TECHNICAL ARRANGEMENT ON MAINTENANCE

BETWEEN

THE CIVIL AVIATION AUTHORITY OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

AND

THE CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA

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THE **CIVIL AVIATION AUTHORITY OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND** (UKCAA) AND THE **CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA** (CASA) (EACH AN "AUTHORITY" AND COLLECTIVELY AS "THE AUTHORITIES"),

Considering the Collaborative Working Arrangement signed in June 2025, which provides for Technical Arrangements on specific technical areas of co-operation and activities,

Confirming the intention of the Authorities, after taking into account their obligations under their respective regulations, standards, practices, procedures and systems, to establish a cooperation framework on maintenance organisations,

Willing to reduce the economic burden imposed on the aviation industry by technical inspections,

Considering that they have conducted technical assessments and developed an understanding of each other's regulations, standards, practices, procedures and systems with regard to airworthiness approvals and maintenance certification of aircrafts, approval and monitoring of maintenance organisations and approval of persons,

Considering that their respective national laws, regulations, standards, practices, procedures and systems for the approval and performance of aviation maintenance, and approved maintenance organisations, are sufficiently comparable to permit the mutual acceptance of maintenance certification systems, subject to the procedures described in this Technical Arrangement on Maintenance,

Have reached an understanding to conclude this Technical Arrangement on Maintenance ("TA-M") as follows:

1. DEFINITIONS

For the purposes of this TA-M:

"Accountable manager" means the manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by the Authorities.

"Aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the Earth's surface.

"Approved Maintenance Organisation" ("AMO") means the holder of a CASA Part 145 approval or a UKCAA Part 145 certificate, as the case may be.

"Australian aircraft", for the purposes of this TA-M, means aircraft registered in Australia.

"CASA Part 145 approval" means an approval issued under regulation 145.030 of CASR for the privileges specified in regulation 145.040 of CASR.

"CASR" means, in relation to Australian legislation, *Civil Aviation Safety Regulations 1998* (Cth)

"Civil aeronautical product" means any civil aircraft, or aircraft engine, propeller, appliance, part or component to be installed thereon.

“Convention” means the *Convention on International Civil Aviation signed in Chicago on 7 December 1944.*

“Customer” is the legal or natural person who contracts with the AMO to perform work on the aircraft or engine.

“Maintenance” means the performance of tasks required to ensure the continued airworthiness of a civil aeronautical product, including anyone, or combination of the following:

(a) overhaul,
(b) inspection, replacement,
(c) defect rectification,
(d) the embodiment of a modification or repair.

“Maintenance certification” and “certification of maintenance” means the certificate of release to service issued for a civil aeronautical product in relation to maintenance carried out on the civil aeronautical product.

“Maintenance Organisation Exposition” (“MOE”) is a document approved by the respective Authority that sets out the procedures, means and methods of the AMO.

“Overseeing Authority” means the Authority having jurisdiction over an AMO performing maintenance functions covered by this TA-M.

“Principal place of business” means the office of the AMO within which the principal financial functions and operational control of the activities of the AMO are exercised.

“Responsible Authority” means the Authority having responsibility pursuant to the Convention for the airworthiness of a civil aeronautical product maintained pursuant to this TA-M, or a civil aeronautical product upon which parts that have undergone maintenance pursuant to this TA-M are to be installed.

“Sampling Inspection System (SIS)” means the periodic surveillance by an Authority to determine continuing compliance with the appropriate standards.

“Supplement” means a document appended to the MOE which defines the requirements that the AMO must comply with in order to participate in the TA-M for maintenance of an aircraft.

“UK aircraft” means an aircraft which is registered in the United Kingdom of Great Britain and Northern Ireland.

“UKCAA Part 145 approval” means an approval issued under Annex II to Regulation (EU) 1321/2014, for the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of AMOs and personnel involved in these tasks (Regulation 1321/2014) as applicable in UK law pursuant to the UK’s *European Union (Withdrawal) Act 2018* and amended by the *Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019.*

2. OBJECTIVE

(a) The objective of this TA-M is to outline the provisions and conditions for the reciprocal acceptance and recognition by the Authorities of each other's aviation safety programme with regard to the performance and certification of civil aeronautical product maintenance.

(b) Nothing in this TA-M is intended to create a binding legal agreement, or to supersede, prejudice or otherwise derogate from the respective laws and regulations, administrative practices or procedures, or administrative or adjudicative decision-making of the Authorities. This TA-M will not affect the rights and commitments of the Authorities under other international instruments.

3. RECOGNITION OF VALIDITY

(a) In order to avoid duplication of inspections and evaluations to the maximum extent, each Authority may give the same validity to:

(i) The other Authority's inspection and evaluation findings for the approval of maintenance organisations as to its own inspection and evaluation findings; and

(ii) The other Authority's system for the release to service of civil aeronautical products after maintenance as to its own release system.

4. SUB-SECTIONS

(a) The Authorities understand that this TA-M is sub-divided into three Sections:

(i) Section A: outlines the Authority interaction between UKCAA and CASA;

(ii) Section B: outlines the steps necessary for a UKCAA Part 145 AMO to maintain aircraft under the regulatory control of CASA; and

(iii) Section C: outlines the steps necessary for a CASA Part 145 AMO to maintain aircraft under the regulatory control of UKCAA.

5. SCOPE

(a) The Authorities understand that this TA-M applies to:

(i) The approval and monitoring of AMOs;

(ii) The reciprocal approval of civil aeronautical product maintenance for aircraft rated AMOs that meet the conditions as defined in Section B and C of this TA-M;

(iii) The reciprocal approval of component maintenance rated AMOs;

(iv) The exchange of information regarding maintenance standards and maintenance oversight systems;

(v) Co-operation and assistance with respect to maintenance of civil aeronautical products; and

(vi) Provisions for periodic evaluations, also described as Sampling Inspection System (SIS), of the working relationship between them.

(b) The Authorities understand that:

(i) An Authority's approval of an AMO is not within the scope of this TA-M if the AMO's maintenance location is within the territory of the other Authority, and that AMO does not intend to perform work in accordance with an approval granted by way of acceptance under this TA-M or otherwise under an approval of the other Authority;

(ii) The acceptance of maintenance of aircraft under this TA-M will only apply in respect of work performed by AMOs which have their principal place of business within the territorial boundaries of the Overseeing Authority;

(iii) An AMO approved by an Authority to perform maintenance on their state of registry aircraft, or sign a maintenance release after the maintenance, will not perform maintenance on the other Authority's state of registry aircraft, or sign a maintenance release after the maintenance, within the territorial boundaries of the other Authority, unless jointly decided otherwise in writing under this TA-M;

(iv) The territorial boundaries mentioned in 5(b)(ii) means, in relation to the United Kingdom, the territory of Great Britain and Northern Ireland and in relation to Australia, the states and territories of Australia; and

(v) The certification of maintenance performed under this TA-M on civil aeronautical products, other than complete aircraft, will be carried out in accordance with the requirements of the UKCAA Part 145 or CASR Part 145 Manual of Standards, which provide for equivalent outcomes. The AMO within the scope of this TA-M performing maintenance will issue, for AMOs under the jurisdiction of the UKCAA, a UKCAA Form 1 for the certification of maintenance performed on components or, for AMOs under the jurisdiction of CASA, a CASA Form 1 for the certification of maintenance performed on components.

SECTION A: AUTHORITY INTERACTION

The Authorities recommend that AMOs and personnel maintaining civil aeronautical products under their respective jurisdictions be familiar with and follow this TA-M.

1. AUTHORISATION

(a) Unless they jointly decide otherwise in writing under this TA-M, and for an Authority's approval of an AMO that is within the scope of this TA-M, an Authority will not approve an AMO's maintenance location that is within the territory of the other Authority.

(b) Unless otherwise decided by the Authorities, for maintenance of aircraft this TA-M only applies to an AMO's maintenance locations that are within the territorial boundary of each Authority.

(c) The Authorities may allow emergency or non-routine maintenance on aircraft to be performed outside the territories specified in this TA-M.

(d) In the case of a line station or facility that resides outside of the territorial boundary of the UK or Australia, the Authorities will determine acceptability of the line station or facility under this TA-M on a case-by-case basis.

2. ACCOUNTABILITY

(a) The Director, Communications, Strategy and Policy (CSP) of the UKCAA and the National Manager, Airworthiness and Engineering Branch of CASA, or any person acting in such capacity or holding an equivalent position in the respective Authority, will be the responsible persons for the administration and implementation of the provisions of this TA-M.

(b) The Authorities designate the following as their offices for the technical implementation and coordination of this TA-M:

(i) for the UKCAA:

Civil Aviation Authority
Bilateral Aviation Safety Arrangement (BASA) Team
Beehive Ring Road
Crawley
West Sussex
RH6 0YR
UK
BilateralSafetyArrangements@caa.co.uk

(ii) for CASA:

Civil Aviation Safety Authority
International Relations Section
Level 10

18 Marcus Clarke Street
Civic ACT 2601 AUSTRALIA

(c) Any disagreement regarding the interpretation or application of this TA-M will be resolved at the first instance by consultation between staff of the Authorities, and if there is no resolution, be escalated to the head of the department in charge of the implementation of the TA-M of the respective Authority.

3. COMMUNICATION AND INFORMATION

(a) Periodic Meetings

(i) The Authorities will discuss the implementation of this TA-M every 2 years or as jointly decided upon. Such discussions may also address the resolution of technical issues, continued improvements to the process, ongoing projects and changes in the AMOs, any revisions to the requirements, technical assistance requests and any other matters relevant to this TA-M.

(ii) Such discussions may be conducted by meetings in person, virtually, by teleconference, or any other method, depending on the prevailing circumstances.

(b) Notification of Changes

(i) The Authorities will notify each other of proposed significant revisions to their relevant national laws and certification systems insofar as these revisions may have an impact on this TA-M.

(ii) To the maximum extent practicable, the Authorities will offer each other an opportunity to comment on such revisions and will give due consideration to the comments. Accordingly, upon notice of such changes each Authority may request a meeting to review the need for amendment to this TA-M.

(iii) The Authorities will also advise each other of any significant changes to their organisations that affect the administration and implementation of the provisions of this TA-M, including the identity of the persons identified in Section A, Paragraph 3(a).

(c) Urgent / Unusual Situations

Where urgent or unusual situations develop that are within the scope of this TA-M but are not specifically addressed herein arise, the Authorities will review and consult each other, and upon mutual consent, take appropriate action, including amending this TA-M where required.

(d) Request for Information

Each Authority may request the disclosure or review of any data concerning any AMOs participating in the TA-M from the other Authority from time to time.

Disclosure of information is subject to applicable statutory or other requirements relating to privacy or confidentiality, or both.

(e) Notification of Interested Parties

(i) CASA will make public on the CASA website www.casa.gov.au a list of Australian AMOs approved under the provisions of this TA-M, for maintenance of aircraft under the jurisdiction of the UKCAA, with the information of the scope of ratings and limitations;

(ii) The UKCAA will, on the UKCAA website (https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Organisation-and-maintenance-programme-approvals/List-of-approved-organisations/) publish a list of UK organisations approved under the provisions of this TA-M, for maintenance of aircraft under the jurisdiction of CASA, with the information of the scope of ratings and limitations.

(f) Information to Public

The Authorities will circulate the publications they respectively develop to:

(i) Inform the public of the provisions of this TA-M, its appendices and any amendment thereto;

(ii) Outline the regulatory requirements and special conditions necessary for the AMOs and personnel thereof to perform maintenance under this TA-M.

4. TECHNICAL CO-OPERATION

(a) Technical Assistance

The Authorities will, as far as possible, provide to each other such technical assistance as is within the scope of this TA-M and subject to the availability of resources, and upon request, to further the purposes and objectives of this TA-M. Such areas of assistance may include but are not limited to:

(i) Information and support regarding maintenance of civil aeronautical products performed under this TA-M;

(ii) Conducting and reporting on investigations at the request of the other Authority;

(iii) Obtaining and providing data for reports where requested; and

(iv) Co-development of standards, policies and practices related to maintenance.

(b) Inspections and Audits

(i) The Authorities will by mutual consent, and with reasonable prior notice, allow each Authority to observe the other Authority's inspections and audits of any AMOs that are participating this TA-M.

(ii) Subject to reasonable prior notification, the Authorities will allow each Authority to conduct independent inspections on the other Authority's AMOs to investigate safety issues.

(c) Investigation and Enforcement

(i) The Authorities have decided, subject to applicable laws and regulations including privacy legislation, to provide mutual co-operation and assistance in any investigation or enforcement proceedings of any alleged or suspected violation of any laws or regulations under the scope of this TA-M. In addition, each Authority will notify the other Authority promptly of any investigations when mutual interests are involved.

(ii) The Authorities retain the right to take enforcement action on the AMOs within their jurisdiction participating in this TA-M. However, in some cases, an Authority may choose to review a remedial action taken by the other Authority. The enforcement consultation process under this TA-M will be subject to a regular joint review by the Authorities.

(d) Joint Investigation

Where it is not otherwise inappropriate to do so, the Authorities may jointly investigate any serious maintenance issues, including major defects and maintenance related incidents and accidents arising out of maintenance services provided under this TA-M, by mutual consent, and with reasonable prior notice.

(e) Participation in this TA-M

(i) The Authorities will notify each other of non-compliances with regulations and requirements set out in this TA-M that affect the ability of an AMO to comply with the provision of this TA-M. The Authorities have decided that non-compliances will be corrected in a timely manner.

(ii) The approval granted to an AMO to participate in this TA-M may be revoked by the Overseeing Authority at the request of the Responsible Authority, if the Responsible Authority determines, on reasonable grounds, that the AMO is not maintaining the safety standards required under its airworthiness regulations.

(iii) The approval granted to an AMO to participate in this TA-M will be suspended when its UKCAA Part 145 or CASA Part 145 approval has been suspended by the Overseeing Authority. The suspension will be lifted when the Overseeing Authority reinstates the AMO's UKCAA Part 145 or CASA Part 145 approval.

(iv) The approval granted to an AMO to participate in this TA-M will cease when its UKCAA Part 145 or CASA Part 145 approval has been revoked by the Overseeing Authority.

(f) UKCAA and CASA will notify each other promptly of any investigation or enforcement action, including limitation, revocation or suspension of UKCAA Part 145 or CASA Part 145 approval in respect of AMOs approved in accordance with this TA-M.

5. SAMPLING INSPECTION SYSTEM

(a) The SIS process is a confidence maintaining exercise to enhance open communication between the authorities and maintain continued confidence in each other's ability to ensure the consistent application of procedures in this TA-M by the authorities and AMOs operating under it.

(b) The SIS visits will be conducted at a frequency the authorities mutually determine as necessary to maintain confidence.

SIS Procedures:

(a) The Authorities will notify each other of the intention to conduct a SIS visit at least 6 months in advance of the proposed visit date and provide a visit agenda.

(b) The visit schedule will include a visit to the local Authority's office(s) to exchange information and experience in the application of the working arrangement and to review the Authority's records of activity under this TA-M.

(c) The visiting Authority may carry out or witness an audit of an aircraft rated AMO operating under the TA-M to review compliance with their supplement.

(d) The visiting Authority may witness a surveillance audit conducted by the local Authority of a component rated AMO.

(e) On completion of the SIS visit the visiting Authority will hold a closing meeting to brief the local Authority and its management on the results of the visit.

(f) The visiting Authority may request the local Authority to take any actions in respect of any identified noncompliance in a timely manner and report back on the results of action taken. The Authorities may decide to review and update the TA-M as a result of the visit.

6. TA-M SUPPLEMENT REQUIREMENTS

(a) The Authorities will require an AMO to ensure that its Maintenance Organisation Exposition (MOE) supplement if required satisfies the conditions in Section B or C (as the case may be) of this TA-M;

(b) The Supplement and the privileges associated with it will remain in effect unless, surrendered, suspended or revoked by either Authority;

(c) Activities conducted in accordance with the Supplement need to be part of the Authority's regulatory oversight and surveillance schedule for the AMO; and any of its facilities used for operations under this TA-M.

(d) The Supplement will be produced in the English language.

7. COST RECOVERY

(a) The Authorities may charge a fee in accordance with their national policies or legislation to an AMO for the approval of its initial application and TA-M Supplement.

(b) Each Authority will endeavour to ensure that any fees or charges imposed on a person or organisation whose activities are under the jurisdiction of the other Authority will be just, reasonable, and commensurate with the certification and/or surveillance services provided.

(c) Each Authority will be permitted to recover from persons or organisations through fees and charges its costs related to services rendered or performed.

(d) Neither Authority will impose fees and charges to the other for activities nor services provided under this TA-M.

8. ENTRY INTO OPERATION AND TERMINATION

(a) The mutual understandings in this TA-M will enter into operation on 1 September 2026.

(b) Either Authority may terminate this TA-M at any time by giving written notice to the other Authority. This TA-M will terminate 60 days following the date of receipt of such notice unless such notice is withdrawn by mutual consent before the expiry of the 60-day period.

SECTION B: REQUIREMENTS FOR UK-BASED AMOS

1. INTRODUCTION

(a) The Authorities understand that this Section sets out how a UK-based AMO will implement this TA-M.

(b) An AMO that maintains an Australian aircraft will establish a CASA Supplement to show compliance with this Section B.

(c) Compliance with the CASA Supplement together with the UKCAA Part 145 MOE forms the basis by which an AMO may exercise the maintenance privileges under this TA-M.

(d) A 'B', 'C' or 'D' UKCAA Part 145 AMOs that maintain uninstalled engine and/or APU and engine and/or APU components ('B'-rated), uninstalled components ('C'-rated) and/or carries out Non Destructive Testing (NDT) ('D'-rated) are not required to establish a CASA Supplement. Such maintenance will be accepted by CASA to permit the acceptance of the UKCAA maintenance certification for a component.

2. CASA RECOGNITION OF THE APPROVAL OF UK-BASED AMOs

The Authorities understand that:

(a) an AMO intending to perform maintenance on aircraft under the regulatory control of CASA will:

(i) send all applications for approval under this TA-M to the UKCAA in accordance with its published processes; and

(ii) ensure that applications for approval are accompanied by a completed application form and a copy of the proposed CASA Supplement to their UKCAA Part 145 MOE. The CASA Supplement is expected to clearly demonstrate how the AMO will meet any special conditions stated in this TA-M. Appendix 1 of Section B provides guidance on how to compile such a Supplement.

(b) the AMO:

(i) will be inspected in accordance with the regulatory oversight and surveillance schedule of the Authorities; and

(ii) may not be eligible for approval under this TA-M if any outstanding findings or enforcement actions are imposed against the AMO.

3. INITIAL APPROVAL PROCESS

(a) AMO actions

(i) To apply for approval under this TA-M:

(1) an AMO must have its principal place of business in the UK and hold a UKCAA Part 145 approval that authorises maintenance of aircraft;

(2) the AMO must establish a CASA Supplement to their UKCAA Part 145 MOE in accordance with the Supplement guidance material in Appendix 1 of Section B of this TA-M; and

(3) the AMO must submit a request in a form and manner prescribed by the UKCAA and a draft CASA Supplement at least 90 days prior to the expected approval date.

(ii) The applicant does not need to send the above documents to CASA.

(b) The UKCAA actions

(i) Upon the receipt of a request to approve a CASA Supplement in accordance with this TA-M, the UKCAA will:

(1) ensure that the applicant has access to the latest revision of this TA-M;

(2) review the application for completeness and legibility;

(3) review the CASA Supplement and the AMO for compliance in accordance with this TA-M; and

(4) where the CASA Supplement and AMO are found satisfactory, issue a letter to the AMO attesting that the CASA Supplement is approved in accordance with the terms of this TA-M.

(ii) The AMO's scope of ratings and limitations under the TA-M will not exceed that which is specified in the AMO's UKCAA Part 145 approval certificate and scope of approval.

(iii) Once approved, the CASA Supplement and associated privileges will remain in effect until surrendered, suspended or cancelled by the UKCAA.

(iv) The UKCAA will update the list of AMOs that have been approved to participate in the TA-M on its website.

4. CONTINUATION PROCESS

(a) AMO responsibilities

The Authorities understand that for the AMO to retain the privileges granted under the TA-M, the AMO will:

(i) continue to remain in compliance with its UKCAA Part 145 MOE and the CASA Supplement, and perform all maintenance in accordance with the procedure described in their Supplement; and

(ii) allow authorised officers from the Authorities unimpeded access to all facilities for oversight and surveillance purposes.

5. PERFORMANCE OF MAINTENANCE UNDER THIS TA-M

The Authorities understand that:

(a) an AMO with a CASA Supplement approved in accordance with this TA-M may certify maintenance performed on Australian aircraft. The maintenance performed will be within the AMO's scope of ratings and limitations approval issued by the UKCAA; and

(b) the certification of maintenance on Australian aircraft pursuant to this TA-M will be accepted if:

(i) an AMO is recognised by CASA based on the inspection and evaluation requirements of the UKCAA;

(ii) the certification of maintenance performed on Australian aircraft is carried out in accordance with the requirements of the UKCAA Part 145 and CASA Supplement;

(iii) maintenance is performed within the AMO's facilities, or within the facilities of the AMO's contracted and subcontracted organisations approved under the AMO's UKCAA Part 145 MOE, and the certificate of release to service is issued by the AMO within scope of this TA-M;

(iv) for the maintenance of Australian aircraft, the AMO uses aircraft components, parts and materials that are acceptable to CASA, as described under Appendices 2 and 3 of Section B of this TA-M; and

(v) the AMO ensures that, for maintenance on Australian aircraft, repairs that involve a change to the approved design or modifications are acceptable to CASA, as described in this TA-M and the Technical Implementation Procedures.

6. REPORTING OF UNAIRWORTHY CONDITIONS

(a) AMO responsibilities

The AMO will report to CASA any major defect related to an Australian aircraft being maintained. A major defect in relation to an aircraft is a defect that may affect the safety of the aircraft or cause the aircraft to become a danger to persons or property.

The report must be submitted within 72 hours after the discovery of the major defect.

CASA's Defect Report Service (DRS) may be used for this purpose. The DRS is available at the following URL:

https://www.casa.gov.au/resources-and-education/our-systems/defect-report-service#TousetheDRSportal

7. CONTRACTING AND SUBCONTRACTING

(a) AMO responsibilities

(i) The AMO may contract maintenance of Australian aircraft to other UKCAA Part 145 AMOs within the UK that are approved under this TA-M and are working under their UKCAA Part 145 MOE and CASA Supplement.

(ii) The AMO may subcontract maintenance in accordance with national regulations to an unapproved organisation working under the AMO's quality system and the required certificate of release to service is issued by the approved AMO.

8. MAINTENANCE RELEASE

The Authorities understand that:

(a) the AMO will ensure that certifying staff understand their responsibilities in accordance with the UKCAA Part 145, this TA-M, and the CASA Supplement; and

(b) any certificate of release to service for maintenance completed on an Australian civil aeronautical product will include the UKCAA Part 145 AMO's approval number.

9. AMENDMENT PROCESS OF THE SUPPLEMENT

The Authorities understand that:

(a) AMO actions

(i) The AMO must notify the UKCAA of any proposal to carry out any of the following changes, at least 3 weeks before such changes take place, with

any consequential amendments to the CASA Supplement to the UKCAA Part 145 MOE.

- The name of the organisation.
- The main and any additional locations.
- The Accountable Manager.

(b) The UKCAA actions

(i) The UKCAA will review and approve the UKCAA Part 145 MOE, which includes the CASA Supplement, for compliance in accordance with this TA-M.

(ii) The UKCAA will update, as necessary, the list of AMOs that have been approved to participate in the TA-M.

APPENDIX 1: CASA SUPPLEMENT TO THE UKCAA PART 145 MOE

The Authorities understand that the CASA Supplement, together with the UKCAA Part 145 MOE, forms the basis of approval by the UKCAA for maintenance carried out on an Australian aircraft by a UK-based AMO. The requirements of this TA-M include the items listed below which are to be described in the AMO's CASA Supplement where not already included in the MOE.

(a) By requesting to be included in this TA-M, the current Accountable Manager will ensure personnel of the UKCAA Part 145 AMO will comply with the policies and procedures contained therein relating to the maintenance service requirements under this TA-M. A statement signed by the current Accountable Manager will be included in the CASA Supplement.

(b) The AMO will confirm that it will provide CASA authorised officers access to the organisation to perform oversight and surveillance as required.

(c) The AMO will perform all work on Australian aircraft in accordance with the procedure described in their UKCAA Part 145 MOE and the CASA Supplement.

(d) All work performed will be within the scope of the ratings and limitations of the AMO's UKCAA Part 145 certificate of approval.

(e) Any repairs that involve a change to the approved design or modifications carried out on Australian aircraft will be in accordance with a design for which there is a CASR Part 21 approval. They are incorporated only when the AMO has approval from the customer.

(f) The AMO may subcontract work to other unapproved organisations provided that such organisations are under the control of the approved AMO, and the AMO certifies the required release to service of the aircraft.

(g) The AMO may contract maintenance to other organisations within the UK that hold a UKCAA Part 145 approval for maintenance of aircraft and are approved under this TA-M

(h) The AMO will obtain a detailed and clear work order or contract from the customer which will specify the inspections, repairs, modifications, overhauls, Airworthiness Directives (AD) and parts replacement to be carried out.

The customer remains responsible for specifying any AD compliance required during maintenance through the work order.

(i) The AMO will retain a copy of each work order accompanied by all attached supplementary forms and parts certifications for a period of 3 years.

(j) All maintenance work will be performed within the AMO's facilities, or within the facilities of the AMO's contracted or subcontracted organisation approved under the AMO's UKCAA Part 145 MOE; and the certificate of release to service for the aircraft will be issued by the AMO approved within scope of this TA-M;

(k) The AMO will report to CASA any major defect related to an aircraft that is being maintained. A major defect in relation to an aircraft is a defect that may affect the safety

of the aircraft or cause the aircraft to become a danger to persons or property. The report will be submitted within 72 hours after the discovery of the major defect.

CASA's Defect Report Service (DRS) may be used for this purpose. The DRS is available at the following website: https://www.casa.gov.au/resources-and-education/our-systems/defect-report-service#TousetheDRSportal

(l) For the installation of new and used components, the AMO will refer to Appendix 2 of Section B for acceptable Authorised Release Certificates (ARC) for new components and Appendix 3 of Section B for acceptable ARCs for components on which maintenance has been carried out and that have not been used in a civil aeronautical product since the maintenance was carried out.

(m) If an AMO is requested to perform maintenance on an Australian-registered aircraft or article located outside its facilities, the AMO may work away from its fixed location subject to procedures described in its MOE being in place for this work and only to perform non routine maintenance.

APPENDIX 2: ACCEPTANCE OF NEW COMPONENTS

The AMO will describe the procedures for ensuring that a new aircraft part, that is not a standard part, is fitted to an Australian registered aircraft only if an authorised release certificate that meets the following requirements has been issued for the part:

(a) if the manufacture of the part was permitted by or under Part 21 of CASR, the authorised release certificate must be a document that was issued by the manufacturer of the part and that includes a statement to the effect that the product is serviceable, or

(b) if the manufacture of the part was permitted by the law of a country other than Australia, the authorised release certificate must, in accordance with section 12.2 of the Part 42 Manual of Standards, be a document:

- (i) issued under the law of a foreign country that has permitted the manufacture of the product; and
- (ii) that certifies that the product has been manufactured in conformity to its approved design data; and
- (iii) that identifies the product by its name, part number and serial number (if applicable); and
- (iv) that identifies the country referred to in paragraph (a); and
- (v) that identifies the organisation responsible for issuing the document and its authority to do so; and
- (vi) that is identified as an authorised release certificate; and
- (vii) that includes its date of issue; and
- (viii) that includes the name and signature of the individual who issued it on behalf of the organisation;

APPENDIX 3: ACCEPTANCE OF USED COMPONENTS

The AMO will describe the procedures for ensuring a part on which maintenance has been carried out and that has not been used in a civil aeronautical product since the maintenance was carried out, is fitted to an Australian registered aircraft only if an authorised release certificate that meets the following requirements has been issued for the part:

(a) if the maintenance of the part has been carried out under Australian regulations, the authorised release certificate must be a CASA Form 1 issued for the part in relation to the maintenance under Division 42.H.4 of CASR.

(b) if the maintenance of the part has been carried out under the law of a country other than Australia, the authorised release certificate must be a document that, in accordance with section 12.3 of the *Part 42 Manual of Standards*:

(i) was issued under a law of Canada, any EASA member country, New Zealand, Singapore, USA, Japan, or United Kingdom, and
(ii) describes the maintenance that has been carried out; and
(iii) certifies that the maintenance has been carried out in accordance with the law of the foreign country that has permitted the carrying out of the maintenance; and
(iv) identifies the part by its name, part number and serial number (if applicable); and
(v) identifies the foreign country referred to in paragraph (i); and
(vi) identifies the organisation responsible for issuing the document and its authority to do so; and
(vii) is identified as an authorised release certificate; and
(viii) includes its date of issue; and
(ix) includes the name and signature of the individual who issued it on behalf of the organisation

SECTION C: REQUIREMENTS FOR AUSTRALIAN-BASED AMOS

1. INTRODUCTION

(a) The Authorities understand that this Section sets out how an Australian-based AMO will implement this TA-M.

(b) An AMO that maintains a UK aircraft will establish a UKCAA Supplement to show compliance with this Section C.

(c) Compliance with the UKCAA Supplement together with the CASA Part 145 MOE forms the basis by which an AMO may exercise the maintenance privileges under this TA-M.

~~(d)~~ A CASA Part 145 AMO that maintains aircraft components (under a B or C rating), or that carries out specialist maintenance on aircraft components (under a D rating) is not required to establish a UKCAA Supplement. Such maintenance will be accepted by the UKCAA to permit the acceptance of CASA maintenance certification for a component.

2. UKCAA RECOGNITION OF THE APPROVAL OF AUSTRALIAN-BASED AMOS

The Authorities understand that:

(a) an AMO intending to perform maintenance on aircraft under regulatory control of the UKCAA will:

(i) send all applications for approval under this TA-M to CASA in accordance with its published processes; and

(ii) ensure that applications for approval are accompanied by a copy of the proposed UKCAA Supplement to their CASA Part 145 MOE. The UKCAA Supplement is expected to clearly demonstrate how the AMO will meet any special conditions stated in this TA-M. Appendix 1 of Section C and CASA Advisory Circular on this TA-M provides guidance on how to compile such a Supplement.

(b) the AMO:

(i) will be inspected in accordance with the regulatory oversight and surveillance schedule by the Authorities; and

(ii) may not be eligible for approval under this TA-M if any outstanding findings or enforcement actions are imposed against the AMO.

3. INITIAL APPROVAL PROCESS

(a) AMO Actions

(i) To apply for approval under this TA-M:

(1) an AMO must have its principal place of business in Australia and hold a CASA Part 145 approval that authorises maintenance of aircraft;

(2) establish a UKCAA Supplement to their CASA Part 145 MOE in accordance with the Supplement guidance material in Appendix 1 of Section C of this TA-M and the CASA Advisory Circular on this TA-M; and

(3) submit a request in a form and manner prescribed by CASA and include a draft UKCAA Supplement at least 90 days prior to the expected approval date.

(ii) The applicant does not need to send the above documents to UKCAA.

(b) CASA actions

(i) Upon the receipt of a request to approve a UKCAA Supplement in accordance with this TA-M, CASA will:

(1) ensure that the applicant has access to the latest revision of this TA-M;

(2) review the application for completeness and legibility;

(3) review the UKCAA Supplement and the AMO for compliance in accordance with this TA-M; and

(4) where the UKCAA Supplement and AMO are found satisfactory, issue a letter to the AMO attesting that the UKCAA Supplement is approved in accordance with the terms of this TA-M.

(ii) The AMO's scope of ratings and limitations under the TA-M will not exceed that which is specified in the AMO's CASA Part 145 approval certificate and scope of approval.

(iii) Once approved, the UKCAA Supplement and associated privileges will remain in effect until surrendered, suspended or cancelled by CASA.

(iv) CASA will update the list of AMOs that have been approved to participate in the TA-M. The list can be found on CASA's website (https://www.casa.gov.au/)

4. CONTINUATION PROCESS

(a) AMO responsibilities

The Authorities understand that for the AMO to retain the privileges granted under the TA-M the AMO will:

(i) continue to remain in compliance with its CASA Part 145 MOE and UKCAA Supplement, and perform all maintenance in accordance with the procedure described in their Supplement; and

(ii) allow authorised officers from the Authorities unimpeded access to all facilities for oversight and surveillance purposes.

5. PERFORMANCE OF MAINTENANCE UNDER THIS TA-M

The Authorities understand that:

(a) an AMO with a UKCAA Supplement approved in accordance with this TA-M may certify maintenance performed on aircraft under the regulatory control of the UKCAA. The maintenance performed will be within the AMO's scope of ratings and limitations approval issued by CASA; and

(b) the certification of maintenance on UK registered aircraft pursuant to this TA-M will be accepted if:

(i) an AMO is recognised by the UKCAA based on the inspection and evaluation requirements of CASA;

(ii) the certification of maintenance performed on UK registered aircraft will be carried out in accordance with the requirements of the CASA Part 145 Manual of Standards and the UKCAA Supplement;

(iii) maintenance on UK aircraft is performed within the AMO's facilities, or within the facilities of the AMO's contracted and subcontracted organisations approved under the AMO's CASA Part 145 MOE, and the certificate of release to service for the civil aeronautical product is issued by AMOs within scope of this TA-M;

(iv) for the maintenance of UK aircraft, the AMO uses aircraft components, parts and materials that are acceptable to UKCAA, as described within the following link https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/approval-information-and-guidance/guidance-on-acceptance-of-components/ ; and

(v) the AMO ensures that, for maintenance on UK aircraft, repairs that involve a change to the approved design or modifications are acceptable to UKCAA.

The AMO can refer to the following link for guidance on major and minor changes or repairs.

https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/changes-or-modifications-and-repairs-to-aircraft/

6. REPORTING OF UNAIRWORTHY CONDITIONS

(a) AMO responsibilities

The AMO will report to UKCAA, in accordance with UKCAA Part 145.A.60, any unairworthy conditions related to a UK aircraft being maintained. The report will be submitted within 72 hours after the discovery of any failure, defect or malfunction that affects the safety of the aircraft.

The AMOs can refer to the following link to report unairworthy conditions to UKCAA.

https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/Occurrence-reporting/

7. CONTRACTING AND SUBCONTRACTING

(a) AMO responsibilities

(i) The AMO may contract maintenance of UK aircraft to other CASA Part 145 AMOs within Australia that are approved under this TA-M and are working under their CASA Part 145 MOE and UKCAA Supplement.

(ii) The AMO may subcontract maintenance to an unapproved organisation working under the AMO's quality system and the required certificate of release to service is issued by the approved AMO.

8. MAINTENANCE RELEASE

The Authorities understand that:

(a) The AMO will ensure that certifying staff understand their responsibilities in accordance with CASA Part 145, this TA-M, and UKCAA Supplement; and

(b) any certificate of release to service for maintenance completed on a UK aircraft will include the CASA Part 145 AMO's approval number.

9. AMENDMENT PROCESS OF THE SUPPLEMENT

The Authorities understand that:

(a) AMO actions

The AMO must notify CASA of any proposal to carry out any of the following changes, at least 3 weeks before such changes take place, with any consequential amendments to the UKCAA Supplement to the CASA Part 145 MOE.

- The name of the organisation.
- The main and any additional locations.
- The Accountable Manager.

(b) CASA Actions

(i) CASA will review and approve the CASA Part 145 MOE, which includes the UKCAA Supplement, for compliance in accordance with this TA-M.

(ii) CASA will update, as necessary, the list of AMOs that have been approved to participate in the TA-M.

APPENDIX 1: UKCAA SUPPLEMENT TO THE CASA PART 145 MOE

The Authorities understand that the UKCAA Supplement, together with the CASA Part 145 MOE, forms the basis of approval by CASA for maintenance carried out on a UK aircraft by an Australian-based AMO. The requirements of this TA-M include the items listed below which are to be described in the AMO's UKCAA Supplement where not already included in the MOE.

(a) By requesting to be included in this TA-M, the current Accountable Manager will ensure personnel of the CASA Part 145 AMO will comply with the policies and procedures contained therein relating to the maintenance services requirements under this TA-M. A statement signed by the current Accountable Manager will be included in the UKCAA Supplement.

(b) The AMO will confirm that it will provide UKCAA authorised officers access to the organisation to perform oversight and surveillance as requested.

(c) The AMO will perform all work on UK aircraft in accordance with the procedure described in their CASA Part 145 MOE and UKCAA Supplement.

(d) All work performed will be within the scope of the ratings and limitations of the AMO's CASA Part 145 of approval.

(e) Any repairs that involve a change to the approved design or modifications carried out on UK registered aircraft will be in accordance with a design for which there is a UK Part 21 approval as guided by the information on the UK website (https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/changes-or-modifications-and-repairs-to-aircraft/). They are incorporated only when the AMO has approval from the customer.

(f) The AMO may subcontract work to other unapproved organisations provided that such organisations are under the control of the approved AMO, and the AMO certifies the required release to service of the aircraft.

(g) The AMO may contract maintenance to other organisations within Australia that hold a CASA Part 145 approval for maintenance of aircraft and are approved under this TA-M

(h) The AMO will obtain a detailed and clear work order or contract from the customer which will specify the inspections, repairs, modifications, overhauls, ADs and parts replacement to be carried out.

The customer remains responsible for specifying any AD compliance required during maintenance through the work order.

(i) The AMO will retain a copy of each work order accompanied by all attached supplementary forms and parts certifications for a period of 3 years.

(j) All maintenance work will be performed within the AMO's facilities, or within the facilities of the AMO's contracted or subcontracted organisation which are approved under the AMO's CASA Part 145 MOE; and the certificate of release to service for the aircraft will be issued by an AMO approved within scope of this TA-M;

(k) The AMO will report to the UKCAA any reportable service difficulty (AMC 20-8 ED Decision 2003/12/RM) related to an aircraft being maintained. The report will be submitted within 72 hours after the discovery of any failure, defect or malfunction that affects the safety of the aircraft, occupants or anyone else.

The AMOs can refer to the following link to report unairworthy conditions to UKCAA: https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/Occurrence-reporting/

(l) For the installation of new and used components the AMO will describe the procedures for ensuring that new and used components that have at least one of the ARCs that are listed on the following UKCAA website, can be fitted onto a UK aircraft:

Guidance on acceptance of components: https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/approval-information-and-guidance/guidance-on-acceptance-of-components/

(m) If an AMO is requested to perform maintenance on a UK-registered aircraft or article located outside its facilities, the AMO may work away from its fixed location subject to procedures described in its MOE being in place for this work and only to perform non routine maintenance.

(n) The AMO will not install unserviceable components, unless the operator's MEL (minimum equipment list) permits it.

APPENDIX 2: ACRONYMS

AD	Airworthiness Directive
AMO	Approved Maintenance Organisation
ARC	Authorised Release Certificate
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
DRS	Defect Report Service
EU	European Union
MEL	Minimum Equipment List
MOE	Maintenance Organisation Exposition
SIS	Sampling Inspection System
TA-M	Technical Arrangement on Maintenance
UK CAA	Civil Aviation Authority (CAA) of the United Kingdom of Great Britain and Northern Ireland (United Kingdom)
UK	United Kingdom of Great Britain and Northern Ireland (United Kingdom)

APPENDIX C: SUMMARY OF REVISIONS

Revision no.	Date	Details of Revision
Original	15 June 2026	
1.1	09 September 2026	Corrected the reference in Section C, 5, b, iv

Signed in duplicate in Chantilly, VA, on 15 June 2026.

For the Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland

Giancarlo Buono
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