

Appendix 1 - CAA guidance document for use with the EASA User Guide for Maintenance Organisation Expositions

The EASA user guide (“UG.CAO.00024-00x Foreign Part 145 approvals - User guide for Maintenance Organisation Exposition”) content does not fully reflect the scope of work and range of privileges that an organisation within the boundaries of the EU may hold. Users should therefore use this document in conjunction with the EASA document when producing their MOE.

User Guide / Part 145 reference	CAA Interpretation	CAA Policy/procedure reference
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Sections not included in the User Guide but must be considered for inclusion in the MOE.

Part 6 Operators Maintenance procedures	This section is for those maintenance organisations approved under Part-145 who are also operators. This part should be included as required	
Part 7 FAA Supplementary Procedures for FAR Part 145 Repair Station	This section is for those maintenance organisations approved under Part-145 who are also certificated as a FAA FAR Part-145 repair station. The content of this Part reflects the differences between Part-145 and FAR Parts 43/145. FAA Advisory Circular 145-7A Appendix 2 contains details of the Part 7 contents. This part should be included as required	
Part 8 Transport Canada Civil Aviation (TCCA) Supplementary Procedures for a TCCA AM573 Maintenance Organisation	This section is for those Part-145 approved maintenance organisations who are also approved as a TCCA AM 573 maintenance organisation. The content of this Part reflects the difference between Part-145 and AM 573. TCCA Aircraft Maintenance & Manufacturing Staff Instruction MSI 10 Appendix A contains details of the Part 8 contents. This part should be included as required	
2.29 Airworthiness review procedures and records for ELA1 aircraft not involved in commercial operations (145.A.75(f))	This section should be included as required	
2.30 Development and approval processing for maintenance programmes for ELA2 aircraft not involved in commercial operations (145.A.75(g))	This section should be included as required	

Items where the CAA has a different approach or view to that in the User Guide

General	The document makes references to EASA, in the context of the document EASA is the National Authority for non-EU Part 145 organisations, therefore these references should be ignored and 'the (UK) CAA' used.	
Introduction. para 0.6 Associated Instructions	Any reference to an EASA document throughout the guidance document should be ignored.	
Para 1.1 Corporate Commitment by the Accountable Manager	The first sentence of the second paragraph is not necessary. The accountable manager's exposition statement as specified under 145.A.70(a)(1) should embrace the intent that provided in GM145.A.70(a) and it may be used without amendment.	
Para 1.3 Management Personnel	Responsible NDT Level III – where the document refers to NDT, reference should be made to CAP 747 GR 23	CAP 747 GR 23
Para 1.6 List of Certifying Staff and B1 and B2 Support Staff	Para 1.6.1 (Scope of the National Licence by Comparison to EASA Certifying Staff Categories.) should be ignored as certifying staff will hold Part 66 licences.	
Para 1.10.1 Notification	Documentation is to be provided to the CAA using the on-line application form "A change of any of the other nominated staff (EASA Form 4 holders) (other than an Accountable Manager) under the applicable regulation" is also classified as a significant change. However organisations <u>will not be required</u> to submit an EASA Form 2 when notifying changes to nominated personnel. The submission of the Form 4 plus associated Exposition amendment made via the on-line form is considered as being the acceptable means of notification to the CAA.	AW-ORG-PR-004
Para 1.10.1 Notification	Minor amendments to the Exposition and associated procedures may be approved through a detailed procedure, defining the extent and limitations of the privilege, in the amendment section of the MOE. Indirectly approved amendments to the Exposition can be incorporated, without direct approval of the CAA. A copy must still be provided to the CAA.	AW-ORG-PR-011
Para 1.9 Scope of work	The "D1"-Non Destructive Testing (NDT) rating is only necessary for a Part-145 organisation that carries out NDT as a particular task for another organisation, i.e. it will not have to be shown as an approved rating if it is used solely as part of maintenance performed under another rating such as a B1 or A rating.	AW-ORG-PR-006
Para 1.9 Scope of work	Organisations seeking approval to perform only boroscope inspections are not eligible for a 'D1' rating and thus must be assessed for an 'A' or 'B' rating as appropriate, AMC145.A.30 (f) Para 8 provides further details.	AW-ORG-PR-006

Para 1.9 Scope of work	CAA policy regarding the qualification of non destructive inspection (NDI) certifying staff is set out in GR23 in CAP 747: this is the UK "National Aviation Regulation" and complies with Part 145.A.30(f). All "D1" Rated organisations must meet this standard for certifying staff.	AW-ORG-PR-006
Para 1.9 Scope of work	Where it is impractical to list the full extent of an organisation's capability in the MOE (1.9), a Capability List should be raised as an additional document, that forms part of the Exposition as a whole. Changes to the Capability List must be treated as MOE amendments and dealt with in a manner described in MOE Part 1, paragraph 1.11, an associated procedure should be raised to define how changes to the List may be made.	AW-ORG-PR-006
Para 2.18 Reporting of Defects to the Competent Authority/Operator/Manufacturer	CAA guidance and reporting procedures should be followed.	
Critical tasks (145.A.48)	Amended entry to ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are properly addressed for all aircraft	
Occasional/temporary line stations	This enables organisations to establish temporary line stations in accordance with approved procedures and for the CAA to have full knowledge of these facilities. The use of this Occasional (temporary) Line maintenance privilege is limited to those cases where the Part 145 organisation has a maintenance contract with an EU operator (detailed in their MOE) requesting such maintenance. The scope of work (as detailed in their MOE) shall include a reference that the Organisation may perform work away from approved locations.	AW-CAW-PO-001 AW-CAW-PR-001
Certifying Staff Authorisation of Flight Crew - Part 145.A.30(j) Personnel Requirements	This CAA procedure is process requests, as the competent authority, for considering whether a check / replacement involves simple techniques, in accordance with 145.A.30(j)(4) and the associated AMC 145.A.30(j)(4) 2(ii) I; such that a Part 145 organisation can grant an authorisation to perform such a task.	AW-ORG-PR-002
Part 145 Approval to conduct OJT in support of Initial Part 66 Licence	The approval of a Part 145 maintenance organisation to conduct OJT as detailed in Part 66, Appendix iii, Section 6	AW-ORG-PR-001