

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.1 General (See AMC & IEM 145.1)</p> <p>(a) No aircraft when used for Commercial Air Transport may fly unless a certificate of release to service has been issued by an organisation for maintenance carried out on the aircraft or an aircraft component intended for fitment to such an aircraft.</p> <p>(b) No organisation may certify for release to service an aircraft used for Commercial Air Transport unless either approved in accordance with this JAR-145 or accepted in accordance with the JAR-145.10(c) alternative. Except where stated otherwise in subparagraph (e), no organisation may maintain such an aircraft unless either appropriately approved in accordance with this JAR-145 or accepted in accordance with the JAR 145.10(c) alternative, or working under the quality system of an appropriately approved or accepted JAR-145 maintenance organisation.</p> <p>NOTE: A JAR-145 approval is not required for the pre-flight inspection.</p> <p>(c) No organisation may certify for release to service an aircraft component intended for fitment to an aircraft used for Commercial Air Transport unless either approved in accordance with this JAR-145 or accepted in accordance with the JAR-145.10(c) alternative. Except where stated otherwise in subparagraph (e), no organisation may maintain such an aircraft component unless either appropriately approved in accordance with this JAR-145 or accepted in accordance with the JAR-145.10(c) alternative, or working under the quality system of an appropriately approved or accepted JAR-145 maintenance organisation.</p>	<p>145.1 General</p> <p>For the purpose of this Part, the competent authority shall be:</p> <ol style="list-style-type: none"> 1. for organisations having their principle place of business in a Member State, the authority designated by that Member State, or; 2. for organisations having their principal place of business located in a third country, the Agency. 	<p>Differences</p> <p>JAR 145.1 (a) is now dealt with <u>by Part-M M.A.201(h)</u>.</p> <p>JAR 145.1 (b) and (c) CAT requirements are dealt with in Part-M. The 145.10(c) alternative is not in Part-145 as this is covered by bilateral agreements.</p> <p>JAR 145.1 (c) Note for pre-flight is covered in Article 2(h) of the maintenance regulation.</p> <p>JAR 145.1 (d) is covered by <u>Part 145.A.20</u> and the transfer of JAR 145 appendix 1 to Part 145 rule material contained in appendix 2.</p> <p>JAR 145.1 (e) is covered now in Part <u>145.A.75(b)</u>.</p>

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<p>(d) A maintenance organisation approval may be granted for maintenance activity varying from that for an aircraft component to that for a complete aircraft or any combination thereof.</p> <p>(e) An organisation working under the quality system of either an appropriately approved JAR-145 maintenance organisation or an organisation accepted in accordance the JAR-145.10(c) alternative is limited to the work scope permitted by the JAR-145.65 (b) procedures and may not carry out a base maintenance check of an aircraft or a complete workshop maintenance check or overhaul of an engine or engine module.</p> <p>[Ch 1, 4.8.95; Ch 2, 10.7.98; Amdt. 3, 01.04.01]</p>		

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<p>JAR 145.3 Effectivity (See IEM 145.3)</p> <p>(a) This JAR-145 was first issued on 30 July 1991 and became effective on 1 January 1992 with the exception of JAR-145.1 which became effective in accordance with the following schedule.</p> <p>(1) Organisations that carry out base maintenance and certify release to service of aeroplanes/ airships above 5 700 kg maximum certificated take off weight must be in compliance with JAR-145.1 (b) after 30 June 1994.</p> <p>(2) Organisations that carry out line maintenance and certify release to service of aeroplanes/ airships above 5 700 kg maximum certificated take off weight must be in compliance with JAR-145.1 (b) after 30 September 1994.</p> <p>(3) Organisations that carry out maintenance and certify release to service of engines must be in compliance with JAR-145.1 (c) after 30 September 1994.</p> <p>(4) Organisations that carry out maintenance and certify release to service of aeroplanes/airships up to and including 5 700 kg maximum certificated take off weight and/or helicopters of any weight must be in compliance with JAR-145.1 (b) after 31 December 1994.</p> <p>(5) Organisations that carry out maintenance and certify release to service of aircraft components (other than complete engines), auxiliary power units and specialised</p>	<p>Maintenance Regulation Article 7</p> <p>(c) The following provisions of Annex II, until 28 September 2006:</p> <p>(1) 145.A.30(e) human factors elements, (2) 145.A.30(g) as applicable to large aircraft with a maximum take-off mass of more than 5700 kg, (3) 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of more than 5700 kg, (4) 145.A.30(j)(1) Appendix IV, (5) 145.A.30(j)(2) Appendix IV.</p> <p>(d) the following provisions of Annex II, until 28 September 2008:</p> <p>(6) 145.A.30(g) as applicable to aircraft with a maximum take-off mass of 5700 kg or below, (7) 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of 5700 kg or below, (8) 145.A.30(h)(2).</p>	<p>Differences</p> <p>Effectivity is dealt with in Article 7 of the continuing airworthiness regulation (and Article 4 for differences).</p> <p>In addition to the new text added to the Regulation please note the following: JAR 145.3 (g)(1) requirement for JAR-145.30 ([f]) to be complied with after 31 December 2003-this has no separate date and is considered a difference. JAR 145.3 (h)(1) requirement for JAR 145.60 after 1 January 2004 this has no separate date and is considered a difference.</p>

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<p>services must be in compliance with JAR-145.1 (c) after 31 December 1994.</p> <p>(b) A JAR-145 Approval may be issued by the JAA full member Authority prior to the para (a) dates.</p> <p>(c) Any aircraft or aircraft component that is required to be maintained in accordance with the para (a) schedule may until that time be maintained by either an organisation approved or accepted in accordance with JAR-145 or in accordance with national legislation in force prior to the para (a) schedule or a combination of both.</p> <p>(d) JAR-145 approved or accepted maintenance organisations that have or intend to have maintenance carried out under their quality system by another organisation in accordance with JAR-145.1(b) or (c) must be in compliance with the limitations of JAR-145.1(e) after 10 July 2000.</p> <p>(e) Organisations that carry out or intend to carry out maintenance of aircraft with a maximum take-off mass of 5 700 kg and above must be in compliance with JAR-145.30([g]) and ([j]), as appropriate, after 01 June 2001 but may choose to be partly or completely in compliance before this date.</p> <p>(f) Organisations must be in compliance with JAR-145.35 as amended by amendment 145/99/1 after 01 June 2001 but may choose to be partly or completely in compliance before this date.</p> <p>(g) Organisations must be in compliance with Amendment 3 to JAR-145 as specified after the stated dates, but may choose to be partly or completely in compliance before the stated dates;</p>		

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<p>(1) Amended JAR-145.30 ([f]) after 31 December 2003.</p> <p>(2) All other sub-paragraphs amended by Amendment 3 to JAR-145 after 31 December 2001.</p> <p>[(h) Organisations must be in compliance with Amendment 5 to JAR-145 as specified after the stated dates, but may choose to be partly or completely in compliance before the stated dates;</p> <p>(1) Amended JAR 145.60 after 1 January 2004.</p> <p>(2) Amended JAR-145.30 (e) after 1 July 2005.</p> <p>(3) All other sub-paragraphs amended by Amendment 5 to JAR-145 after 1 September 2003.]</p> <p>NOTE: Where an existing sub-paragraph has been amended, it is essential to understand that compliance with the pre-amendment text is still required until superseded by the compliance date for the amended text unless the organisation chooses to comply with the amended text before the compliance date for the amended text. Pre-amendment text should therefore be retained at least until the compliance date has been superseded.</p> <p>[Ch. 1, 4.8.95; Ch. 2, 10.7.98; Amdt. 3, 01.04.01; Amdt. 5, 01.01.03]</p>		

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<p>JAR 145.5 Definitions (See IEM 145.5)</p> <p>For the purpose of this JAR-145 the following definitions shall apply:</p> <p><i>'Accountable manager'</i> 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 JAA full member Authority.</p> <p><i>'Aircraft'</i> means an aeroplane, helicopter or airship.</p> <p><i>'Aircraft component'</i> means any assembly/item/component/part of an aircraft up to and including a complete powerplant and/or any operational/ emergency equipment.</p> <p><i>'Approved by the JAA full member Authority'</i> means approved by the JAA full member Authority directly or in accordance with a procedure approved by the Authority.</p> <p><i>'Approved standard'</i> means a manufacturing/design/maintenance/quality standard approved by the JAA full member Authority.</p> <p><i>'Certifying staff'</i> means those personnel who are authorised by the approved maintenance organisation in accordance with a procedure acceptable to the JAA full member Authority to certify aircraft or aircraft components for release to service.</p> <p><i>'Commercial Air Transport'</i> means the carriage of Passengers/Cargo/Mail for remuneration.</p> <p>[<i>'Human Factors'</i> means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe</p>	<p>The following definitions are contained within the scope of Article 2 of the Basic Regulation:</p> <p>(a) "aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface.</p> <p>(b) "certifying staff" means personnel responsible for the release of an aircraft or a component after maintenance.</p> <p>(c) "component" means any engine, propeller, part or appliance.</p> <p>(d) "continuing airworthiness" means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.</p> <p>(e) "JAA" means "Joint Aviation Authorities".</p> <p>(f) "JAR" means "Joint Aviation Requirements".</p> <p>(g) "large aircraft" means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter.</p> <p>(h) "maintenance" means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.</p> <p>(i) "organisation" means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Member States.</p> <p>(j) "pre-flight inspection" means the</p>	<p>Differences</p> <p>JAR 145 definitions</p> <p>Accountable Manager is in Part <u>145.A.30(a)</u></p> <p>Component is defined but not "aircraft component".</p> <p>Approved by the JAA....has been deleted no longer applicable.</p> <p>Approved standard has been replaced by "officially recognised standard" which is not further defined.</p> <p>Certifying staff are dealt with in <u>145.A.35(a)</u>. CAT is define in Part-M and is different to the JAR 145 definition.</p> <p>Human factors and performance definitions are in 145.A.30(e).</p> <p>Inspection has been deleted.</p> <p>Certification authorisation is dealt with in Part <u>145.A.35(g) and (h)</u>.</p> <p>Location is deleted.</p> <p>Maintenance data deleted.</p> <p>Maintenance organisation expostion moved to <u>145.A.70(a)</u>.</p> <p>Modification and overhaul deleted.</p> <p>Quaility policy deleted-this subject is dealt with</p>

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<p>interface between the human and other system components by proper consideration of human performance.</p> <p><i>'Human Performance'</i> means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.]</p> <p><i>'Inspection'</i> means the examination of an aircraft/aircraft component to establish conformity with an approved standard.</p> <p><i>'JAR-145 certification authorisation'</i> means the authorisation issued to certifying staff by the JAR-145 approved maintenance organisation and which specifies the fact that they may sign JAR-145.50 certificates of release to service within the limitations stated in such authorisation on behalf of the JAR-145 approved maintenance organisation.</p> <p><i>'Location'</i> means a place from which an organisation carries on activities or wishes to carry on activities for which a JAR-145 approval is required.</p> <p><i>'Maintenance'</i> means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft/aircraft component.</p> <p><i>'Maintenance data'</i> means any information necessary to ensure that the aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment as appropriate, is assured.</p> <p><i>'Maintenance Organisation Exposition'</i> means the document(s) that contain the material required by JAR-145.70 to show how the organisation complies with JAR-145.</p>	<p>inspection carried out before flight to ensure that the aircraft is fit for the intended flight.</p>	<p>in <u>Part-145.A.65</u>. Repair deleted.</p>

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<p><i>'Modification'</i> means the alteration of an aircraft/aircraft component in conformity with an approved standard.</p> <p><i>'Organisation'</i> means either an organisation registered as a legal entity in any jurisdiction whether or not within the territories of the States that have joined the Joint Aviation Authorities or a natural person. Such an organisation may be located at more than one location and may hold more than one JAR-145 approval.</p> <p><i>'Overhaul'</i> means the restoration of an aircraft/aircraft component by inspection and replacement in conformity with an approved standard to extend the operational life.</p> <p><i>'Pre-flight inspection'</i> means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight. It does not include defect rectification.</p> <p><i>'Quality policy'</i> means the overall intentions and direction of an organisation as regards quality, as approved by the accountable manager.</p> <p><i>'Repair'</i> means the restoration of an aircraft/aircraft component to a serviceable condition in conformity with an approved standard.</p> <p>[</p>		

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<p>JAR 145.10 Applicability (See AMC & IEM 145.10)</p> <p>(a) This JAR prescribes the requirements for issuing approvals to organisations for the maintenance of aircraft and aircraft components and prescribes the general operating rules for approved maintenance organisations. The approval, when granted, will apply to the whole organisation headed by the accountable manager.</p> <p>(b) An organisation which is located, in whole or in part, within the territories of the Joint Aviation Authorities full member States will be granted approval in respect of any such location within those territories when in compliance with this JAR-145.</p> <p>(c) An organisation which is located, in whole or in part, outside the territories specified in subparagraph (b) will only be granted approval in respect of any such location outside those territories if the JAA full member Authority is satisfied that there is a need for such approval to maintain aircraft/aircraft components at that location and when in compliance with this JAR-145. Alternatively, the JAA full member Authority may accept such an organisation on the basis of an approval granted by an Authority that is not a member or full member of the Joint Aviation Authorities subject to the organisation being in compliance with published JAA maintenance special conditions to ensure equivalence to JAR-145. The alternative accepted organisation may be required to show a need before being accepted. [Ch. 1, 4.8.95; Ch. 2, 10.7.98]</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 for the maintenance of aircraft and components.</p>	<p>Differences</p> <p>JAR 145.10 (b) and (c) now dealt with in Part 145 .B.15.</p> <p>In addition showing need has been deleted.</p>
<p>JAR 145.15 Application and issue</p>	<p>145.A.15 Application</p>	<p>Differences</p>

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<p>(See AMC 145.15)</p> <p>(a) An application for maintenance organisation approval or for the amendment of an existing maintenance organisation approval shall be made on a form and in a manner prescribed by the JAA full member Authority and submitted with the required number of copies of the maintenance organisation's exposition or amendment thereto.</p> <p>(b) An applicant who meets the requirements of this JAR-145 and has paid any charges prescribed by the JAA full member Authority is entitled to a maintenance organisation approval.</p> <p>[Ch. 2, 10.7.98]</p>	<p>An application for the issue or variation of an approval shall be made to the competent authority in a form and manner established by such authority.</p>	<p>JAR 145(b) References to payment have been removed from the Part 145.</p>

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<p>JAR 145.20 Extent of approval (See IEM 145.20)</p> <p>The grant of approval is indicated by the issue of an approval certificate to the organisation by the JAA full member Authority. The approval certificate will specify the extent of approval. The JAR-145 approved maintenance organisation's exposition must specify the scope of work deemed to constitute approval.</p> <p>[Ch. 2, 10.7.98]</p>	<p>145.A.20 Terms of approval</p> <p>The organisation shall specify the scope of work deemed to constitute approval in its exposition (Appendix annex II to this Part Annex contains a table of all classes and ratings).</p>	<p>Differences</p> <p>145.20 Previous JAR 145 appendix 1 is now rule in the form of appendix 2 to Part-145</p>
<p>JAR 145.25 Facility requirements (See AMC 145.25)</p> <p>(a) Facilities must be provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialised workshops and bays must be segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur.</p> <p>(b) Office accommodation must be provided appropriate for the management of the subparagraph (a) planned work including in particular, the management of quality, planning and technical records.</p> <p>(c) The working environment must be appropriate for the task carried out and in particular special requirements observed. Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired.</p> <p>(d) Secure storage facilities must be provided for aircraft components, equipment, tools and material. Storage conditions must ensure</p>	<p>145.A.25 Facilities</p> <p>The organisation shall ensure that:</p> <p>(a) Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialised workshops and bays are segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur.</p> <ol style="list-style-type: none"> 1. For base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate aircraft on planned base maintenance; 2. For component maintenance, component workshops are large enough to accommodate the components on planned maintenance. <p>(b) Office accommodation is provided for the management of the planned work referred to in paragraph (a), and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.</p> <p>(c) The working environment including aircraft hangars, component workshops and office</p>	<p>Differences</p> <p>(a) New 145.A.25(a)1 and 2 added to Part-145 from JAR 145 AMC. 145.A.25(b) certifying staff added to Part-145. 145.A.25(c) New (c)1 -6 added to Part-145 from JAR 145 AMC.</p>

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<p>segregation of serviceable aircraft components and material from unserviceable aircraft components, material, equipment and tools. The conditions of storage must be in accordance with the manufacturers instructions to prevent deterioration and damage of stored items. Access to storage facilities must be restricted to authorised personnel.</p> <p>[Ch. 2, 10.7.98]</p>	<p>accommodation is appropriate for the task carried out and in particular special requirements observed. Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired:</p> <ol style="list-style-type: none"> 1. temperatures must be maintained such that personnel can carry out required tasks without undue discomfort. 2. dust and any other airborne contamination are kept to a minimum and not be permitted to reach a level in the work task area where visible aircraft/component surface contamination is evident. Where dust/other airborne contamination results in visible surface contamination, all susceptible systems are sealed until acceptable conditions are re-established. 3. lighting is such as to ensure each inspection and maintenance task can be carried out in an effective manner. 4. noise shall not distract personnel from carrying out inspection tasks. Where it is impractical to control the noise source, such personnel are provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks. 5; where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions are observed. Specific conditions are identified in the maintenance data. 6. the working environment for line maintenance is such that the particular maintenance or inspection task can be carried out without undue distraction. Therefore where the working 	

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	<p>environment deteriorates to an unacceptable level in respect of temperature, moisture, hail, ice, snow, wind, light, dust/other airborne contamination, the particular maintenance or inspection tasks must be suspended until satisfactory conditions are re-established.</p> <p>(d) Secure storage facilities are provided for components, equipment, tools and material. Storage conditions ensure segregation of serviceable components and material from unserviceable aircraft components, material, equipment and tools. The conditions of storage are in accordance with the manufacturers instructions to prevent deterioration and damage of stored items. Access to storage facilities is restricted to authorised personnel.</p>	

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<p>JAR 145.30 Personnel requirements (See AMC 145.30)</p> <p>(a) A senior person or group of persons acceptable to the JAA full member Authority, whose responsibilities include ensuring that the JAR-145 approved maintenance organisation is in compliance with JAR-145 requirements, must be nominated. Such person(s) must ultimately be directly responsible to the accountable manager who must be acceptable to the JAA full member Authority.</p> <p>[(b) The accountable manager is responsible for establishing and promoting the safety and quality policy specified under JAR 145.65(a) .]</p> <p>[(c)] The accountable manager must nominate a sub-paragraph (a) senior person, with responsibility for monitoring the JAR 145.65(c) quality system including the associated feedback system. Such senior person must have right of direct access to the accountable manager to ensure that the accountable manager is kept properly informed on quality and compliance matters.</p> <p>[(d)] The JAR-145 approved maintenance organisation must have a maintenance man-hour plan showing that the organisation has sufficient staff to plan, perform, supervise, inspect and quality monitor the organisation in accordance with the approval. In addition the organisation must have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.</p> <p>[(e)] The competence of personnel involved in</p>	<p>145.A.30 Personnel requirements</p> <p>(a) The organisation shall appoint an accountable manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this Part. The accountable manager shall:</p> <ol style="list-style-type: none"> ensure that all necessary resources are available to accomplish maintenance in accordance with 145.A.65(b) to support the organisation approval. establish and promote the safety and quality policy specified in 145.A.65(a). demonstrate a basic understanding of this Part. <p>(b) The organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the organisation complies with this Part. Such person(s) shall ultimately be responsible to the accountable manager.</p> <ol style="list-style-type: none"> The person or persons nominated shall represent the maintenance management structure of the organisation and be responsible for all functions specified in this Part. The person or persons nominated shall be identified and their credentials submitted in a form and manner established by the competent authority. The person or persons nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Part. Procedures shall make clear who deputises for 	<p>Differences</p> <p>(a) Paragraph (a) to Part-145 is now the Accountable manager requirement only and has three sub paras which effectively include the previous JAR 145 Accountable Manager definition, the text has been re-structured.</p> <p>(b) Paragraph (b) to Part-145 deals with the person or senior group of persons. In addition text is moved from AMC to JAR 145 regarding deputising etc. text re-structured and paragraph re-numbered 145.A.30(b).</p> <p>(c),(d), (e) minor text changes.</p> <p>(f) changed and reference to EN 4179 moved to AMC.</p> <p>(g) re-written to deal only with line maintenance. No longer a weight discriminant</p> <p>(h)(1) Deals with base maintenance of large aircraft (new definition-relates to CAT or aeroplanes over 5700 kg for fixed wing or and multi-engined helicopters.</p> <p>New (h)(2) from 66-1 for aeroplanes at or below 5700 kg and below and single engined helicopters.</p> <p>(i) component certifying staff to comply with Part-66. Part-66 currently refers to national rules.</p> <p>(j) (1) provisions of TGL 43 transferred to appendix 4 to Part-145.</p> <p>(j) (2) provisions of TGL 44 transferred to appendix 4 to Part-145.</p> <p>(j) (4) provisions of TGL 38 transferred to this paragraph plus AMC to Part-145.</p> <p>(j) (5) provisions of TGL 42 transferred to this paragraph, text re-formatted in Part-145 and expanded in the AMC.</p>

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<p>maintenance[, management] and/or quality audits must be established and controlled in accordance with a procedure and to a standard acceptable to the JAA full member Authority. [In addition to the necessary expertise related to the job function, competence must include an understanding of the application of human factors and human performance issues appropriate to that persons' function in the organisation.]</p> <p>[(f)] Personnel who carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or aircraft components must be appropriately qualified for the particular non-destructive test in accordance with the JAA agreed issue of European standard EN 4179, except that the JAA full member Authority may accept an equivalent standard in the case of any JAR-145 approved / accepted maintenance organisation located outside the JAA full member States. Personnel who carry out any other specialised task must be appropriately qualified in accordance with any existing national standard recognised by the JAA full member Authority as an appropriate standard.</p> <p>(1) Notwithstanding sub-paragraph [(f)], personnel qualified prior to 31 December 2003 in accordance with any national standard recognised by the JAA full member Authority may continue to carry out and/or control such non-destructive test after 31 December 2003. Any such personnel who intend to carry out and/or control a non-destructive test for which they were not qualified prior to 31 December 2003 must qualify for such non-destructive test in accordance with the JAA agreed issue of</p>	<p>any particular person in the case of lengthy absence of the said person.</p> <p>(c) The accountable manager under paragraph (a) shall appoint a person with responsibility for monitoring the quality system, including the associated feedback system as required by 145.A.65(c). The appointed person shall have direct access to the accountable manager to ensure that the accountable manager is kept properly informed on quality and compliance matters.</p> <p>(d) The organisation shall have a maintenance man-hour plan showing that the organisation has sufficient staff to plan, perform, supervise, inspect and quality monitor the organisation in accordance with the approval. In addition the organisation shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.</p> <p>(e) The organisation shall establish and control the competence of personnel involved in any maintenance, management and/or quality audits in accordance with a procedure and to a standard agreed by the competent authority. In addition to the necessary expertise related to the job function, competence must include an understanding of the application of human factors and human performance issues appropriate to that persons function in the organisation. "Human factors" means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration of human performance. "Human performance" means</p>	

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<p>European standard EN 4179.</p> <p>(2) Notwithstanding sub-paragraph [(f)], those personnel specified in subparagraph [(g)](1) and [(g)](2), qualified in JAR-66 sub-category B1 may carry out and/or control colour contrast dye penetrant tests.</p> <p>[(g)] Any JAR-145 approved maintenance organisation maintaining aircraft with a maximum take-off mass of 5 700 kg and above, except where stated otherwise in sub-paragraph [(j)] must have;</p> <p>(1) In the case of aircraft line maintenance, appropriate aircraft type rated certifying staff qualified in accordance with JAR-145.35 plus JAR-66 sub-category B1 and B2. In addition such JAR-145 approved maintenance organisation may also use appropriate task trained certifying staff qualified in accordance with JAR-145.35 plus JAR-66 category A to carry out minor scheduled line maintenance and simple defect rectification. The availability of such category A certifying staff does not replace the need for JAR-66 sub-category B1 and B2 certifying staff to support the category A certifying staff except that such JAR-66 sub-category B1 and B2 staff need not always be present at the line station during minor scheduled line maintenance or simple defect rectification.</p> <p>(2) In the case of aircraft base maintenance, appropriate aircraft type rated certifying staff qualified in accordance with JAR-145.35 plus JAR-66 category C. In addition such JAR-145 approved maintenance organisation must have appropriate aircraft</p>	<p>human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.</p> <p>(f) The organisation shall ensure that personnel who carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or components are appropriately qualified for the particular non-destructive test in accordance with the European or equivalent Standard recognised by the Agency. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognised Standards. By derogation to this paragraph those personnel specified in paragraphs (g) and (h)(1) and (h)(2), qualified in Part-66 category B1 may carry out and/or control colour contrast dye penetrant tests.</p> <p>(g) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate aircraft type rated certifying staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35.</p> <p>In addition such organisations may also use appropriately task trained certifying staff qualified as category A in accordance with Part-66 and 145.A.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such category A certifying staff shall not replace the need for Part-66 category B1 and B2 certifying staff to support the category A certifying staff. However, such Part-66 category B1 and B2 staff need not always be present at the line station during minor scheduled line maintenance or simple defect rectification.</p> <p>(h) Any organisation maintaining aircraft,</p>	

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<p>type rated staff qualified in accordance with JAR-145.35 (b) and (e) plus JAR-66 sub-category B1 and B2 to support the category C certifying staff. The JAR-145 approved maintenance organisation must maintain a register of any such JAR-66 sub-category B1 and B2 qualified support staff.</p> <p>[(h)] Reserved for certifying staff of aircraft under 5 700 kg maximum take-off mass. Until such time as JAR-66 specifies a requirement for certifying staff of aircraft under 5 700 kg maximum take-off mass, continued compliance is required with the current national aviation regulations of the JAA full member Authority that granted or proposes to grant JAR-145 approval.</p> <p>[(i)] Reserved for certifying staff of aircraft components. Until such time as JAR-66 specifies a requirement for certifying staff of aircraft components, continued compliance is required with the current national aviation regulations of the JAA full member Authority that granted or proposes to grant JAR-145 approval.</p> <p>[(j)] Notwithstanding sub-paragraph [(g)] the JAR-145 approved maintenance organisation may in the following circumstances use certifying staff qualified as specified in this sub-paragraph subject to compliance with the conditions stated for each circumstance;</p> <p>(1) For a non-JAA State or non-JAA full member State based JAR-145 maintenance organisation approved by a JAA full member Authority, the organisation may use certifying staff qualified in accordance with the national aviation regulations of the State in which the organisation is based subject to the JAA full</p>	<p>except where stated otherwise in paragraph (j) shall:</p> <p>1. in the case of base maintenance of large aircraft, have appropriate aircraft type rated certifying staff qualified as category C in accordance with Part-66 and 145.A.35. In addition the organisation shall have sufficient aircraft type rated staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35 to support the category C certifying staff.</p> <p>(i) B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.</p> <p>(ii) The organisation shall maintain a register of any such B1 and B2 support staff.</p> <p>(iii) The category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.</p> <p>2. in the case of base maintenance of aircraft other than large aircraft have either:</p> <p>(i) appropriate aircraft type rated certifying staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35 or,</p> <p>(ii) appropriate aircraft type rated certifying staff qualified in category C assisted by B1 and B2 support staff as specified in paragraph (1).</p>	

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<p>member Authority in conjunction with the JAA Maintenance Division being satisfied that such regulations result in a standard of qualification comparable with JAR-66. Published JAA additional conditions, where specified, will need to be satisfied to ensure equivalence.</p> <p>(2) Reserved for non-JAA State based JAR-145 maintenance organisation accepted by the JAA full member Authorities in accordance with JAR-145.10(c).</p> <p>(3) For limited line maintenance carried out by another organisation under the quality system of a JAA full member Authority approved JAR-145 maintenance organisation at a non-JAA State or non-JAA full member State location the organisation may use certifying staff qualified in accordance with the national aviation regulations of the State of the location, subject to the JAA full member Authority in conjunction with the JAA Maintenance Division being satisfied that such regulations result in a standard of qualification comparable with JAR-66. Published JAA additional conditions, where specified, will need to be satisfied to ensure equivalence.</p> <p>(4) For a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the JAR-145 approved maintenance organisation may issue a limited JAR-145 certification authorisation to the aircraft commander and/or the flight engineer subject to being satisfied that sufficient practical training has been carried out to ensure that such aircraft commander or flight</p>	<p>(i) Component certifying staff shall comply with Part-66.</p> <p>(j) By derogation to paragraphs (g) and (h), the organisation may use certifying staff qualified in accordance with the following provisions:</p> <ol style="list-style-type: none"> 1. For organisation facilities located outside the Community territory certifying staff may be qualified in accordance with the national aviation regulations of the State in which the organisation facility is registered subject to the conditions specified in Appendix IV to this Part. 2. For line maintenance carried out at a line station of an organisation which is located outside the Community territory, the certifying staff may be qualified in accordance with the national aviation regulations of the State in which the line station is based, subject to the conditions specified in Appendix IV to this Part. 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 aircraft commander and/or the flight engineer on the basis of the flight crew licence held. However, the organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander or flight engineer can accomplish the airworthiness directive to the required standard. 4. In the case of aircraft operating away from a supported location the organisation may issue a limited certification authorisation to the commander and/or the flight engineer on the basis of the flight crew licence held subject to being satisfied that sufficient practical training has been carried out to ensure that the commander or 	

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<p>engineer can accomplish the airworthiness directive to the required standard.</p> <p>(5) For the unforeseen case of an aircraft grounded at a location not having an appropriately approved or accepted JAR-145 maintenance organisation, the JAR-145 approved or accepted maintenance organisation contracted to provide maintenance support may issue a one-off JAR-145 certification authorisation to a person with not less than 5 years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification subject to the JAR-145 maintenance organisation obtaining and holding on file evidence of the experience and the licence. All such cases must be reported to the JAA full member Authority within 7 days of the issuance of such certification authorisation. The JAA full member Authority will require any such maintenance that could affect flight safety to be rechecked by the contracted JAR-145 approved or accepted maintenance organisation.</p> <p>For the purposes of this sub-paragraph unforeseen means that the aircraft grounding could not reasonable have been predicted by the operator because the defect was unexpected due to being part of a hitherto reliable system. [Ch. 2, 10.7.98; Amdt. 3, 01.04.01; Amdt. 5, 01.01.03</p>	<p>flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in an exposition procedure.</p> <p>5. In the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the organisation contracted to provide maintenance support may issue a one off certification authorisation:</p> <p>(i) to one of its employees holding equivalent type authorisations on aircraft of similar technology, construction and systems; or</p> <p>(ii) to any person with not less than 5 years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification provided there is no organisation appropriately approved under this Part at that location and the contracted organisation obtains and holds on file evidence of the experience and the licence of that person.</p> <p>All such cases as specified in this sub-paragraph shall be reported to the competent authority within seven days of the issuance of such certification authorisation. The organisation issuing the one off authorisation shall ensure that any such maintenance that could affect flight safety is rechecked by an appropriately approved organisation.</p>	

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<p>JAR 145.35 Certifying staff (See AMC 145.35)</p> <p>(a) In addition to the appropriate JAR-145.30 [(g)] to [(j)] sub-paragraph(s), the JAR-145 approved maintenance organisation must ensure that certifying staff have an adequate understanding of the relevant aircraft and/or aircraft component(s) to be maintained together with the associated organisation procedures before the issue or re-issue of the JAR-145 certification authorisation. Relevant aircraft and/or aircraft component(s) means those aircraft and/or aircraft component(s) specified in the particular JAR-145 certification authorisation.</p> <p>(b) The JAR-145 approved maintenance organisation must ensure that all aircraft release certifying staff are involved in at least 6 months of actual aircraft maintenance experience in any 2 year period. For the purpose of this sub-paragraph involved in actual aircraft maintenance means the person has worked in an aircraft maintenance environment and has either exercised the privileges of the JAR-145 certification authorisation and/or has actually carried out maintenance on at least some of the aircraft type systems specified in the particular JAR-145 certification authorisation.</p> <p>(c) The JAR-145 approved maintenance organisation must ensure that all certifying staff receive sufficient continuation training in each 2 year period to ensure that such certifying staff have up to date knowledge of relevant technology, organisation procedures and human factor issues.</p> <p>(d) The JAR-145 approved maintenance</p>	<p>145.A.35 Certifying staff and category B1 and B2 support staff</p> <p>(a) In addition to the appropriate requirements of 145.A.30 (g) and (h), the organisation shall ensure that certifying staff and category B1 and B2 support staff have an adequate understanding of the relevant aircraft and/or components to be maintained together with the associated organisation procedures. In the case of certifying staff, this must be accomplished before the issue or re-issue of the certification authorisation.</p> <p>“Category B1 and B2 support staff” means those category B1 and B2 staff in the base maintenance environment who do not hold necessarily certification privileges. “Relevant aircraft and/or components”, means those aircraft or components specified in the particular certification authorisation. “Certification authorisation” means the authorisation issued to certifying staff by the organisation and which specifies the fact that they may sign certificates of release to service within the limitations stated in such authorisation on behalf of the approved organisation.</p> <p>(b) Excepting those cases listed in 145.A.30(j) the organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or sub-categories and any type rating listed on the aircraft maintenance licence listed in Part 66, subject to the licence remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with Part 66.</p> <p>(c) The organisation shall ensure that all certifying staff and category B1 and B2 support staff are involved in at least six months of actual</p>	<p>Differences</p> <p>Paragraph title changed to include certifying and B1/B2 support staff <u>145.A.35 (a)</u> includes B1 / B2 support staff and the previous JAR 145 definition for certification authorisation and new text for Category B1 and B2 support staff definition.</p> <p><u>145.A.35(b)</u> New para from JAR-66 regarding the need for a valid licence prior to grant of an authorisation (was JAR 66 text).</p> <p><u>145.A.35(c)</u> Was para (b) “6 mths in 24 recency” – now applies to Category B1 and B2 support staff and component certifying staff</p> <p><u>145.A.35(d)</u> Was part (c) – continuation training – now applicable to Category B1 and B2 support staff</p> <p><u>145.A.35(h)</u> New para (from AMC)-style and scope of authorisation document.</p> <p><u>145.A.35(i)</u> Previously was para (g)</p> <p><u>145.A.35(j)</u> Retention of records of staff now includes Category B1 and B2 support staff</p> <p><u>145.A.35(k)</u> Was para (i)</p> <p><u>145.A.35(l)</u></p>

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<p>organisation must establish a programme for the continuation training and a procedure to ensure compliance with the relevant sub-paragraphs of JAR-145.35 as the basis for issue of JAR-145 certification authorisations to certifying staff, plus, if applicable, a procedure to ensure compliance with JAR-66.</p> <p>(e) Except for the JAR-145.30 [(j)](5) one off JAR-145 certification authorisation, all prospective certifying staff must be assessed by the JAR-145 approved maintenance organisation for their competence, qualification and capability to carry out their intended certifying duties in accordance with a procedure acceptable to the JAA full member Authority before the issue or re-issue of a JAR-145 certification authorisation.</p> <p>(f) The JAR-145 approved maintenance organisation must issue a JAR-145 certification authorisation that clearly specifies the scope and limits of such authorisation to those staff that it nominates as certifying staff on behalf of the organisation when satisfied that such staff are in compliance with sub-paragraphs (a), (c) and (e) plus (b) as applicable. Continued validity of the JAR-145 certification authorisation is dependent upon continued compliance with sub-paragraphs (a) and (c) plus (b) as applicable.</p> <p>(g) The manager or person responsible for the quality system must also remain responsible on behalf of JAR-145 approved maintenance organisation for issuing JAR-145 certification authorisations to certifying staff. Such manager or person may nominate other persons to actually issue the JAR-145 certification authorisations in accordance with a procedure acceptable to the</p>	<p>relevant aircraft or component maintenance experience in any consecutive two year period. For the purpose of this paragraph "involved in actual relevant aircraft or component maintenance " means that the person has worked in an aircraft or component maintenance environment and has either exercised the privileges of the certification authorisation and/or has actually carried out maintenance on at least some of the aircraft type systems specified in the particular certification authorisation.</p> <p>(d) The organisation shall ensure that all certifying staff and category B1 and B2 support staff receive sufficient continuation training in each two year period to ensure that such staff have up to date knowledge of relevant technology, organisation procedures and human factor issues.</p> <p>(e) The organisation shall establish a programme for continuation training for certifying staff and category B1 and B2 support staff, including a procedure to ensure compliance with the relevant paragraphs of 145.A.35 as the basis for issuing certification authorisations under this Part to certifying staff, and a procedure to ensure compliance with Part 66.</p> <p>(f) Except where any of the unforeseen cases of 145.A.30 (j)(5) apply, the organisation shall assess all prospective certifying staff for their competence, qualification and capability to carry out their intended certifying duties in accordance with a procedure as specified in the exposition prior to the issue or re-issue of a certification authorisation under this Part.</p> <p>(g) When the conditions of paragraphs (a), (b), (d), (f) and, where applicable, paragraph (c)</p>	<p>Moved from AMC – requires production of authorisation within 24 hrs.</p> <p><u>145.A.35(m)</u> Minimum age for certification privileges is 21- transferred from JAR 66.</p>

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<p>JAA full member Authority.</p> <p>(h) The JAR-145 approved maintenance organisation must maintain a record of all certifying staff which must include details of any JAR-66 aircraft maintenance licence held, all training completed and the scope of their JAR-145 certification authorisation. The record must include those with limited or one-off JAR-145 certification authorisations.</p> <p>(i) Certifying staff must be provided with a copy of their JAR-145 certification authorisation. The copy may be in either a documented or electronic format.</p> <p>(j) Certifying staff must be able to produce their JAR-145 certification authorisation to any authorised person within a reasonable time.</p> <p>[Amdt. 3, 01.04.01; Amdt. 5, 01.01.03]</p>	<p>have been fulfilled by the certifying staff, the organisation shall issue a certification authorisation that clearly specifies the scope and limits of such authorisation. Continued validity of the certification authorisation is dependent upon continued compliance with paragraphs (a), (b), (d), and where applicable, paragraph (c).</p> <p>(h) The certification authorisation must be in a style that makes its scope clear to the certifying staff and any authorised person who may require to examine the authorisation. Where codes are used to define scope, the organisation shall make a code translation readily available. "Authorised person" means the officials of the competent authorities, the Agency and the Member State who has responsibility for the oversight of the maintained aircraft or component.</p> <p>(i) The person responsible for the quality system shall also remain responsible on behalf of the organisation for issuing certification authorisations to certifying staff. Such person may nominate other persons to actually issue or revoke the certification authorisations in accordance with a procedure as specified in the exposition.</p> <p>(j) The organisation shall maintain a record of all certifying staff and category B1 and B2 support staff.</p> <p>The staff records shall contain:</p> <ol style="list-style-type: none"> 1. details of any aircraft maintenance licence held under Part-66; 2. all relevant training completed 3. the scope of the certification authorisations issued, where relevant, and 	

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	<p>4. particulars of staff with limited or one-off certification authorisations.</p> <p>The organisation shall retain the record for at least two years after the certifying staff or B1 or B2 support staff have ceased employment with the organisation or as soon as the authorisation has been withdrawn. In addition, upon request, the maintenance organisation shall furnish certifying staff with a copy of their record on leaving the organisation.</p> <p>The certifying staff shall be given access on request to their personal records as detailed above.</p> <p>(k) The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.</p> <p>(l) Certifying staff shall produce their certification authorisation to any authorised person within 24 hours.</p> <p>(m) The minimum age for certifying staff and category B1 and B2 support staff is 21 years.</p>	

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<p>JAR 145.40 Equipment, tools and material (See AMC 145.40)</p> <p>(a) The JAR-145 approved maintenance organisation must have the necessary equipment, tools and material to perform the approved scope of work.</p> <p>JAR 145.35 (continued)</p> <p>(b) Where necessary, tools, equipment and particularly test equipment must be controlled and calibrated to standards acceptable to the JAA full member Authority at a frequency to ensure serviceability and accuracy. Records of such calibrations and the standard used must be kept by the JAR-145 approved maintenance organisation.</p>	<p>145.A.40 Equipment, tools and material</p> <p>(a) The organisation shall have available and use the necessary equipment, tools and material to perform the approved scope of work.</p> <p>1. Where the manufacturer specifies a particular tool or equipment, the organisation shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the competent authority via procedures specified in the exposition.</p> <p>2. Equipment and tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. Such cases shall be detailed in an exposition procedure.</p> <p>3. An organisation approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/docking such that the aircraft can be properly inspected.</p> <p>(b) The organisation shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognised standard at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organisation.</p>	<p>Differences</p> <p><u>145.A.40(a)</u> New para 1, 2 and 3 from AMC.</p>
	<p>145.A.42 Acceptance of components</p> <p>(a) All components shall be classified and appropriately segregated into the following categories:</p>	<p>Differences</p> <p>New paragraph. (a) New requirement based upon TGL 10 and 11 and expanded upon in the AMC.</p>

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	<p>1. Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Part-21 Subpart Q.</p> <p>2. Unserviceable components which shall be maintained in accordance with this section.</p> <p>3. Unsalvageable components which are classified in accordance with 145.A.42(d).</p> <p>4. Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the manufacturer's illustrated parts catalogue and/or the maintenance data.</p> <p>5. Material both raw and consumable used in the course of maintenance when the organisation is satisfied that the material meets the required specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.</p> <p>(b) Prior to installation of a component, the organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive standards may be applicable.</p> <p>(c) The organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities provided procedures are identified in the exposition.</p> <p>(d) Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved</p>	<p>(a)(1) New from Part-21.</p> <p>(b) Text adapted form JAR 145.50(c)</p> <p><u>145.A.42(c)</u> New text from TGL 9 added to Part-145 and expanded in AMC.</p> <p>(d) New paragraph introduced from Part-M.</p>

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	according to Part-21.	

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<p>JAR 145.45 Maintenance data (See AMC 145.45)</p> <p>(a) The JAR-145 approved maintenance organisation must hold and use applicable current maintenance data in the performance of maintenance including modifications and repairs. Applicable means relevant to any aircraft, aircraft component or process specified in the JAR-145 approved maintenance organisation's approval class rating schedule and any associated capability list.</p> <p>(b) For the purposes of JAR-145 applicable maintenance data is;</p> <p>(1) Any applicable requirement, procedure, airworthiness directive, operational directive or information issued by the JAA or JAA full member Authority.</p> <p>(2) Any applicable airworthiness directive issued by a non-JAA Authority or non-JAA full member Authority where said Authority is the original type certificate Authority.</p> <p>(3) Any applicable data, such as but not limited to, maintenance and repair manuals, issued by an organisation under the approval of the JAA full member Authority including type certificate and supplementary type certificate holders and any other organisation approved to publish such data by the said Authority.</p> <p>(4) Unless specified otherwise by the JAA full member Authority, any applicable data, such as but not limited to, maintenance and repair manuals, issued by an organisation under the approval or authority of a non JAA Authority or non-JAA full member Authority</p>	<p>145.A.45 Maintenance data</p> <p>(a) The organisation shall hold and use applicable current maintenance data in the performance of maintenance, including modifications and repairs. "Applicable" means relevant to any aircraft, component or process specified in the organisation's approval class rating schedule and in any associated capability list.</p> <p>In the case of maintenance data provided by an operator or customer, the organisation shall hold such data when the work is in progress, with the exception of the need to comply with 145.A.55(c).</p> <p>(b) For the purposes of this Part, applicable maintenance data shall be any of the following:</p> <ol style="list-style-type: none"> 1. Any applicable requirement, procedure, operational directive or information issued by the authority responsible for the oversight of the aircraft or component; 2. Any applicable airworthiness directive issued by the authority responsible for the oversight of the aircraft or component; 3. Instructions for continuing airworthiness, issued by type certificate holders, supplementary type certificate holders, any other organisation required to publish such data by Part-21 and in the case of aircraft or components from third countries the airworthiness data mandated by the authority responsible for the oversight of the aircraft or component; 4. Any applicable standard, such as but not limited to, maintenance standard practices recognised by the Agency as a good standard for maintenance; 	<p>Differences</p> <p><u>145.A.45(b) 2-5</u> amended to reflect Part-21 interface and Agency responsibilities for Airworthiness directives. JAR 145.45(e) deleted. JAR 145.45(f) becomes <u>Part 145.A.45(e)</u>.</p>

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<p>where said Authority is the original type certificate Authority.</p> <p>(5) Any applicable standard, such as but not limited to, maintenance standard practises issued by any Authority, institute or organisation and recognised by the JAA full member Authority as a good standard for maintenance.</p> <p>(6) Any applicable data issued in accordance with sub-paragraph [(d)].</p> <p>[(c) The JAR-145 approved maintenance organisation must establish procedures that ensure that if found, any inaccurate, incomplete or ambiguous procedures, practices, information or maintenance instructions contained in the maintenance data used by maintenance personnel is recorded and notified to the author of the maintenance data.]</p> <p>[(d)] The JAR-145 approved maintenance organisation may only modify maintenance instructions in accordance with a procedure specified in the maintenance organisation's exposition where it can be shown that such modified maintenance instruction results in equivalent or improved maintenance standards and subject to the type certificate holder being informed. Maintenance instructions for the purpose of this sub-paragraph means an instruction on how to carry out the particular maintenance task. The JAR-145 approved maintenance organisation may not carry out the engineering design of repairs and modifications under this sub-paragraph [(d)].</p> <p>[(e)] A JAR-145 approved maintenance</p>	<p>5. Any applicable data issued in accordance with paragraph (d).</p> <p>(c) The organisation shall establish procedures to ensure that if found, any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction contained in the maintenance data used by maintenance personnel is recorded and notified to the author of the maintenance data.</p> <p>(d) The organisation may only modify maintenance instructions in accordance with a procedure specified in the maintenance organisation's exposition. With respect to those changes, the organisation shall demonstrate that they result in equivalent or improved maintenance standards and shall inform the type-certificate holder of such changes. Maintenance instructions for the purposes of this paragraph means instructions on how to carry out the particular maintenance task: they exclude the engineering design of repairs and modifications.</p> <p>(e) The organisation shall provide a common work card or worksheet system to be used throughout relevant parts of the organisation. In addition, the organisation shall either transcribe accurately the maintenance data contained in paragraphs (b) and (d) onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data. Work cards and worksheets may be computer generated and held on an electronic data base subject to both adequate safeguards against unauthorised alteration and a back-up electronic data base which shall be updated within 24 hours of any entry made to the main electronic data base. Complex maintenance tasks shall be transcribed</p>	

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<p>organisation must be appropriately approved as required by JAR-21 Subpart M to classify repairs as minor or major and to approve minor repair design data. Such approval is not required for a JAR-145 approved maintenance organisation that only carries out repairs in accordance with the approved type certificate holders published repair data or any other JAA full member Authority approved repair data. Whether approved or not in accordance with this sub-paragraph the JAR-145 approved maintenance organisation must establish a procedure to ensure that appropriate action is taken in the case of damage assessment and the need to use only approved repair data.</p> <p>[(f)] Except where stated otherwise in sub-paragraph [(f)](1), the JAR-145 approved maintenance organisation must provide a common workcard or worksheet system for use throughout relevant parts of the organisation and must either transcribe accurately the maintenance data contained in sub-paragraphs (b), [(d)] and [(e)] onto such workcards or worksheets or make precise reference to the particular maintenance task(s) contained in such maintenance data. Workcards and worksheets may be computer generated and held on an electronic data base subject to both adequate safeguards against unauthorised alteration and a back-up electronic data base which is updated within 24 hours of any entry made to the main electronic data base.</p> <p>(1) Where the JAR-145 approved maintenance organisation provides a maintenance service to an aircraft operator who require their workcard or worksheet system to be used then such workcard or worksheet system may be used. In this case</p>	<p>onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.</p> <p>Where the organisation provides a maintenance service to an aircraft operator who requires their work card or worksheet system to be used then such work card or worksheet system may be used. In this case, the organisation shall establish a procedure to ensure correct completion of the aircraft operators' work cards or worksheets.</p> <p>(f) The organisation shall ensure that all applicable maintenance data is readily available for use when required by maintenance personnel.</p> <p>(g) The organisation shall establish a procedure to ensure that maintenance data it controls is kept up to date. In the case of operator / customer controlled and provided maintenance data, the organisation shall be able to show that either it has written confirmation from the operator / customer that all such maintenance data is up to date or it has work orders specifying the amendment status of the maintenance data to be used or it can show that it is on the operator / customer maintenance data amendment list.</p>	

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<p>the JAR-145 approved maintenance organisation must establish a procedure to ensure correct completion of the aircraft operators workcards or worksheets.</p> <p>[(g)] The JAR-145 approved maintenance organisation must ensure that all applicable maintenance data is readily available for use when required by maintenance personnel.</p> <p>[(h)] The JAR-145 approved maintenance organisation must ensure that maintenance data controlled by the organisation is kept up to date. In the case of operator / customer controlled and provided maintenance data, the JAR-145 approved maintenance organisation must show that either it has written confirmation from the operator / customer that all such maintenance data is up to date or it has work orders specifying the amendment status of the maintenance data to be used or it can show that it is on the operator / customer maintenance data amendment list.</p> <p>[Amdt. 3, 01.04.01; Amdt. 5, 01.01.03]</p>		

Amendment 5 JAR-145	Part 145	Difference
<p>[JAR 145.47 Production Planning (See AMC & IEM 145.47)</p> <p>(a) The JAR 145 approved maintenance organisation must have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work.</p> <p>(b) The planning of maintenance tasks, and the organising of shifts, must take into account human performance limitations.</p> <p>(c) When it is required to hand over the continuation or completion of a maintenance action for reasons of a shift or personnel changeover, relevant information must be adequately communicated between outgoing and incoming personnel in accordance with a procedure acceptable to the JAA full member Authority.]</p> <p>[Amdt. 5, 01.01.03]</p>	<p>145.A.47 Production planning</p> <p>(a) The organisation shall have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work.</p> <p>(b) The planning of maintenance tasks, and the organising of shifts, shall take into account human performance limitations.</p> <p>(c) When it is required to hand over the continuation or completion of maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.</p>	<p>Differences</p> <p>Note JAR 145.47(c) refers to “acceptable to the JAA...”-In all cases this text has been removed-not accepted by the legal review.</p>
<p>JAR 145.50 Certification of maintenance (See AMC 145.50)</p> <p>(a) Except where stated otherwise in subparagraphs (d), (e) and (f) a certificate of release to service must be issued by appropriately authorised certifying staff on behalf of the JAR-145 approved maintenance organisation when satisfied that all maintenance required by the customer of the aircraft or aircraft component has been properly carried out by the JAR-145 approved maintenance organisation in accordance with the procedures specified in the</p>	<p>145.A.50 Certification of maintenance</p> <p>(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in 145.A.70, taking into account the availability and use of the maintenance data specified in 145.A.45 and that there are no non-compliances which are known that hazard seriously the flight safety.</p> <p>(b) A certificate of release to service shall be</p>	<p>Differences</p> <p><u>145.A.50(a)</u> includes previous JAR 145.50(f). Text re-structured-exemptions come in Part 145 A.50(e) and (f).</p> <p><u>145.A.50 (c)</u> was para (d). Old para (c) removed modified and moved into <u>145.A.42(b)</u></p>

Amendment 5 JAR-145	Part 145	Difference
<p>JAR-145.70 maintenance organisation exposition taking into account the availability and use of the maintenance data specified in JAR-145.45.</p> <p>NOTE: An aircraft component which has been maintained off the aircraft requires the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft when such action occurs.</p> <p>(b) A certificate of release to service must contain basic details of the maintenance carried out, the date such maintenance was completed and the identity including approval reference of the JAR-145 approved maintenance organisation and certifying staff issuing such a certificate.</p> <p>(c) Used aircraft component release certificates issued prior to the appropriate JAR 145.3 (a)(3) or (5) date by organisations not approved to JAR-145 remain valid until 1 January 2000. However, the aircraft JAR-145 approved maintenance organisation shall satisfy itself that the particular aircraft component may be fitted to the aircraft when different modifications and/or airworthiness directive standards may be applicable.</p> <p>(d) Notwithstanding sub-paragraph (a) when a JAR-145 maintenance organisation approved to maintain the aircraft is unable to complete all maintenance required by the customer, being the aircraft operator, within the aircraft operators limitations, then such fact must be entered in the aircraft certificate of release to service before issue of such certificate.</p> <p>(e) Notwithstanding sub-paragraph (a), when an aircraft is grounded at a location other than the</p>	<p>issued before flight at the completion of any maintenance.</p> <p>(c) New defects or incomplete maintenance work orders identified during the above maintenance shall be brought to the attention of the aircraft operator 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 the aircraft operator declines to have such maintenance carried out under this paragraph, paragraph (e) is applicable.</p> <p>(d) A certificate of release to service shall be issued at the completion of any maintenance on a component whilst off the aircraft. The authorised release certificate or airworthiness approval tag identified as EASA Form 1 in Appendix I to this Part constitutes the component certificate of release to service. When an organisation maintains a component for its own use, an EASA Form 1 may not be necessary depending upon the organisation's internal release procedures defined in the exposition.</p> <p>(e) By derogation to paragraph (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation shall enter such fact in the aircraft certificate of release to service before the issue of such certificate.</p> <p>(f) By derogation to paragraph (a) and 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, it is permissible to temporarily fit a</p>	

Amendment 5 JAR-145	Part 145	Difference
<p>main line station or main maintenance base due to the non-availability of an aircraft component with the appropriate release certificate, it is permissible to temporarily fit an aircraft component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the aircraft operator agreement and said component having a suitable serviceable tag but otherwise in compliance with all other JAR-OPS 1 or 3 Subpart M and JAR-145 requirements. Such aircraft components must be removed by the specified time unless an appropriate release certificate has been obtained in the meantime.</p> <p>(f) Notwithstanding sub-paragraphs (a), (c), (d) and (e), A certificate of release to service must not be issued in the case of any non-compliance known to the JAR-145 approved maintenance organisation which could hazard flight safety.</p> <p>[Ch. 1, 4.8.95; Ch. 2, 10.7.98; Amdt. 3, 01.04.01]</p>	<p>component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the aircraft operator agreement and said component having a suitable release certificate but otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the above prescribed time limit unless an appropriate release certificate has been obtained in the meantime under paragraph (a) and 145.A.42.</p>	

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.55 Maintenance records (See AMC & IEM 145.55)</p> <p>(a) The JAR-145 approved maintenance organisation must record all details of work carried out in a form acceptable to the JAA full member Authority.</p> <p>(b) The JAR-145 approved maintenance organisation must provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific approved repair/modification data used for repairs/modifications carried out.</p> <p>© The JAR-145 approved maintenance organisation must retain a copy of all detailed maintenance records and any associated maintenance data for two years from the date the aircraft or aircraft component to which the work relates was released from the JAR-145 approved maintenance organisation.</p> <p>NOTE: Where an aircraft operator contracts a JAR-145 approved maintenance organisation to keep the aircraft operator's certificates of release to service and any associated approved repair/modification data, the retention period will be that required by JA R-OPS 1 (3) Subpart M and not that specified in JAR 145.55©. Until JAR-OPS 1 (3) becomes fully effective, the JAR-145 approved maintenance organisation must comply with the current national aviation regulations of the aircraft operator's Authority.</p> <p>[Ch 2, 10.7.98;Amdt.3, 01.04.01]</p>	<p>ECAR-145.55 Maintenance records</p> <p>(a) The ECAR-145 approved maintenance organisation must record all details of work carried out in a form acceptable to the Member State. As a minimum, records necessary to prove all requirements have been met for issuance of the certificate of release to service including sub-contractor's release documents must be retained.</p> <p>(b) The ECAR-145 approved maintenance organisation must provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific approved repair/modification data used for repairs/modifications carried out.</p> <p>(c) The ECAR-145 approved maintenance organisation must retain a copy of all detailed maintenance records and any associated maintenance data for two years from the date the aircraft or aircraft component to which the work relates was released from the ECAR-145 approved maintenance organisation.</p> <p>(1) The records must be stored in a safe way with regard to fire, flood and theft.</p> <p>(2) Computer backup discs, tapes etc. must be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition.</p> <p>(3) Where an ECAR-145 organisation terminates its operation, all retained maintenance records covering the last two years must be distributed to the last owner/customer of the respective aircraft or component. If it is impossible</p>	<p>Differences</p> <p><u>145.A.55 (c)</u> Paras (1)(2)(3) added from AMC</p>

Amendment 5 JAR-145	Part 145	Difference
	to trace the owner/customer, the maintenance records must be stored as required by the MS.	

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.60 [Occurrence reporting] [(See AMC 145.60, IEM 145.60, ACJ 20X8)]</p> <p>(a) The JAR–145 approved maintenance organisation must report to [its' JAA full member Authority and the organisation responsible for the design of the aircraft or aircraft component] any condition of the aircraft or aircraft component, identified by the JAR–145 approved maintenance organisation that [has resulted or may result in an unsafe condition] that could seriously hazard the aircraft.</p> <p>(b) [The JAR-145 approved maintenance organisation must establish an internal occurrence reporting system acceptable to the JAA full member Authority to enable the collection and evaluation of such reports including the assessment and extraction of those occurrences to be reported under subparagraph (a) above. The procedure shall identify adverse trends, corrective actions taken to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.]</p> <p>[(c)] Reports must be made [in a manner acceptable to] the JAA full member Authority and contain all pertinent information about the condition [and evaluation results] known to the JAR–145 approved maintenance organisation.</p> <p>[(d)] Where the JAR–145 approved maintenance organisation is contracted by [] [an] operator to carry out maintenance, the JAR–145 approved maintenance organisation must also report to the []operator any such condition affecting the []operator's aircraft or aircraft</p>	<p>145.A.60 Occurrence reporting</p> <p>(a) The organisation shall report to the competent authority, the state of registry and the organisation responsible for the design of the aircraft or component any condition of the aircraft or component identified by the organisation that has resulted or may result in an unsafe condition that hazards seriously the flight safety.</p> <p>(b) The organisation shall establish an internal occurrence reporting system as detailed in the exposition to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph (a). This procedure shall identify adverse trends, corrective actions taken or to be taken by the organisation to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.</p> <p>(c) The organisation shall make such reports in a form and manner established by the Agency and ensure that they contain all pertinent information about the condition and evaluation results known to the organisation.</p> <p>(d) Where the organisation is contracted by a commercial operator to carry out maintenance, the organisation shall also report to the operator any such condition affecting the operator's aircraft or component.</p> <p>(e) The organisation shall produce and submit such reports as soon as practicable but in any case within 72 hours of the organisation identifying the condition to which the report relates.</p>	<p>Differences</p> <p>References to ACJ 20X8 removed.</p> <p><u>145.A.60(c)</u> reports to be made on a form and in a manner established by the Agency.</p>

Amendment 5 JAR-145	Part 145	Difference
<p>component. [In the case of an aircraft, where the state of registration is different to that of the JAA full member Authority that issued the appropriate JAR 145 or JAR OPS approval(s), then the National Aviation Authority of the state of registry must also be informed.]</p> <p>[(e)] Reports must be made as soon as practicable but in any case within [72 hours] of the JAR-145 approved maintenance organisation identifying the condition to which the report relates.</p> <p>[Ch. 2, 10.7.98; Amdt. 5, 01.01.03]</p>		

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.65 Maintenance procedures and quality system (See AMC & IEM 145.65)</p> <p>(a) The JAR-145 approved maintenance organisation must establish a [safety and] quality policy for the organisation to be included in the JAR 145.70 exposition.</p> <p>(b) The JAR-145 approved maintenance organisation must establish procedures acceptable to the JAA full member Authority [taking into account human factors and human performance] to ensure good maintenance practices and compliance with all relevant requirements in this JAR-145 which must include a clear work order or contract such that aircraft and aircraft components may be released to service in accordance with JAR 145.50.</p> <p>(c) The JAR-145 approved maintenance organisation must establish a quality system that includes;</p> <p>(1) Independent audits in order to monitor compliance with required aircraft/ aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft / aircraft components. In the smallest organisations the independent audit part of the quality system may be contracted to another JAR-145 approved maintenance organisation or a person with appropriate technical knowledge and proven satisfactory audit experience acceptable to the JAA full member Authority, and;</p> <p>(2) A quality feedback reporting system</p>	<p>145.A.65 Safety and quality policy, maintenance procedures and quality system</p> <p>(a) The organisation shall establish a safety and quality policy for the organisation to be included in the exposition under 145.A.70.</p> <p>(b) The organisation shall establish procedures agreed by the competent authority taking into account human factors and human performance to ensure good maintenance practices and compliance with this Part which shall include a clear work order or contract such that aircraft and components may be released to service in accordance with 145.A.50.</p> <p>1. The maintenance procedures under this paragraph apply to 145.A.25 to 145.A.95.</p> <p>2. The maintenance procedures established or to be established by the organisation under this paragraph shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialised services and lay down the standards to which the organisation intends to work.</p> <p>3. With regard to aircraft line and base maintenance, the organisation shall establish procedures to minimise the risk of multiple errors and capture errors on critical systems, and to ensure that no person is required to carry out and inspect in relation to a maintenance task involving some element of disassembly/reassembly of several components of the same type fitted to more than one system on the same aircraft during a particular maintenance check. However, when only one person is available to carry out these tasks then the organisation’s work card or worksheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks.</p> <p>4. Maintenance procedures shall be established to ensure that damage is assessed and modifications</p>	<p>Differences</p> <p><u>145.A.65(b)</u> JAR 145 AMC on maintenance procedures moved to Part 145.A.65(b) rule.</p>

Amendment 5 JAR-145	Part 145	Difference
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JAR 145.70(a) (continued)

<p>to the person or group of persons specified in JAR 145.30(a) and ultimately to the accountable manager that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet JAR-145.65(c)(1). [Ch. 2, 10.7.98; Amdt. 3, 01.04.01; Amdt. 5, 01.01.03]</p>	<p>and repairs are carried out using data approved by the Agency or by an approved Part -21 design organisation, as appropriate.</p> <p>(c) The organisation shall establish a quality system that includes the following:</p> <ol style="list-style-type: none"> 1. Independent audits in order to monitor compliance with required aircraft/ aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft / aircraft components. In the smallest organisations the independent audit part of the quality system may be contracted to another organisation approved under this Part or a person with appropriate technical knowledge and proven satisfactory audit experience; and 2. A quality feedback reporting system to the person or group of persons specified in 145.A.30(b) and ultimately to the accountable manager that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet paragraph (1). 	
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Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.70 Maintenance organisation exposition (See IEM 145.70)</p> <p>(a) The JAR-145 approved maintenance organisation must provide a maintenance organisation exposition for use by the JAR-145 approved maintenance organisation, containing the following information:</p> <p>(1) A statement signed by the accountable manager confirming that the maintenance organisation exposition and any referenced associated manuals defines the JAR-145 approved maintenance organisation's compliance with JAR-145 and will be complied with at all times. When the accountable manager is not the chief executive officer of the JAR-145 approved maintenance organisation then such chief executive officer must countersign the statement.</p> <p>(2) The organisations JAR-145.65 (a) [safety and] quality policy.</p> <p>(3) The title(s) and name(s) of the senior person(s) accepted by the JAA full member Authority in accordance with JAR 145.30(a).</p> <p>(4) The duties and responsibilities of the senior person(s) specified in sub-paragraph (3) including matters on which they may deal directly with the JAA full member Authority on behalf of the JAR-145 approved maintenance organisation.</p> <p>(5) An organisation chart showing associated chains of responsibility of the senior person(s) specified in sub-paragraph (3).</p>	<p>145.A.70 Maintenance organisation exposition</p> <p>(a) "Maintenance organisation exposition" means the document or documents that contain the material specifying the scope of work deemed to constitute approval and showing how the organisation intends to comply with this Part. The organisation shall provide the competent authority with a maintenance organisation exposition, containing the following information:</p> <ol style="list-style-type: none"> 1. A statement signed by the accountable manager confirming that the maintenance organisation exposition and any referenced associated manuals define the organisation's compliance with this Part and will be complied with at all times. When the accountable manager is not the chief executive officer of the organisation then such chief executive officer shall countersign the statement; 2. the organisation's safety and quality policy as specified by 145.A.65; 3. the title(s) and name(s) of the persons nominated under 145.A.30(b); 4. the duties and responsibilities of the persons nominated under 145.A.30(b), including matters on which they may deal directly with the competent authority on behalf of the organisation; 5. an organisation chart showing associated chains of responsibility between the persons nominated under 145.A.30(b); 6. a list of certifying staff and B1 and B2 support staff; 7. a general description of manpower resources; 8. a general description of the facilities located at each address specified in the organisation's approval certificate; 9. a specification of the organisation's scope of work relevant to the extent of approval; 	<p>Differences</p> <p>145.A.70 Definition of Maintenance Organisation Exposition from JAR145.5 incorporated into para (a).</p> <p>New paragraph (c) that allows minor amendments to expositions by 'indirect approval'.</p>

Amendment 5 JAR-145	Part 145	Difference
<p>(6) A list of certifying staff.</p> <p>(7) A general description of manpower resources.</p> <p>(8) A general description of the facilities located at each address specified in the JAR-145 approved maintenance organisation's approval certificate.</p> <p>(9) A specification of the JAR-145 approved maintenance organisation's scope of work relevant to the extent of approval.</p> <p>(10) The notification procedure of JAR 145.85 for JAR-145 approved maintenance organisation changes.</p> <p>(11) The maintenance organisation exposition amendment procedure.</p> <p>NOTE: Sub-paragraphs (1) to (11) inclusive constitutes the management part of the maintenance organisation exposition.</p> <p>(12) The JAR-145 approved maintenance organisation's procedures and quality system as required by - JAR 145.25 [to JAR 145.95 inclusive.]</p> <p>(13) A list of JAR-OPS operators, if appropriate, to which the JAR-145 approved maintenance organisation provides an aircraft maintenance service.</p> <p>(14) A list of organisations, if appropriate, as specified in JAR 145.75(b).</p> <p>(15) A list of line stations, if appropriate, as specified in JAR 145.75(d).</p> <p>(16) A list of contracted JAR-145</p>	<p>10. the notification procedure of 145.A.85 for organisation changes;</p> <p>11. the maintenance organisation exposition amendment procedure;</p> <p>12. the procedures and quality system established by the organisation under 145.A.25 to 145.A.90;</p> <p>13. a list of commercial operators, where applicable, to which the organisation provides an aircraft maintenance service;</p> <p>14. a list of sub-contracted organisations, where applicable, as specified in 145.A.75(b);</p> <p>15. a list of line stations, where applicable, as specified in 145.A.75(d);</p> <p>16. a list of contracted organisations, where applicable.</p> <p>(b) The exposition shall be amended as necessary to remain an up to date description of the organisation. The exposition and any subsequent amendment shall be approved by the competent authority.</p> <p>(c) Notwithstanding paragraph (b) minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval).</p>	

Amendment 5 JAR-145	Part 145	Difference
<p>approved maintenance organisations, if appropriate.</p> <p>(b) The information specified in sub - paragraphs (6) and (12) to (16) inclusive, whilst a part of the maintenance organisation exposition, may be kept as separate documents or on separate electronic data files subject to the management part of said exposition containing a clear cross reference to such documents or electronic data files.</p> <p>(c) The maintenance organisation exposition and any subsequent amendments must be approved by the JAA full member Authority.</p> <p>[Ch. 2, 10.7.98; Amdt. 3, 01.04.01; Amdt. 5, 01.01.03]</p>		

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.75 Privileges of the approved maintenance organisation</p> <p>The JAR-145 approved maintenance organisation may only carry out the following tasks as permitted by and in accordance with the JAR-145 approved maintenance organisation exposition:</p> <p>(a) Maintain any aircraft or aircraft component for which it is approved at the locations identified in the approval certificate and/or in the JAR-145 approved maintenance organisation exposition.</p> <p>(b) Arrange for maintenance of any aircraft or aircraft component within the limitations of JAR 145.1(e) for which it is approved at another organisation that is working under the quality system of the JAR-145 approved maintenance organisation.</p> <p>(c) Maintain any aircraft or any aircraft component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance subject to the conditions specified in a procedure acceptable to the JAA full member Authority and included in the JAR-145 approved maintenance organisation exposition.</p> <p>(d) Maintain any aircraft or aircraft component for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance and only if the JAR-145 approved maintenance organisation exposition both permits such activity and lists such locations.</p> <p>(e) Issue certificates of release to service in respect of paragraphs (a) to (d) on completion of</p>	<p>145.A.75 Privileges of the organisation</p> <p>In accordance with the exposition, the organisation shall be entitled to carry out the following tasks:</p> <p>(a) Maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in the exposition;</p> <p>(b) Arrange for maintenance of any aircraft or component for which it is approved at another organisation that is working under the quality system of the organisation. This refers to work being carried out by an organisation not itself appropriately approved to carry out such maintenance under this Part and is limited to the work scope permitted under 145.A.65 (b) procedures. This work scope shall not include a base maintenance check of an aircraft or a complete workshop maintenance check or overhaul of an engine or engine module;</p> <p>(c) Maintain any aircraft or any component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance, subject to the conditions specified in the exposition;</p> <p>(d) Maintain any aircraft and/or component for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance and only if the organisation exposition both permits such activity and lists such locations;</p> <p>(e) Issue certificates of release to service in respect of completion of maintenance in accordance with 145.A.50</p>	<p>References to Maintenance Organisation Exposition removed-refers only to "exposition".</p> <p>145.A.75(b) to Part 145 includes reference to contract work taken from JAR 145.1 (e).</p> <p>145.A.75(c) to Part 145 no longer states "in a procedure acceptable to the JAA"</p>

Amendment 5 JAR-145	Part 145	Difference
maintenance in accordance with JAR 145.50. [Ch. 1, 4.8.95; Ch. 2, 10.7.98		

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.80 Limitations on the approved maintenance organisation (See IEM 145.80)</p> <p>The JAR-145 approved maintenance organisation may only maintain an aircraft or aircraft component for which it is approved when all necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.</p> <p>[Ch. 2, 10.7.98; Amdt. 3, 01.04.01]</p>	<p>145.A.80 Limitations on the organisation</p> <p>The organisation shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.</p>	
<p>JAR 145.85 Changes to the approved maintenance organisation (See IEM 145.85)</p> <p>(a) The JAR-145 approved maintenance organisation must notify the JAA full member Authority of any proposal to carry out any of the following changes before such changes take place to enable the JAA full member Authority to determine continued compliance with this JAR-145 and to amend, if necessary, the approval certificate, except that in the case of proposed changes in personnel not known to the management beforehand, these changes must be notified at the earliest opportunity.</p> <ol style="list-style-type: none"> (1) The name of the organisation. (2) The location of the organisation. (3) Additional locations of the organisation. (4) The accountable manager. (5) Any of the senior persons specified in paragraph JAR 145.30 (a). (6) The facilities, equipment, tools, 	<p>145.A.85 Changes to the organisation</p> <p>The organisation shall notify the competent authority of any proposal to carry out any of the following changes before such changes take place to enable the competent authority to determine continued compliance with this Part and to amend, if necessary, the approval certificate, except that in the case of proposed changes in personnel not known to the management beforehand, these changes must be notified at the earliest opportunity:</p> <ol style="list-style-type: none"> 1. the name of the organisation; 2. the main location of the organisation; 3. additional locations of the organisation; 4. the accountable manager; 5. any of the persons nominated under 145.A.30(b); 6. the facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval. 	<p>Differences</p> <p>JAR 145.85(b) not included in Part-145.</p>

Amendment 5 JAR-145	Part 145	Difference
<p>material, procedures, work scope and certifying staff that could affect the approval.</p> <p>(b) The Authority may prescribe the conditions under which the JAR-145 approved maintenance organisation may operate during such changes unless the Authority determines that the approval should be suspended.</p> <p>[Ch. 2, 10.7.98]</p>		

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.90 Continued validity of approval</p> <p>Unless the approval has previously been surrendered, superseded, suspended, revoked or expired by virtue of exceeding any expiry date that may be specified in the approval certificate, the continued validity of approval is dependent upon -</p> <p>(a) The JAR-145 approved maintenance organisation remaining in compliance with JAR-145 and;</p> <p>(b) The JAA full member Authority being granted access to the JAR-145 approved maintenance organisation to determine continued compliance with this JAR-145 and;</p> <p>(c) The payment of any charges prescribed by the JAA full member Authority. Failure to pay entitles the JAA full member Authority to suspend, but does not automatically render the approval invalid.</p> <p>[Ch. 2, 10.7.98]</p>	<p>145.A.90 Continued validity</p> <p>(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ol style="list-style-type: none"> 1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under 145.B.40, and; 2. the competent authority being granted access to the organisation to determine continued compliance with this Part; and 3. the certificate not being surrendered or revoked. <p>(b) Upon surrender or revocation, the approval shall be returned to the competent authority.</p>	<p>Differences</p> <p>Only unlimited certificates are issued so reference to expiry of certificate removed.</p> <p>Part 145.A.90(a)(1) is a new provision requiring the organisation to be in compliance with the handling of findings.</p>
<p>JAR 145.95 Equivalent safety case (See IEM 145.95)</p> <p>(a) The JAA full member Authority may exempt an organisation from a requirement in JAR-145 when satisfied that a situation exists not envisaged by a JAR-145 requirement and subject to compliance with any supplementary condition(s) said Authority considers necessary to ensure equivalent safety. Such supplementary condition(s) must be agreed by the JAA full member Authorities to ensure continued recognition of the approval.</p> <p>(b) The JAA full member Authority may</p>	<p>145.A.95 Findings</p> <p>(a) A level 1 finding is any significant non-compliance with Part-145 requirements which lowers the safety standard and hazards seriously the flight safety.</p> <p>(b) A level 2 finding is any non-compliance with the Part-145 requirements which could lower the safety standard and possibly hazard the flight safety.</p> <p>(c) After receipt of notification of findings</p>	<p>Differences</p> <p>Equivalent safety case now covered by Article 10 of 1592/2002. New Part 145 paragraph deals with findings. NB Definitions of level of findings changed from previous chapter 20.</p>

Amendment 5 JAR-145	Part 145	Difference
<p>exempt an organisation from a requirement in JAR-145 on an individual case by case permission basis only subject to compliance with any supplementary condition(s) said Authority considers necessary to ensure equivalent safety. [Ch. 2, 10.7.98]</p>	<p>according to 145.B.50, the holder of the maintenance organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.</p>	

Amendment 5 JAR-145	Part 145	Difference
<p>JAR 145.100 Revocation, suspension, limitation or refusal to renew the JAR 145 approval certificate (See IEM 145.100)</p> <p>The JAA full member Authority may, on reasonable grounds after due enquiry, revoke, suspend, limit or refuse to renew the JAR-145 approval certificate if said Authority is not satisfied that the holder of the approval certificate continues to meet the requirements of JAR-145 subject to the conditions of subparagraph (a) or (b) as appropriate.</p> <p>(a) Except as specified in subparagraph (b), before revoking, suspending, limiting or refusing to renew a JAR-145 approval certificate, the JAA full member Authority must first give at least 28 days notice to the holder in writing of its intention so to do and the reasons for its proposal and must offer the holder an opportunity to make representations and said Authority will consider those representations.</p> <p>(b) In the case where the JAA full member Authority has determined that the safe operation of an aircraft could be adversely affected said Authority may in addition to subparagraph (a) provisionally suspend, in part or in whole, the JAR-145 approval certificate without prior notice until the sub-paragraph (a) procedure is complete.</p> <p>[Ch. 2, 10.7.98]</p>		<p>Differences</p> <p>Previous JAR 145.100 This is a Member State activity and is therefore covered in Section B.</p>