k)</p> <p>By way of derogation from point 145.A.85(a)(1), when a component capability list is used that could be subject to frequent amendments, then the organisation may propose to</p>			
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include such amendments in the procedure referred to in point 145.A.85(c) for changes not requiring prior approval.

(I)

Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes above 5 700kg maximum take- off mass (MTOM)	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] Example: Airbus A320 Series	[YES/NO](*)	[YES/NO](*)
	A2 Aeroplanes of 5 700kg MTOM and below	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] Example: DHC-6 Twin Otter Series State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO](*)	[YES/NO](*)
	A3 Helicopters	[Shall state the helicopter manufacturer or the group or series or type and/or the maintenance task(s)] Example: Robinson R44	[YES/NO](*)	[YES/NO](*)

			State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))					
		A4 Aircraft other than A1, A2 and A3 aircraft	[Shall state the aircraft category (sailplane, balloon, airship, etc.), the manufacturer or group or series or type and/or the maintenance task(s)] State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO](*)	[YES/NO](*)			
	ENGINES	B1 Turbine	[Shall state the engine series or type and/or the maintenance task(s)] Example: PT6A Series					
		B2 Piston	[Shall state the engine manufacturer or group or series or type and/or the maintenance task(s)]					
		B3 APU	[Shall state the engine manufacturer or series or type and/or the maintenance task(s)]					
	COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	[Shall state the 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					
		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			

		<table border="1"> <tr> <td></td> <td>C17 Pneumatic & Vacuum</td> <td></td> </tr> <tr> <td></td> <td>C18 Protection ice/rain/fire</td> <td></td> </tr> <tr> <td></td> <td>C19 Windows</td> <td></td> </tr> <tr> <td></td> <td>C20 Structural</td> <td></td> </tr> <tr> <td></td> <td>C21 Water ballast</td> <td></td> </tr> <tr> <td></td> <td>C21 Water ballast</td> <td></td> </tr> <tr> <td>SPECIALISED SERVICES</td> <td>D1 Non- Destructive Testing</td> <td>[Shall state particular NDT method(s)]</td> </tr> <tr> <td colspan="3">(*) Delete as appropriate.</td> </tr> </table> <p>Note: To be changed in its entirety – Ref source of change</p>		C17 Pneumatic & Vacuum			C18 Protection ice/rain/fire			C19 Windows			C20 Structural			C21 Water ballast			C21 Water ballast		SPECIALISED SERVICES	D1 Non- Destructive Testing	[Shall state particular NDT method(s)]	(*) Delete as appropriate.					
	C17 Pneumatic & Vacuum																												
	C18 Protection ice/rain/fire																												
	C19 Windows																												
	C20 Structural																												
	C21 Water ballast																												
	C21 Water ballast																												
SPECIALISED SERVICES	D1 Non- Destructive Testing	[Shall state particular NDT method(s)]																											
(*) Delete as appropriate.																													
Annex Vb (Part-ML)																													
65	ML.A.401	ML.A.401, point (b) is replaced by the following: (b) For the purposes of this Annex, “applicable maintenance data” means any of the following: 1. any applicable requirement, procedure, standard or information issued by the [CAA]. 2. any applicable AD;			0125/ICA	1 January 2024																							

		<p>3. the applicable ICA and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;</p> <p>4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;</p> <p>5. any applicable data issued in accordance with point 145.A.45(d).</p> <p><i>Note: paragraph 4 inserted and 5 renumbered.</i></p>			
66	ML.A.501	<p>ML.A.501, point (a) is replaced by the following:</p> <p>(a) Unless otherwise specified in Subpart F of Annex I (Part-M), in Annex II (Part-145), in Annex Vd (Part-CAO) to this Regulation or in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, a component may be fitted only if all of the following conditions are met:</p> <p>(i) it is in a satisfactory condition;</p> <p>(ii) it has been appropriately released to service using a CAA Form 1 as set out in Appendix II to Annex I (Part-M), or equivalent;</p> <p>(iii) it has been marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012.</p> <p><i>Note: highlighted reference inserted.</i></p>		0125/EOPF1	1 January 2024
67	ML.A.502	<p>ML.A.502, point (a) is replaced by the following:</p>		0125/EOPF1	1 January 2024

		<p>(a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of that Annex. This maintenance is not eligible for the issuance of a CAA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft release requirements.</p> <p><i>Note: references amended</i></p>			
68	ML.A.502	<p>ML.A.502, the following point (c) is added:</p> <p>(c) Components which are referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (b), the maintenance of those components shall be released with a “declaration of maintenance accomplished” issued by the person or organisation that performed the maintenance. The “declaration of maintenance accomplished” shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to a CAA Form 1 in respect of the maintained component.</p>		0125/EOPF1	1 January 2024
69	ML.A.802	<p>ML.A.802, point (a) is replaced by the following:</p> <p>(a) Except for the cases covered by point (c) of point ML.A.502, a component CRS shall be issued after the required maintenance work has been properly carried out on an aircraft component in accordance with point ML.A.502.</p> <p><i>Note: highlighted text inserted for clarity.</i></p>		0125/EOPF1	1 January 2024
70	ML.A.901	<p>ML.A.901, the introductory phrase is replaced by the following:</p>		0125/Correction	Immediately

		To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.			
71	ML.A.906(a)	<p>Point ML.A.906(a), the introductory phrase is replaced by the following:</p> <p>(a) When importing an aircraft from a third country or from a regulatory system where Regulation (EU) 2018/1139 does not apply, onto [the United Kingdom] register, the applicant shall:</p> <p><i>Note: The additional highlighted text has been added for further clarity.</i></p>		SMS/Rationalisation	Immediately
72	Appendix IV	<p>Reg No 1321/2014, Annex Vb, Appendix IV is replaced by the following:</p> <p style="text-align: center;">Airworthiness Review Certificate – UK CAA Form 15c</p> <p>NOTE: persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the CRS referred to in point ML.A.801 corresponding to the 100-h/annual inspection.</p> <p style="text-align: center;">United Kingdom AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML) ARC reference: ...</p> <p>Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council:</p> <p style="text-align: center;">the Civil Aviation Authority</p> <p>hereby certifies that:</p> <p><input type="checkbox"/>... it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:</p> <p>[or]</p> <p><input type="checkbox"/>... the following new aircraft:</p>		0125/Correction	Immediately

Aircraft manufacturer: Manufacturer's designation:
 Aircraft registration: Aircraft serial number:
 (and) is considered airworthy at the time of the review.
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of review (*):
 Signed: Authorisation No (if applicable):

[OR]

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE] (**)

[or]

[FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)] (**)

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:
 Aircraft manufacturer: Manufacturer's designation:
 Aircraft registration: Aircraft serial number:
 (and) is considered airworthy at the time of the review.
 Date of issue: Date of expiry:

Airframe flight hours (FH) at date of review (*):
 Signed: Authorisation No (if applicable):

1st extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of issue (*):
 Signed: Authorisation No:
 Company name: Approval reference:

2nd extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of issue (*):
 Signed: Authorisation No:
 Company name: Approval reference:

(*)Except for balloons and airships

(**)The issuer of the Form can tailor it to his need by deleting the name, the certifying statement, the reference to the subject aircraft and the issuance details that are not relevant for his use.

UK CAA Form 15c, Issue XX

		<i>Note: Change of layout of the form, to be updated internally</i>			
Annex III (Part 66)					
73	66.A.20	<p>66.A.20(b), point 1 is replaced by the following:</p> <p>1. in compliance with the applicable requirements of Annex I (Part-M), Annex II (Part-145), Annex Vb (Part-ML) and Annex Vd (Part-CAO); and</p> <p><i>Note: additional references added</i></p>		0125/Correction	Immediately
74	66.A.25	<p>Reg No 1321/2014, Annex III, 66.A.25(a), the first sentence is replaced by the following:</p> <p>For licences other than category L, an applicant for an aircraft maintenance licence, or for the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66).</p> <p><i>Note: changed from B2L and L</i></p>		0125/Correction	Immediately
75	66.B.120	<p>66.B.120(b), point 2 is replaced by the following:</p> <p>2. the CAA shall inform the licence holder and any known maintenance organisation approved in accordance with Annex I (Part-M) Subpart F, Annex II (Part-145) or Annex Vd (Part-CAO) that may be directly affected by such fact.</p>		0125/Correction	Immediately
76	Section B	<p>Section B, the introductory phrase of Subpart E is replaced by the following:</p> <p>This Subpart provides the procedures for granting examination credits referred to in point 66.A.25(e).</p>		0125/Correction	Immediately

77	66.B.500	66.B.500, point 8 is replaced by the following: '8. issuing certificate of release to service while not in compliance with this Regulation.'		0125/Correction	Immediately
78	Appendix V	Annex III, Appendix V, point 2 is replaced by the following: 2.The CAA may modify the CAA Form 19 only to include additional information necessary to support the case where the national requirements permit or require the aircraft maintenance licence issued in accordance with Annex III (Part-66) to be used outside the requirements of this Regulation.		0125/Correction	Immediately
Annex Vd (Part CAO)					
79	CAO.A.045	CAO.A.045(a), point (2) is replaced by the following: (2) they hold an appropriate licence issued in accordance with Article 5 of this Regulation or an aeronautical degree or equivalent, or they acquired experience in continuing airworthiness in addition to that referred to in point (1) of at least 2 years for sailplanes and balloons and at least 4 years for all other aircraft;		0125/Correction	Immediately
80	CAO.A.105	CAO.A.105(a), the introductory phrase is replaced by the following: (a) In order to enable the CAA to determine continued compliance with this Annex, the CAO shall notify the CAA of any proposal to carry out any of the following changes, before such changes take place:		0125/Correction	Immediately