**Common Changes**

- ‘Maintenance Organisation Exposition’ has been replaced by ‘MOE’
- ‘Approved Maintenance Organisation’ has been replaced by ‘AMO’
- Reference to ‘B mil’ removed (EMAR 66 does not contain the B mil rating)
- ‘or national equivalent qualification’ removed because EMAR 66 has been published
- ‘airworthiness directive’ has been replaced by ‘AD’
- ‘aircraft maintenance licence’ and ‘Military Aircraft Maintenance Licence’ have both been replaced by ‘MAML’
- ‘certificate of release to service’ has been replaced by ‘CRS’
- ‘Continuing Airworthiness Management Organisation’ has been replaced by ‘CAMO’
- ‘critical design configuration control limitation’ has been replaced by ‘CDCCL’
- ‘fuel tank safety’ has been replaced by ‘FTS’
- ‘sub-paragraph’ has been replaced by ‘subparagraph’
- ‘organisation’ has been replaced by ‘maintenance organisation’ or ‘AMO’ for clarity where appropriate

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<th>Regulation Reference</th>
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<tr>
<td>145.A.10</td>
<td>Scope</td>
<td>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.</td>
<td>This Section establishes the requirements to be met by a maintenance organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components.</td>
<td>–</td>
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<td>Reg Text: Minor wording changes.</td>
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<tr>
<td>145.A.15</td>
<td>Application</td>
<td>An application for the issue or change of an approval shall be made to the National Military Airworthiness Authority (NMAA) in a form and manner established by such authority.</td>
<td>In a form and manner established by the NMAA means that the application should be made by using a DASR Form 2.</td>
<td>–</td>
<td>–</td>
<td>AMC Text: Minor wording changes.</td>
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<tr>
<td>145.A.20</td>
<td>Terms of approval</td>
<td>The organisation shall specify the scope of work deemed to constitute approval in its exposition. AMC (Appendix II to DASR 145.A.20 contains a table of all classes and ratings)</td>
<td>The maintenance organisation shall specify the scope of work deemed to constitute approval in its Maintenance Organisation Exposition (MOE)(Appendix II to this DASR contains a table of all classes and ratings). AMC</td>
<td>Table 1 in Appendix II of EMAR 145 identifies the S1000D Chapter Reference for the Category C component rating. If the maintenance manual (or equivalent document) does not follow the S1000D Chapter reference, the corresponding subjects still apply to the applicable C rating.</td>
<td>–</td>
<td>–</td>
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<tr>
<td>145.A.25</td>
<td>Facility requirements</td>
<td>The organisation shall ensure that:</td>
<td>The maintenance organisation shall ensure that:</td>
<td>–</td>
<td>–</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.25(a)</td>
<td></td>
<td>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.</td>
<td>Where the hangar is not owned by the maintenance organisation, it may be necessary to establish proof of tenancy. In addition, sufficiency of hangar space to carry out planned base maintenance should be demonstrated by the preparation of a projected aircraft hangar visit plan relative to the maintenance programme. The aircraft hangar visit plan should be updated on a regular basis.</td>
<td>–</td>
<td>–</td>
<td>AMC Text: Minor wording changes.</td>
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<tr>
<td>145.A.25(a)(1)</td>
<td></td>
<td>For base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate aircraft on planned base maintenance.</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.25(a)(2)</td>
<td></td>
<td>For component maintenance, component workshops are large enough to accommodate the components on planned maintenance.</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.25(b)</td>
<td></td>
<td>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.</td>
<td>It is acceptable to combine any or all of the office accommodation requirements into one office subject to the staff having sufficient room to carry out the assigned tasks. In addition, as part of the office accommodation, aircraft maintenance staff should be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.</td>
<td>–</td>
<td>–</td>
<td>AMC Text: Minor formatting change.</td>
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</tbody>
</table>
The working environment including aircraft hangars, component workshops and office accommodation is appropriate for the tasks 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.

Temperatures must be maintained such that personnel can carry out required tasks without undue discomfort.

Dust and any other airborne contamination are kept to a minimum and not be permitted to reach a level in the work 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.

Lighting is such that to ensure inspection and maintenance tasks can be carried out in an effective manner.

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.

Where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions shall be observed. Specific conditions are identified in the maintenance data.

The working environment for line maintenance is such that the particular maintenance or inspection task can be carried out without undue distraction. Therefore where the working environment deteriorates to an unacceptable level in respect of temperature, moisture, light, dust/other airborne contamination, the particular maintenance or inspection tasks must be suspended until satisfactory conditions are re-established.

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

The organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

Ensure that all necessary resources are available to accomplish maintenance in accordance with DASR 145.A.85(b) to support the organisation approval.

Ensure that all necessary resources are available to accomplish maintenance in accordance with DASR 145.A.85(b) to support the organisation approval.

The maintenance organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

With regard to the Accountable Manager, it is normally intended to mean the Chief Executive Officer or senior military commander and has a sufficiency of authority to allocate personnel, access to the Chief Executive Officer or senior military commander and has a sufficiency of resource allocation.

The Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

With regard to the Accountable Manager, it is normally intended to mean the Chief Executive Officer or senior military commander and has a sufficiency of authority to allocate personnel, access to the Chief Executive Officer or senior military commander and has a sufficiency of resource allocation.

The maintenance organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

With regard to the Accountable Manager, it is normally intended to mean the Chief Executive Officer or senior military commander and has a sufficiency of authority to allocate personnel, access to the Chief Executive Officer or senior military commander and has a sufficiency of resource allocation.

The maintenance organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

With regard to the Accountable Manager, it is normally intended to mean the Chief Executive Officer or senior military commander and has a sufficiency of authority to allocate personnel, access to the Chief Executive Officer or senior military commander and has a sufficiency of resource allocation.

The maintenance organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by DASR 145. The Accountable Manager shall:

With regard to the Accountable Manager, it is normally intended to mean the Chief Executive Officer or senior military commander and has a sufficiency of authority to allocate personnel, access to the Chief Executive Officer or senior military commander and has a sufficiency of resource allocation.
145.A.30(a)(2) Establish and promote the safety and quality policy specified in DASR 145.A.65(a). – – No change.

145.A.30(a)(3) Demonstrate a basic understanding of this DASR. – – No change.

145.A.30(b) The organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the organisation complies with this DASR. Such person(s) shall ultimately be responsible to the Accountable Manager.

The maintenance organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the maintenance organisation complies with this DASR. Such person(s) shall ultimately be responsible to the Accountable Manager.

1. Dependent upon the size of the maintenance organisation, the DASR 145 functions may be subdivided under individual managers or combined in any number of ways. Where an AMO elects to have multiple Responsible Managers within their organisational structure, each manager’s responsibilities should be clearly defined with reference to the appropriate regulation to ensure there is no overlapping of responsibilities and that there is no dilution of responsibility or accountability by the number of Responsible Managers.

2. The maintenance organisation should have, dependent upon the extent of approval, a base maintenance manager, a line maintenance manager, a workshop manager and a quality manager, all of whom should represent the maintenance organisation. In addition, the maintenance organisation shall have a procedure to reassess work intended to be carried out during base maintenance, plus any defect rectification carried out during base maintenance, is carried out to the design and quality standards specified in DASR 145.A.65(b). The base maintenance manager is also responsible for any corrective action resulting from the quality compliance monitoring of DASR 145.A.65(c).

3. The base maintenance manager is responsible for ensuring that all required base maintenance, plus any defect rectification carried out during base maintenance, is carried out to the standards specified in DASR 145.A.65(b) and also responsible for any corrective action resulting from the quality compliance monitoring of DASR 145.A.65(c).

4. The line maintenance manager is responsible for ensuring that all line maintenance required to be carried out including line defect rectification is carried out to the standards specified in DASR 145.A.65(b) and is also responsible for any corrective action resulting from the quality compliance monitoring of DASR 145.A.65(c).

5. Where a maintenance organisation chooses to appoint managers for all or any combination of the identified DASR 145 functions because of the size of the undertaking, it is necessary that these managers report ultimately through either the base maintenance manager or line maintenance manager or workshop manager or quality manager, as appropriate, to the Accountable Manager.

Note: Certifying staff may report to any of the managers specified depending upon which type of control the maintenance organisation uses (for example licensed engineers/independent inspection/qualifying function supervisors etc.) as long as the quality compliance monitoring staff specified in DASR 145.A.65(c)(1) remain independent.

1. 'Sufficient' means that the maintenance organisation employs or contracts/tasks competent staff, as detailed in the man-hour plan, of which at least half the staff that perform maintenance in each workshop, hangar or flight line on any shift should be employed to ensure organisational stability. For the purpose of meeting a specific operational necessity, a temporary increase of the proportion of contracted staff may be permitted to the maintenance organisation by the NMAA, in accordance with an approved procedure which should describe the extent, specific duties, and responsibilities for ensuring adequate organisational stability. For the purpose of this subparagraph, employed means the person is directly employed as an individual by the maintenance organisation whereas contracted/tasked means the person is employed by another organisation or military unit and contracted/tasked by that organisation to the maintenance organisation. In the case of Defence/Industrial partnered support arrangements, the Defence share of the maintenance organisation should be considered, for the purpose of this clause, as part of the industry workforce.

AMC Text: Minor wording changes. Changes to reference to maintenance being conducted in the hangar and on the line has been removed from paragraphs 3 and 4.

AMC Text: Minor wording changes. Reference to 298 to 399 AMO Text: Minor wording changes. Addition of competent and tasked for clarity.

Reg Text: Minor wording changes. Addition of dependent upon the size of the maintenance organisation, the DASR 145 functions may be subdivided under individual managers or combined in any number of ways. Where an AMO elects to have multiple Responsible Managers within their organisational structure, each manager’s responsibilities should be clearly defined with reference to the appropriate regulation to ensure there is no overlapping of responsibilities and that there is no dilution of responsibility or accountability by the number of Responsible Managers.

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Reg Text: Minor wording changes.
### 145.A.30(d) AMC para 2

2. The maintenance man-hour plan should take into account all activities carried out outside the scope of the DASR 145 approval.

The planned absence (for training, vacations, etc.) should be considered when developing the man-hour plan.

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### 145.A.30(d) AMC para 3

3. The maintenance man-hour plan should relate to the anticipated maintenance work load except that when the maintenance organisation cannot predict such workload, due to the short term nature of its contracts/tasking or unpredictable variations in operational military tasking, then such a plan should be based upon the minimum maintenance workload needed for organisational viability. Maintenance work load includes all necessary work such as, but not limited to, planning, maintenance record checks, production of worksheets/cards in paper or electronic form, accomplishment of maintenance, inspection and the completion of maintenance records.

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### 145.A.30(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 defined through the Maintenance Organisation Exposition and approved by the NMMA. In addition to the necessary expertise related to the job function, competence must include an understanding of the application of human factors and human performance issues appropriate to that person's function in the organisation.

Note 1: ‘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.

Note 2: ‘Human performance’ means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

The maintenance 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 defined through the MOE and approved by the NMMA. In addition to the necessary expertise related to the job function, competence shall include an understanding of the application of human factors and human performance issues appropriate to that person's function in the maintenance organisation.

Competence should be defined as a measurable skill or standard of performance, knowledge and understanding, taking into consideration attitude and behaviour.

The referenced procedure requires amongst others that planners, mechanics, specialised service staff, supervisors, certifying staff and support staff, whether employed or contracted, are assessed for competence before unsupervised work commences and competence is controlled on a continuous basis.

Competence should be assessed by evaluation of:
- on-the-job performance and/or testing of knowledge by appropriately qualified personnel; and
- records for basic, organisational, and/or product type and differences training; and
- experience records.

Validation of the above could include a confirmation check with the organisation(s) that issued such document(s). For that purpose, experience/training may be recorded in a document such as a log book or based on the suggested template in GM 3 to DASR 145.A.30(e).

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**AMC Text:** New content on maintenance man-hour plans.

**AMC Text:** Minor wording changes.

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**GM Text:** New content added over 4 sections.

**GM Text:** New GM Template for recording experience/training.

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**GM Text:** New content added over 3 sections.

**GM Text:** New GM describing competence assessment procedure.
As a result of this assessment, an individual's qualification should determine:
- which level of ongoing supervision would be required or whether unsupervised work could be permitted.
- whether there is a need for additional training.
A record of the qualification and competence assessment should be kept.
This should include copies of all documents that attest to qualification, such as the MAML and/or any authorisation held, as applicable.
For a proper competence assessment of its personnel, the maintenance organisation should consider that:
1. In accordance with the job function, adequate initial and recurrent training should be provided and recorded to ensure continued competence so that it is maintained throughout the duration of employment/contract.
2. All staff should be able to demonstrate knowledge of and compliance with the maintenance organisation’s procedures, as applicable to their duties.
3. All staff should be able to demonstrate an understanding of human factors and human performance issues in relation with their job function and be trained as per AMC 2 to DASR 145.A.30(e).
4. To assist in the assessment of competence and to establish the training needs analysis, job descriptions are recommended for each job function in the maintenance organisation. Job descriptions should contain sufficient criteria to enable the required competence assessment.
5. Criteria should allow the assessment to establish that, among others (titles might be different in each organisation):
- Managers are able to properly manage the work output, processes, resources and priorities described in their assigned duties and responsibilities in a safe compliant manner in accordance with requirements and maintenance organisation procedures.
- Planners are able to interpret maintenance requirements into maintenance tasks, and have an understanding that they have no authority to deviate from the maintenance data.
- Supervisors are able to ensure that all required maintenance tasks are carried out and, where not completed or where it is evident that a particular maintenance task cannot be carried out to the approved maintenance data, then such problems should be reported to the EMAR 145.A.30(c) person for appropriate action. In addition, for those supervisors, who also carry out maintenance tasks, that they understand such tasks should not be undertaken when incompatible with their management responsibilities.
- Mechanics are able to carry out maintenance tasks to any standard specified in the maintenance data and should notify supervisors of defects or mistakes requiring rectification to re-establish required maintenance standards.
- Specialised services staff are able to carry out specialised maintenance tasks to the standard specified in the maintenance data. They should be able to communicate with supervisors and report accurately when necessary.
- Support staff are able to determine that relevant maintenance tasks have been carried out to the required standard.
- Certifying staff are able to determine when the aircraft or aircraft component is ready to release to service and when it should not be released to service.
| 145.A.30(e) | AMC2 | In respect to the understanding of the application of human factors and human performance issues, all maintenance organisation personnel should have received an initial and continuation human factors training. This should concern to a minimum:
- Nominated persons, managers, supervisors;
- Certifying staff, support staff and mechanics;
- Technical support personnel such as planners, engineers, technical record staff;
- Quality control/assurance staff;
- Specialised services staff;
- Human factors staff/human factors trainers;
- Store department staff, purchasing department staff;
- Ground equipment operators;
- Contracted/tasked staff in the above categories.

1. Initial human factors training should cover all the topics of the training syllabus specified in GM EMAR 145.A.30(e) either as a dedicated course or else integrated within other training. The syllabus may be adjusted to reflect the particular nature of the maintenance organisation. The syllabus may also be adjusted to meet the particular nature of work for each function within the maintenance organisation. For example:
   - small maintenance organisations not working in shifts may cover in less depth subjects related to teamwork and communication;
   - planners may cover in more depth the scheduling and planning objective of the syllabus and in less depth the objective of developing skills for shift working.

All personnel, including personnel being recruited from any other organisation should receive initial human factors training compliant with the maintenance organisation’s training standards prior to commencing actual job function, unless their competence assessment justifies that there is no need for such training. Newly directly employed personnel working under direct supervision may receive training within 6 months after joining the maintenance organisation.

2. The purpose of human factors continuation training is primarily to ensure that staff remain current in terms of human factors and also to collect feedback on human factors issues. Consideration should be given to the possibility that such training has the involvement of the quality department. There should be a procedure to ensure that feedback is formally passed from the trainers to the quality department to initiate action where necessary.

Human factors continuation training should be of an appropriate duration in each two year period in relation to relevant quality audit findings and other internal/external sources of information on human errors in maintenance available to the maintenance organisation.

3. Human factors training may be conducted by the maintenance organisation itself, or independent trainers, or any training organisations acceptable to the NMAA.

4. The human factors training procedures should be specified in the MOE.

AMC Text: AMC reworded for clarity, no change to intent. AMC spread over 4 sections.
### 145.A.30(e)

Additional training in fuel tank safety as well as associated inspection standards and maintenance procedures should be required for maintenance organisations' technical personnel, especially technical personnel involved in the compliance of Critical Design Configuration Control Limitations (CDCCCL) tasks (if applicable).

Guidance is provided for training to maintenance organisation personnel in Appendix IV to AMC DASR 145.A.30(e) and AMC DASR 145.B.10(c).

### 145.A.30(f)

The organisation shall ensure that personnel who carry out and/or control a 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 NMIA. 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 DASR 66 category B1 or national equivalent qualification may carry out and/or control colour contrast dye penetrant tests.

The maintenance organisation shall ensure that personnel who carry out and/or control a 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 NMIA. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognised Standards.

Minor changes to AMC

### 145.A.30(f)(1)

1. By derogation to paragraph (f), a maintenance organisation may authorise those personnel specified in paragraphs (g) and (h)(1), qualified in Category B1 in accordance with DASR 66 or national equivalent, to carry out and/or control colour contrast dye penetrant inspections/visible dye penetrant inspections which are to be detailed in the MOE.

### 145.A.30(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, B2 or national equivalent qualification in accordance with DASR 66 and DASR 145.A.35.

Any maintenance organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate Military Aircraft Type Rated certifying staff, qualified as Category B1 and B2 as appropriate or national equivalent qualification, in accordance with DASR 66 and DASR 145.A.35.

1. For the purposes of DASR 66 A.20(a)(1) and USAR 66 A.20(a)(3)(ii) personnel, minor scheduled line maintenance means any minor scheduled inspection/check up to and including a weekly check specified in the Aircraft Maintenance Programme (AMP). For AMPs that do not specify a weekly check, the NMIA should determine the most significant check that is considered equivalent to a weekly check.

2. Typical tasks permitted after appropriate task training to be carried out by the DSAR 66.A.20(a)1) and the DSAR 66.A.20(a)(3)(ii) personnel for the purpose of these personnel issuing an aircraft Certificate of Release to Service (CRS) as specified in DASR 145.A.50 as part of minor scheduled line maintenance or simple defect rectification are contained in the following list:

Minor changes have been made to list items 2m and 2p. New list items added 2r and 2s which provide additional AMC for fixed and rotary wing.
145.A.30(g) NOTE: In addition such organisations may also use appropriately task trained certifying staff qualified as category A or national equivalent qualification in accordance with DASR 66 and DASR 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 DASR 66 category B1, B2 or national equivalent qualification certifying staff to support the category A certifying staff. However, such DASR 66 category B1, B2 or national equivalent qualified certifying staff need not always be present at the line station during minor scheduled line maintenance or simple defect rectification.

145.A.30(g) NOTE: To ensure the achievement of certain operations of maintenance, such as the maintenance and operations of laying and removal of armaments, the organisation must have sufficient staff possessing the appropriate licence extension or national equivalent qualification.

145.A.30(h) Any organisation maintaining aircraft, except where stated otherwise in paragraph (i), shall:

- Any maintenance organisation maintaining aircraft, except where stated otherwise in paragraph (j) shall:
  - In addition the organisation shall have sufficient aircraft type rated staff qualified as category B or national equivalent in accordance with DASR 66 or equivalent and DASR 145.A.35 to support the category C staff or national equivalent qualification.
  - In the case of base maintenance of aircraft, have appropriate aircraft type rated certifying staff qualified as category C or national equivalent qualification in accordance with DASR 66 or equivalent and DASR 145.A.35. In addition the organisation shall have sufficient aircraft type rated staff qualified as category B or national equivalent in accordance with DASR 66 or equivalent and DASR 145.A.35 to support the category C staff or national equivalent qualification.

145.A.30(h)(1) Category B1, B2 staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C or national equivalent qualification certifying staff issues the certificate of release to service. Category B1 and B2 support staff shall ensure that all relevant maintenance tasks have been carried out to the required standard before the category C or national equivalent certifying staff issues the certificate of release to service. The organisation shall maintain a register of any such B1, B2 support staff or national equivalent qualification.

145.A.30(h)(1)(i) The organisation shall maintain a register of any such B1, B2 support staff or national equivalent qualification. The maintenance organisation shall maintain a register of any such B1 or B2 support staff or national equivalent.

145.A.30(h)(1)(ii) The category C or national equivalent qualification certifying staff shall ensure that compliance with paragraph (i) has been met and that all work 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 appropriate Continuing Airworthiness Management Organisation (CAMO) to defer such work to another specified check or time limit. The Category C or national equivalent certifying staff shall ensure that compliance with paragraph (i) has been met and that all work 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 appropriate Continuing Airworthiness Management Organisation (CAMO) to defer such work to another specified check or time limit.

145.A.30(h)(2) The component certifying staff shall comply with DASR 66 or national equivalent qualification.

BY DEROGATION TO PARAGRAPHS (g) AND (h), THE ORGANISATION MAY USE CERTIFYING STAFF QUALIFIED IN ACCORDANCE WITH THE FOLLOWING PROVISIONS:

- BY DEROGATION TO PARAGRAPHS (g) AND (h), the organisation may use certifying staff qualified in accordance with the following provisions:
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 their flight crew licence or national equivalent qualification held. However, the organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander and/or flight engineer can accomplish the airworthiness directive to the required standard.

In the case of aircraft operating away from a supported location the organisation may issue a limited certification authorisation to the aircraft commander, the flight engineer and/or the crew chief on the basis of the flight crew licence or national equivalent qualification held subject to being satisfied that sufficient practical training has been carried out to ensure that the aircraft commander and/or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in a Maintenance Organisation Exposition (MOE) procedure.

In 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:

1. For the purposes of this subparagraph “unforeseen” means that the aircraft grounding could not reasonably have been predicted by the Operating Organisation because the defect was unexpected due to being part of a hitherto reliable system.
2. A one-off authorisation should only be considered for issue by the maintenance organisation after it has made a reasoned judgement that such a requirement is appropriate under the circumstances and at the same time maintaining the required airworthiness standards. The maintenance organisation should assess each situation individually prior to the issuance of a one-off authorisation. The maintenance organisation that issues this one-off authorisation retains responsibility for all work performed.

For a repetitive pre-flight Airworthiness Directive (AAD) which specifically states that the flight crew may carry out such AD, the maintenance organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence or national equivalent qualification held. However, the maintenance organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander and/or flight engineer can accomplish the AD to the required standard.

In the case of aircraft operating away from a supported location the maintenance organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence or national equivalent qualification held subject to being satisfied that sufficient practical training has been carried out to ensure that the aircraft commander and/or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in a MOE procedure.

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<tr>
<th>Paragraph</th>
<th>Text</th>
<th>AMC Text</th>
<th>Reg Text</th>
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</table>
To certify on-aircraft maintenance performed on armament, rescue and escape systems and other military-specific systems, any maintenance organisation maintaining aircraft shall have sufficient staff possessing the Category A, B1 or B2 MAML or national equivalent with the appropriate extensions.

**Certifying staff and support staff**

In addition to the appropriate requirements of DASR 145.A.30(g) and (h), the organisation shall ensure that certifying and category B1, 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 shall be accomplished before the issue or re-issue of the certification authorisation. **Note:** Paragraph was completely rewritten at EASA amendment 2012/004/R. The amended text has been reviewed and amended for use in EMAR 145 AMC. It replaces the original text in Ed 1.1.

Excepting those cases listed in DASR 145.A.30(j) and DASR 66.A.20(a)(ii), the maintenance organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and any type rating listed on the aircraft maintenance licence listed in DASR 66 or national equivalent requirement, subject to the licence remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with DASR 66 or national equivalent requirement.
The organisation shall ensure that all certifying staff and support staff or national equivalent qualification are involved in at least six months of actual relevant aircraft or component maintenance experience in any consecutive two year period.

The maintenance organisation shall ensure that all certifying staff and support staff are involved in at least six months of actual relevant aircraft or component maintenance experience in any consecutive two year period.

NOTE: 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.

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 or aircraft group systems specified in the particular certification authorisation.

The organisation shall ensure that all certifying staff and support staff or national equivalent qualification and capability to carry out their intended certifying duties in accordance with a procedure as specified in the MOE prior to the issue or re-issue of a certification authorisation under DASR 145.A.35.

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.

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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.

The organisation shall establish a programme for continuation training for certifying staff and support staff, including a procedure to ensure compliance with the relevant paragraphs of DASR 145.A.35 as the basis for issuing certification authorisations under DASR 145 to certifying staff, and a procedure to ensure compliance with DASR 66.

The maintenance organisation shall ensure that all certifying staff and support staff receive sufficient continued 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.

The maintenance organisation shall establish a programme for continuation training for certifying staff and support staff, receive sufficient continuous training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, maintenance organisation procedures and human factor issues.

The organisation shall ensure that all certifying staff and support staff or national equivalent qualification are involved in at least six months of actual relevant aircraft or component maintenance experience in any consecutive two year period. The maintenance organisation shall ensure that all certifying staff and support staff are involved in at least six months of actual relevant aircraft or component maintenance experience in any consecutive two year period.

AMC 1

For the interpretation of “6 months of actual relevant aircraft maintenance experience in any consecutive 2 year period”, the provisions of AMC EMAR 66.A.200(i) are applicable.

AMC 2

Where unpredictable variations in operational military tasking require the use of personnel not meeting the six-month experience requirement, this should be approved by the Accountable Manager on a temporary basis only with the necessary precaution/mitigation put in place and both the Operating Organisation/CAMO for which work is being conducted and the MCAA should be informed.

New GM Added to contextualise the role of the WOE in the Authorisation of personnel

GM Text: New content to contextualise role of WOE in Authorisation of personnel.
<table>
<thead>
<tr>
<th>Section</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>145.A.35(j)</td>
<td>The organisation shall maintain a record of all certifying staff and support staff. The maintenance organisation shall maintain a record of all certifying staff and support staff which shall contain: 1. The following minimum information as applicable should be kept on record in respect of each certifying staff and support staff: a. Military Aircraft Type Training/Task Training 2. The record may be kept in any format and should be controlled by the maintenance organisation.</td>
</tr>
<tr>
<td>145.A.35(j)</td>
<td>The staff records shall contain: Can be deleted as combined with the paragraph above.</td>
</tr>
<tr>
<td>145.A.35(j)(1)</td>
<td>Details of any aircraft maintenance licence held under DASR 66 or national equivalent requirement; Details of any MAML held under DASR 66 or national equivalent requirement;</td>
</tr>
<tr>
<td>145.A.35(j)(2)</td>
<td>All relevant training completed;</td>
</tr>
<tr>
<td>145.A.35(j)(3)</td>
<td>The scope of the certification authorisations issued, where relevant, and</td>
</tr>
<tr>
<td>145.A.35(j)(4)</td>
<td>Particulars of staff with limited or one-off certification authorisations.</td>
</tr>
<tr>
<td>145.A.35(k)</td>
<td>The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.</td>
</tr>
<tr>
<td>145.A.35(l)</td>
<td>Certifying staff shall produce their certification authorisation to any authorised person within 24 hours.</td>
</tr>
<tr>
<td>145.A.35(m)</td>
<td>The minimum age for certifying staff and category B1, B2 or national equivalent qualification support staff is 21 years.</td>
</tr>
</tbody>
</table>

**Note:**
- The organisation shall retain the record for at least three years after the certifying staff or support staff have ceased employment with the organisation or as soon as the authorisation has been withdrawn. In addition, upon request, the maintenance organisation shall furnish certifying staff and support staff with a copy of their record on leaving the organisation.
- The staff records shall contain: Can be deleted as combined with the paragraph above.
- The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.
- Certifying staff shall produce their certification authorisation to any authorised person within 24 hours. |
| 145.A.35(n) | The holder of a Category A MAML may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant Category A aircraft task training carried out by an organisation appropriately approved in accordance with DASR 145 or DASR 147. This training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the AMO or DASR 147 MTO. |

1. It is the responsibility of the AMO issuing the Category A certifying staff authorisation to ensure that the task training received by the person covers all the tasks to be authorised. This is particularly important in those cases where the task training has been provided by an DASR 147 MTO or by an AMO different from the one issuing the authorisation.
2. “Appropriately approved in accordance with DASR 147” means an MTO holding an approval to provide Category A task training for the corresponding aircraft type.
3. “Appropriately approved in accordance with DASR 145” means an AMO holding a maintenance organisation approval for the corresponding aircraft type.
4. It is acceptable to substitute task training with type training, provided that the type training meets the requirements of paragraph 1.
145.A.35(o) The holder of a Category B2 MAML may only exercise the certification privileges described in DASR 66.A.20(a)(3)(ii) following the satisfactory completion of:
(i) the relevant Category A aircraft task training; and
(ii) 6 months of documented practical experience covering the scope of the authorisation that will be issued.

The task training shall include practical hands-on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination by or workplace assessment. Task training and examination/assessment shall be carried out by the AMO issuing the certifying staff authorisation. The practical experience shall be also obtained within the same AMO unless approved otherwise by the NMAA.

145.A.40(a) The organisation shall have available and use the necessary equipment, tools and material to perform the approved scope of work. The maintenance organisation shall have available and use the necessary equipment, tools and material to perform the approved scope of work.

Once the applicant for approval has determined the intended scope of approval for consideration by the NMAA, it should be necessary to show that all tools and equipment as specified in the maintenance data can be made available when needed. All such tools and equipment that require to be controlled in terms of servicing or calibration by virtue of being necessary to measure specified dimensions and torque figures etc., should be clearly identified and listed in a control register including any personal tools and equipment that the maintenance organisation agrees can be used.

145.A.40(a)(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 NMAA via procedures specified in the Maintenance Organisation Exposition.

Where the manufacturer specifies a particular tool or equipment, the maintenance organisation shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the NMAA via procedures specified in the MOE.

145.A.40(a)(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 will be detailed in the Maintenance Organisation Exposition.

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 will be detailed in the MOE.

145.A.40(a)(3) A maintenance organisation approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/locking such that the aircraft can be properly inspected.

A maintenance organisation approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/locking such that the aircraft can be properly inspected.

145.A.40(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.

The maintenance 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 maintenance organisation.

1. The privilege for a Category B2 MAML holder to release minor scheduled line maintenance and simple defect rectification in accordance with EMAR 66.A.20(a)(3)(ii) can only be granted by the NMAA during the 6 month period in those tasks which are going to be part of the authorisation.

2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period.

4. The term “6 months of experience” can include either full-time employment or part-time employment. The important aspect is that the person has been involved for the equivalent of a 6-month period in those tasks which are going to be part of the authorisation.

1. The privilege for a Category B2 MAML holder to release minor scheduled line maintenance and simple defect rectification in accordance with EMAR 66.A.20(a)(3)(ii) can only be granted by the NMAA during the 6 month period in those tasks which are going to be part of the authorisation.

2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period.

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2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period.

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2. When a Category B2 MAML holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to Category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

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4. The term “6 months of experience” can include either full-time employment or part-time employment. The important aspect is that the person has been involved for the equivalent of a 6-month period in those tasks which are going to be part of the authorisation.
145.A.42(a)

All components shall be classified and appropriately segregated into the following categories:

Para 2 adds "See AMC DASR 145.A.42(a)(4) and AMC DASR 145.A.42(a)(5)."

New EMAR GM is N/A as it refers to Part M Subpart F organisations which are not applicable in DASR

AMC Text: Reference to AMC 145.A.42((a)(4) and (5) added.

145.A.42(a)(1)

Components which are in a satisfactory condition, released on an DASR Form 1 or equivalent and marked in accordance with DASR 21 Subpart Q.

Components which are in a satisfactory condition, released on an DASR Form 1 or equivalent and marked in accordance with DASR 21 Section A Subpart Q.

Reg Text: ‘Section A’ added for clarity.

145.A.42(a)(2)

Unserviceable components which shall be maintained in accordance with this section.

Unserviceable components which shall be maintained in accordance with this section. A component shall be considered unserviceable in any one of the following circumstances:

The maintenance organisation performing maintenance should ensure proper identification of any unserviceable component.
The unserviceable status of the component should be clearly declared on a tag or other suitable means together with the component identification data and any information useful to define actions necessary to be taken. Such information should state, as applicable, in-service times, maintenance status, preservation status, failures, defects or malfunctions reported or detected, exposure to adverse environmental conditions or if the component has been involved in or affected by an accident/incident. Means should be provided to prevent unwanted separation of this tag from the component.
Where the unserviceability has resulted in an occurrence report, the component shall be retained by the maintenance organisation until such time as investigation into the failure, malfunction or defect has determined that the component is not required to be retained for further examination.

NOTE: ‘A secure location under the control of an approved maintenance organisation’ means a secure location for which security is the responsibility of the approved maintenance organisation. This may include facilities established by the approved maintenance organisation at locations different from the main maintenance facilities. These locations should be identified in the relevant procedures of the approved maintenance organisation.

Reg Text: New content added to align with EMAR.

AMC Text: Additional information provided on identification and handling of unserviceable components.

145.A.42(a)(2)(i) expiry of the service life limit as defined in the Aircraft Maintenance Programme (AMP);

Reg Text: Content added from obsolete DASR 145.A.43(a)(1) with minor changes.

145.A.42(a)(2)(ii) non-compliance with the applicable ADs and other continued or continuing airworthiness requirement mandated by the NMAA;

Reg Text: Content added from obsolete DASR 145.A.43(a)(2) with minor changes.

145.A.42(a)(2)(iii) absence of the necessary information to determine the airworthiness status or eligibility for installation;

Reg Text: Content added from obsolete DASR 145.A.43(a)(3).

145.A.42(a)(2)(iv) evidence of defects or malfunctions;

Reg Text: Content added from obsolete DASR 145.A.43(a)(4).

145.A.42(a)(2)(v) involvement in an incident or accident likely to affect its serviceability;

Reg Text: Content added from obsolete DASR 145.A.43(a)(5).
145.A.42(a)(2) Note

Unsalvageable components which are classified in accordance with DASR 145.A.43(c).

Unsalvageable components which are classified in accordance with DASR 145.A.43(c). A maintenance organisation in consultation with the CAMO/Operating Organisation shall, in the case of unsalvageable components:

- A maintenance organisation may choose, in consultation with the CAMO/Operating Organisation, to release an unsalvageable component for legitimate non-flight uses, such as for training and education, research and development. In such instances, mutilation may not be appropriate. The following methods should be used to prevent the component re-entering the aviation supply system:
  - (a) permanently marking or stamping the component, as “NOT SERVICEABLE.” (risk stamping is not an acceptable method);
  - (b) removing original part number identification;
  - (c) removing data plate identification;
  - (d) maintaining a tracking or accountability system, by serial number or other individualised data, to record transferred unsalvageable aircraft component;
  - (e) including written procedures concerning disposal of such components in any agreement or contract transferring such components.

NOTE: Unsalvageable components should not be released to any person or organisation that is known to return unsalvageable components back into the aviation supply system, due to the potential safety threat. Information about such organisations can be found, for example, in FAA Unapproved Parts Notifications, FAA Special Airworthiness Bulletins or EASA Safety Information Bulletins.

Reg Text: Text added from Obsolete DASR 145.A.43(b).

Reg Text: Reference to obsolete DASR amended. Information added on unsalvageable components.

AMC Text: Content added from obsolete AMC 145.A.43(a) with minor changes.

145.A.42(a)(3)(i)

Unsalvageable components which are classified in accordance with DASR 145.A.43(c).

Unsalvageable components which are classified in accordance with DASR 145.A.43(c). A maintenance organisation in consultation with the CAMO/Operating Organisation shall, in the case of unsalvageable components:

1. Mutilation should be accomplished in such a manner that the components become permanently unsalvageable for their original intended use. Mutilated components should not be able to be reworked or camouflaged to provide the appearance of being serviceable, such as by re-drilling, shortening and re-threading long bolts, welding, straightening, machining, cleaning, polishing, or repainting.

2. Mutilation may be accomplished by one or a combination of the following procedures:
   - (a) grinding,
   - (b) burning,
   - (c) removal of a major lug or other integral feature,
   - (d) permanent distortion of parts,
   - (e) cutting a hole with a cutting torch or saw,
   - (f) melting,
   - (g) sawing into many small pieces,
   - (h) any other method accepted by the NMAA on a case by case basis.

3. The following procedures are examples of mutilation that are often less successful because they may not be consistently effective:
   - (a) stamping or vibro-etching,
   - (b) spraying with paint,
   - (c) small distortions, incisions or hammer marks,
   - (d) identification by tag or markings,
   - (e) drilling small holes,
   - (f) sawing in two pieces only.

4. Since manufacturers producing approved aircraft components should maintain records of serial numbers for ‘retired’ certified life-limited or other critical components, the organisation that mutilates a component should inform the original manufacturer unless directed otherwise by the FAA.

Reg Text: Revised content added from Obsolete DASR 145.A.43(d)(1).

AMC Text: New content added on identification of unsalvageable components.

145.A.42(a)(3)(ii)

Unsalvageable components which are classified in accordance with DASR 145.A.43(c).

Unsalvageable components which are classified in accordance with DASR 145.A.43(c). A maintenance organisation in consultation with the CAMO/Operating Organisation shall, in the case of unsalvageable components:

- retain such components in a secure location under the control of the maintenance organisation until a decision is made on the future status of such component, or

Reg Text: Content added from Obsolete DASR 145.A.43(d).

AMC Text: Content added from obsolete AMC 145.A.43(a) with minor changes.

145.A.42(a)(3)(iii)

Unsalvageable components which are classified in accordance with DASR 145.A.43(c).

Unsalvageable components which are classified in accordance with DASR 145.A.43(c). A maintenance organisation in consultation with the CAMO/Operating Organisation shall, in the case of unsalvageable components:

- arrange for the components to be mutilated in a manner that ensures they are beyond economic salvage or repair before relinquishing responsibility for such components. By derogation, a CAMO/Operating Organisation may transfer responsibility of components classified as unsalvageable to an organisation for training or research without mutilation.

- arrange for the components to be mutilated in a manner that ensures they are beyond economic salvage or repair before relinquishing responsibility for such components. By derogation, a CAMO/Operating Organisation may transfer responsibility of components classified as unsalvageable to an organisation for training or research without mutilation.

Reg Text: Content added from Obsolete DASR 145.A.43(d).

AMC Text: New content added on identification of unsalvageable components.

145.A.42(a)(4)

Unsalvageable components which are classified in accordance with DASR 145.A.43(c).

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Reg Text: Revised content added from Obsolete DASR 145.A.43(d)(1).

AMC Text: New content added on identification of unsalvageable components.

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Reg Text: Revised content added from Obsolete DASR 145.A.43(d)(1).

AMC Text: New content added on identification of unsalvageable components.

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Reg Text: Revised content added from Obsolete DASR 145.A.43(d)(1).

AMC Text: New content added on identification of unsalvageable components.

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Reg Text: Revised content added from Obsolete DASR 145.A.43(d)(1).

AMC Text: New content added on identification of unsalvageable components.
<table>
<thead>
<tr>
<th>145.A.42(a)(5)</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>145.A.42(a)(6)</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td>145.A.42(b)</td>
<td>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.</td>
</tr>
</tbody>
</table>
145.A.42(c) The organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities, or other facilities if this is approved by the NMAA, provided procedures are identified in the Maintenance Organisation Exposition.

The maintenance organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities, or other facilities if this is approved by the NMAA, provided procedures are identified in the MOE.

1. The agreement by the NMAA for the fabrication of parts by the maintenance organisation should be formalised through the approval of a detailed procedure in the MOE. This AMC contains principles and conditions to be taken into account for the preparation of an acceptable procedure.

2. Fabrication, inspection, assembly and test should be clearly within the technical and procedural capability of the maintenance organisation.

3. Parts fabricated by a maintenance organisation may only be used by that maintenance organisation in the course of overhaul, maintenance, modifications, or repair of aircraft or components undergoing work within its own facility. The fabrication of parts for other facilities may only take place if approved by the NMAA. The permission to fabricate does not constitute approval for manufacture and the parts do not qualify for certification on DASR Form 1. This prohibition also applies to the bulk transfer of surplus inventory, in that locally fabricated parts are physically segregated and excluded from any delivery certification. Fabricated parts are to be clearly labelled in a manner identified by the NMAA.

4. Fabrication of parts, modification kits etc for onward supply may not be conducted by a maintenance organisation, unless otherwise approved by the NMAA.

5. The data specified in paragraph 3 may include repair procedures involving the fabrication of parts. Where the data on such parts is sufficient to facilitate fabrication, the parts may be fabricated by a maintenance organisation. Care should be taken to ensure that the data includes details of part numbering, dimensions, materials, processes, and any special manufacturing techniques, special raw material specification and incoming inspection requirement and that the maintenance organisation has the necessary capability. That capability should be defined by way of MOE content. Where special processes or inspection procedures are defined in the approved data which are not available at the maintenance organisation, the maintenance organisation cannot fabricate the part unless the (Military) TC/STC-holder or DASR 21 Design Organisation Approval holder gives an approved alternative.

6. Where a (Military) TC/STC holder or an DASR 21 Approved Production Organisation is prepared to make available complete data which is not referred to in aircraft manuals or service bulletins but provides manufacturing drawings for items specified in parts lists, the fabrication of these items is not considered to be within the scope of an approval unless agreed otherwise by the NMAA in accordance with a procedure specified in the MOE.

Reg Text: Minor wording changes.

AMC Text: Minor wording changes.

145.A.42(d) Refers to 145.A.43.c

Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved according to DASR 21.

EMAR now uses the same text as AMC 145.A.43(c) AUS Para 1 unchanged Para 2 only uses the last sentence from DASR AMC 145.A.43(c). The rest of the text has been moved to GM.

Reg Text: Content moved from DASR 145.A.43(c).

145.A.42(e) Standard parts shall only be fitted to an aircraft or a component when the maintenance data specifies the particular standard part. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.

NOT APPLICABLE. N/A This is unique ADF content in current DASR.

Reg Text: Content reworded and moved to DASR 145.A.42(a)(4).
### 145.A.42. Control of Unserviceable Components

**Component shall be considered unserviceable in any associated capability list.**

Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in this Part. Such material shall only be used when 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.

| 145.A.42.1 | Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in this Part. Such material shall only be used when 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. | N/A this is unique ADF content in current DASR. N/A this is unique ADF content in current DASR. | Reg Test: Content moved to DASR 145.A.42(a)(5). |
| 145.A.42.2 | A component shall be considered unserviceable in any of the following circumstances: | AMC does not appear in EMAR 1.2 | Reg Test: Content moved to DASR 145.A.42(a)(2). |
| 145.A.42.2(a) | The component shall be considered unserviceable in any of the following circumstances: | Text moved to 145.A.42(a)(2) | Reg Test: Content moved to DASR 145.A.42(a)(2)(i). |
| 145.A.42.2(b) | 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 in accordance with MA.304. | Text moved to 145.A.42(d) | Reg Test: Content moved to DASR 145.A.42(d). |
| 145.A.42.2(c) | In the case of unsalvageable components, the organisation shall: | Text moved to 145.A.42(a)(3) | Reg Test: Content moved to DASR 145.A.42(a)(3). |
| 145.A.42.2(d) | In the case of unsalvageable components the organisation shall: | Test moved to 145.A.42(a)(3)(i) | Reg Test: Content moved to DASR 145.A.42(a)(3)(ii). |

**Control of Unserviceable Components**

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.

| 145.A.43.1 | The organisation shall hold and use applicable current maintenance data in the performance of maintenance, including modifications and repairs. Applicable' means relevant to any aircraft, component or process specified in the organisation's approval class rating schedule and in any associated capability list. | N/A this is unique ADF content in current DASR. N/A this is unique ADF content in current DASR. | Reg Test: Minor wording changes. |
For the purposes of DASR 145, applicable maintenance data shall be any of the following:

- Any applicable AD issued by the NMAA
- Any applicable airworthiness directive issued by the NMAA
- Any applicable data issued in accordance with paragraph 145.A.45(b)(3)
- Any applicable AD issued by the NMAA
- Any applicable airworthiness directive issued by the NMAA
- Any applicable data issued in accordance with paragraph 145.A.45(b)(3)
- Any applicable AD issued by the NMAA
- Any applicable airworthiness directive issued by the NMAA

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.

The maintenance 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.

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 Authority responsible for the oversight of the aircraft or component. In the case of maintenance data provided by a CAMO or MAML holder, the organisation may only modify 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 database subject to both adequate safeguards against unauthorised alteration and a back-up electronic database which shall be updated within 24 hours of any entry made to the main electronic database. Complex maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.

The maintenance 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 database subject to both adequate safeguards against unauthorised alteration and a back-up electronic database which shall be updated within 24 hours of any entry made to the main electronic database. Complex maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.

Relevant parts of the maintenance organisation means with regard to aircraft base maintenance, aircraft line maintenance, engine workshops, mechanical workshops and avionic workshops. Therefore, engine workshops for example should have a common system throughout such engine workshops that may be different to that in the aircraft base maintenance.

Important Note: CDCCLs are airworthiness limitations. Any modification of the maintenance instructions linked to CDCCLs constitutes an aircraft modification that should be approved in accordance with DASR 21.

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 database subject to both adequate safeguards against unauthorised alteration and a back-up electronic database which shall be updated within 24 hours of any entry made to the main electronic database. Complex maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.
<table>
<thead>
<tr>
<th>Regulation</th>
<th>Text</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>145.A.47(a)</strong></td>
<td>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 operator/customer maintenance data amended list.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td><strong>145.A.47(b)</strong></td>
<td>The planning of maintenance tasks, and the organizing of shifts, shall take into account human performance limitations.</td>
<td>No change.</td>
</tr>
<tr>
<td><strong>145.A.47(c)</strong></td>
<td>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.</td>
<td>No change.</td>
</tr>
<tr>
<td><strong>145.A.48</strong></td>
<td>The organisation shall establish procedures to ensure that:</td>
<td>Reg Text: AUS unique text content.</td>
</tr>
<tr>
<td>Section</td>
<td>Text</td>
<td>Reg Text</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>145.A.48(b)</td>
<td>the area in which maintenance is carried out is well organised and clean in respect of dirt and contamination;</td>
<td>Consolidated AUS unique content from obsolete AMC 1, 2 and 3 to 145.A.48(h) added on error capturing methods.</td>
</tr>
<tr>
<td>145.A.48(c)</td>
<td>maintenance is performed using the methods, techniques, standards and instructions specified in the DASR 145.A.45 maintenance data;</td>
<td></td>
</tr>
<tr>
<td>145.A.48(c)(1)</td>
<td>maintenance is performed within any environmental limitations specified in the DASR 145.A.45 maintenance data;</td>
<td></td>
</tr>
<tr>
<td>145.A.48(d)</td>
<td>proper facilities are used in case of inclement weather or lengthy maintenance;</td>
<td></td>
</tr>
<tr>
<td>145.A.48(e)</td>
<td>the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;</td>
<td></td>
</tr>
<tr>
<td>145.A.48(h)</td>
<td>an error capturing method is implemented after the performance of any critical maintenance task; and</td>
<td></td>
</tr>
<tr>
<td>145.A.48(i)</td>
<td>damage is assessed and modifications and repairs are carried out using data specified in point M.A.304</td>
<td></td>
</tr>
</tbody>
</table>
145.A.50 Certification of maintenance

145.A.50(a) A certificate of release to service for aircraft shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance has been properly carried out in accordance with the procedures specified in DASR 145.A.70, taking into account the availability and use of the maintenance data specified in DASR 145.A.45 and that there are no non-compliances which are known to endanger flight safety. A CRS for aircraft and a CRS for components shall be issued by appropriately authorised certifying staff on behalf of the AMO when it has been verified that all maintenance ordered/installed has been properly carried out in accordance with the procedures specified in DASR 145.A.70, taking into account the availability and use of the maintenance data specified in DASR 145.A.45 and that there are no non-compliances which are known to endanger flight safety.

145.A.50(b) A certificate of release to service shall be issued before flight at the completion of any maintenance A CRS for aircraft shall be issued before flight at the completion of any maintenance.

145.A.50(c) New defects or incomplete maintenance work orders identified during the above maintenance shall be brought to the attention of the Continuing Airworthiness Management Organisation (CAMO) 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 CAMO declines to have such maintenance carried out under this paragraph, paragraph (a) is applicable.

145.A.50(d) A certificate of release to service for components 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 DASR Form 1 or equivalent constitutes the component certificate of release to service. When an organisation maintains a component for its own use, an DASR Form 1 or equivalent may not be necessary depending upon the organisation's internal release procedures defined in the Maintenance Organisation Exposition.

145.A.50(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. Details of any incomplete maintenance are to be entered in the aircraft technical log by appropriately approved certifying staff.
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>145.A.50(1)</td>
<td>By derogation to paragraphs (a) and DASR 145.A.42, when an aircraft is grounded at a location other than the Main Operation Base (MOB) due to the non-availability of a component with an appropriate release certificate, it is permissible to temporarily fit it with another release certificate which is in compliance with all the applicable technical and operational requirements. The fitment of such components shall be noted in the aircraft documentation, with a provision for the component to be removed at a time specified by the approving engineering officer, unless an appropriate release certificate has been obtained in the meantime under paragraph (a) and DASR 145.A.42. By derogation to paragraphs (a) and DASR 145.A.42, when an aircraft is grounded at a location other than the Main Operation Base (MOB) due to the non-availability of a component with an appropriate release certificate, it is permissible to temporarily fit a component with another release certificate, subject to CAMO approval, which is in compliance with all the applicable technical and operational requirements. The fitment of such components shall be noted in the aircraft documentation, with a provision for the component to be removed at a time specified by the CAMO, unless an appropriate release certificate has been obtained in the meantime under paragraph (a) and DASR 145.A.42.</td>
</tr>
<tr>
<td>145.A.55</td>
<td>Maintenance records</td>
</tr>
<tr>
<td>145.A.55(a)</td>
<td>The organisation shall record all details of maintenance work carried out. As a minimum, the organisation shall retain records necessary to prove that all requirements have been met for issuance of the certificate of release to service, including all release documents. The maintenance organisation shall record all details of maintenance work carried out. As a minimum, the AMO shall retain records necessary to prove that all requirements have been met for issuance of the CRS, including all release documents.</td>
</tr>
<tr>
<td>145.A.55(b)</td>
<td>The organisation shall provide a copy of each certificate of release to service to the Continuing Airworthiness Management Organisation (CAMO), together with a copy of any specific approved repair/modification data used for repairs/modifications carried out. The AMO shall provide a copy of each CRS to the CAMO, together with a copy of any specific repair/modification data used for repairs/modifications carried out.</td>
</tr>
<tr>
<td>145.A.55(c)</td>
<td>The organisation shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the organisation. The AMO shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the AMO.</td>
</tr>
<tr>
<td>145.A.55(c)(1)</td>
<td>Records under this paragraph shall be stored in a manner that ensures protection from damage, alteration and theft. Records under this paragraph shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.</td>
</tr>
<tr>
<td>145.A.55(c)(2)</td>
<td>Computer backup discs, tapes etc. shall be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition.</td>
</tr>
<tr>
<td>145.A.55(c)(3)</td>
<td>Where an organisation approved under this DASR terminates its operation, all retained maintenance records covering the last three years shall be distributed to the CAMO responsible for the respective aircraft or component, or shall be stored as specified by the NMAA. Where an AMO terminates its operation, all retained maintenance records covering the last three years shall be distributed to the CAMO responsible for the respective aircraft or component, or shall be stored as specified by the NMAA.</td>
</tr>
<tr>
<td>145.A.60</td>
<td>Occurrence reporting</td>
</tr>
<tr>
<td>145.A.60(a)</td>
<td>The organisation shall report to the NMAA 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 in or may result in an unsafe condition that hazards seriously the flight safety. The organisation shall report to the NMAA and all further addressees as required by national regulations any condition of the aircraft or component identified by the maintenance organisation that has resulted or may result in an unsafe condition that hazards seriously the flight safety.</td>
</tr>
<tr>
<td>145.A.60(b)</td>
<td>The organisation shall establish an internal occurrence reporting system as detailed in the Maintenance Organisation 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. The organisation shall establish an internal occurrence reporting system as detailed in the MOE 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 maintenance 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.</td>
</tr>
<tr>
<td>Regulation</td>
<td>Text</td>
</tr>
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<td>------------</td>
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</tr>
<tr>
<td>145.A.60(a)</td>
<td>The organisation shall establish a ‘safety and quality policy’ for the organisation to be included in the exposition under DASR 145.A.70.</td>
</tr>
<tr>
<td>145.A.60(b)</td>
<td>The organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with the applicable requirements established in 145.A.25 to 145.A.36. The procedures under this point shall:</td>
</tr>
<tr>
<td>145.A.60(c)</td>
<td>The organisation shall establish a ‘quality system’ that includes the following:</td>
</tr>
<tr>
<td>145.A.60(d)</td>
<td>Where the organisation is tasked or contracted by a CAMO to carry out maintenance, the organisation shall also report to the CAMO any such condition affecting the aircraft or component:</td>
</tr>
<tr>
<td>145.A.60(e)</td>
<td>The organisation shall produce and submit such reports within predefined NMAA timeframes, but in any case within 72 hours of the organisation identifying the condition to which the report relates.</td>
</tr>
<tr>
<td>145.A.65</td>
<td>Safety and quality policy, maintenance procedures and quality system.</td>
</tr>
<tr>
<td>145.A.65(a)</td>
<td>The organisation shall establish a ‘safety and quality policy’ for the organisation to be included in the MOE under DASR 145.A.70. The safety and quality policy should as a minimum include a statement committing the maintenance organisation to:</td>
</tr>
<tr>
<td>DASR 145.A.65(b)</td>
<td>The maintenance organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>DASR 145.A.65(b)(i)</td>
<td>The maintenance organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>DASR 145.A.65(b)(ii)</td>
<td>The maintenance organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>DASR 145.A.65(b)(iii)</td>
<td>The maintenance organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>145.A.65(b)(iv)</td>
<td>The organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>145.A.65(b)(v)</td>
<td>The organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>145.A.65(b)(vi)</td>
<td>The organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>145.A.65(b)(vii)</td>
<td>The organisation shall establish procedures agreed by the NMAA taking into account human factors and human performance to ensure good maintenance practices and compliance with DASR 145.A.70. The procedures under this paragraph apply to DASR 145.A.25 to DASR 145.A.95.</td>
</tr>
<tr>
<td>145.A.65(c)</td>
<td>The organisation shall establish a ‘quality system’ that includes the following:</td>
</tr>
<tr>
<td>145.A.65(d)</td>
<td>Where the organisation is tasked or contracted by a CAMO to carry out maintenance, the organisation shall also report to the CAMO any such condition affecting the aircraft or component:</td>
</tr>
<tr>
<td>145.A.65(e)</td>
<td>The organisation shall produce and submit such reports within predefined NMAA timeframes, but in any case within 72 hours of the organisation identifying the condition to which the report relates.</td>
</tr>
</tbody>
</table>

**New EMAR AMC 145.A.65(b)(3) content on establishing procedures to detect and rectify errors added.**

**New EMAR GM 145.A.65(b)(3) content on critical tasks added.**

**Reg Text: New content on establishing procedures to minimise risk of and capture multiple errors on critical systems.**

**AMC Text: New content added.**

**GM Text: New content added.**

**Reg Text: Minor wording changes.**

**Para: Maintenance organisation name and approval reference.**

**GM Text: Minor wording changes.**

**Reg Text: Minor wording changes.**

**Reg Text: Minor wording changes.**

**Reg Text: Reworded and reformatted to align with EMARs.**

**Reg Text: Reworded and reformatted to align with EMARs.**

**Reg Text: Reworded and reformatted to align with EMARs.**

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**Reg Text: Reworded and reformatted to align with EMARs.**

**Reg Text: Reworded and reformatted to align with EMARs.**

**Reg Text: New content.**

**Reg Text: Minor wording changes.**
Where an organisation has several EMAR approvals, the organisation shall establish and maintain a safety management system, in accordance with DASR SMS Renumber to 145.A.65(f) (AUS text). No change.

The organisation shall ensure that its personnel have access to quality system documentation and are knowledgeable of procedures relevant to their function.

The organisation shall provide the NMAA with a MOE containing the following information:

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 DASR 145. This document shall provide the NMAA with a MOE containing the following information:

3. The independent audit is an objective process of routine sample checks of all aspects of the maintenance organisation’s ability to carry out all maintenance to the required standards and includes some product sampling as this is the end result of the maintenance process. It represents an objective overview of the complete maintenance related activities and is intended to complement the DASR 145.A.90(a) requirement for certifying staff to be satisfied that all required maintenance has been properly carried out before issue of the CRS for aircraft and aircraft components. Independent audits should include a percentage of random audits carried out on a sample basis when maintenance is being carried out. This means some audits during the night for those maintenance organisations that work at night, and some audits while in an operational environment (if appropriate).

5. The independent audit is an objective process of routine sample checks of all aspects of the maintenance organisation’s ability to carry out all maintenance to the required standards and includes some product sampling as this is the end result of the maintenance process. It represents an objective overview of the complete maintenance related activities and is intended to complement the DASR 145.A.90(a) requirement for certifying staff to be satisfied that all required maintenance has been properly carried out before issue of the CRS for aircraft and aircraft components. Independent audits should include a percentage of random audits carried out on a sample basis when maintenance is being carried out. This means some audits during the night for those maintenance organisations that work at night, and some audits while in an operational environment (if appropriate). The maintenance organisation shall establish and maintain a safety management system, in accordance with DASR SMS Renumber to 145.A.65(f) (AUS text). No change.

A statement signed by the Accountable Manager confirming that the MOE and any referenced associated manuals define the organisation’s compliance with DASR 145 and shall be complied with at all times. When the Accountable Manager is neither the Chief Executive Officer nor senior military commander of the Approved Maintenance Organisation then the latter shall countersign the statement.

The table after paragraph 2 needs to be updated. As DASR 145.A.43 can be relocated due to changes in EMAR Ed 1.2 (which should be deleted from the table). As EMAR has introduced 145.A.48 this is not unique AUS content and the table should change the text colour.
<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>145.A.70(a)(3)</td>
<td>The titles and names of the persons nominated under DASR 145.A.300(b).</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.70(a)(4)</td>
<td>The duties and responsibilities of the persons nominated under DASR 145.A.300(b), including matters on which they may deal directly with the NMAA on behalf of the organisation.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(a)(5)</td>
<td>All organisation chart showing associated chains of responsibility between the persons nominated under DASR 145.A.300(b).</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.70(a)(6)</td>
<td>A list of certifying staff and B 1, B 2 support staff or national equivalent qualification.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(a)(7)</td>
<td>A general description of manpower resources.</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.70(a)(8)</td>
<td>A general description of the facilities located at each address specified in the organisation’s approval certificate.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(a)(13)</td>
<td>A list of operators, where applicable, to which the organisation provides an aircraft maintenance service;</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(a)(14)</td>
<td>A list of subcontracted organisations, where applicable, as specified in DASR 145.A.750(b);</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(a)(15)</td>
<td>A list of maintenance organisation changes;</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.70(a)(16)</td>
<td>A list of contracted organisations, where applicable.</td>
<td>Reg Text: Content added to clarify intent.</td>
</tr>
<tr>
<td>145.A.70(b)</td>
<td>The Maintenance Organisation Exposition shall be amended as necessary to remain an up-to-date description of the organisation.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(c)</td>
<td>Notwithstanding paragraph (b) minor amendments to the MOE may be approved through an MOE procedure (hereinafter called indirect approval).</td>
<td>Removed GM as the information is contained in 145.A.85 Changes to the AMO MOE clause reference quoted.</td>
</tr>
<tr>
<td>145.A.70(d)</td>
<td>Where a maintenance organisation has an extant EASA Part 145 approval, those parts of the organisation’s EASA Part 145 exposition that are equally applicable to satisfy the DASR 145 requirements will generally be accepted by the NMAA as equivalent in respect of the DASR 145 exposition. Where a maintenance organisation has an extant EASA Part 145 approval, those parts of the organisation’s EASA Part 145 exposition that are equally applicable to satisfy the DASR 145 requirements that are military specific need be addressed in the DASR 145 exposition; those regulations covered by read-across of the sections of the EASA exposition document must be identified and the EASA exposition document clause reference quoted.</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.70(e)</td>
<td>Paragraph moved to DASR 145.A.65 (d).</td>
<td>No change.</td>
</tr>
<tr>
<td>145.A.75</td>
<td>Privileges of the organisation</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.75</td>
<td>In accordance with the exposition, the organisation shall be entitled to carry out the following tasks:</td>
<td>Reg Text: Minor wording changes.</td>
</tr>
<tr>
<td>145.A.75(a)</td>
<td>Maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in the Maintenance Organisation Exposition;</td>
<td>Maintain any aircraft and/or component listed on its approval certificate at the locations identified in the approval certificate and in the MOE;</td>
</tr>
<tr>
<td>145.A.75(b)</td>
<td>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 DASR and is limited to the work scope permitted under DASR 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.</td>
<td>Arrange for the maintenance of any aircraft or component, listed on its approval certificate, to be carried out by another maintenance organisation that is working under the quality system of the AMO. This refers to work being carried out by a maintenance organisation not itself appropriately approved to carry out such maintenance under this DASR and is limited to the work scope permitted under DASR 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.</td>
</tr>
<tr>
<td>145.A.75(c)</td>
<td>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 Maintenance Organisation Exposition;</td>
<td>Maintain any aircraft or any component listed on its approval certificate 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 MOE.</td>
</tr>
<tr>
<td>145.A.75(d)</td>
<td>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 Maintenance Organisation Exposition both permits such activity and lists such locations;</td>
<td>Maintain any aircraft and/or component listed on its approval certificate at a location identified as a line maintenance location capable of supporting minor maintenance and only if the MOE both permits such activity and lists such locations;</td>
</tr>
<tr>
<td>145.A.75(e)</td>
<td>Issue certificates of release to service in respect of completion of maintenance in accordance with DASR 145.A.50.</td>
<td>Issue CRSs in respect of completion of maintenance in accordance with EMAR 145.A.50.</td>
</tr>
<tr>
<td>145.A.80</td>
<td>Limitations on the organisation</td>
<td>This paragraph is intended to cover the situation where an AMO may temporarily not hold all the necessary tools, equipment etc., for an aircraft type or variant specified in the AMO’s approval.</td>
</tr>
<tr>
<td>145.A.80(a)</td>
<td>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.</td>
<td>The AMO 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.</td>
</tr>
<tr>
<td>145.A.85</td>
<td>Changes to the organisation</td>
<td>The AMO shall notify the NMAA of any proposal to carry out any of the following changes before such changes take place to enable the NMAA to determine continued compliance with DASR 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.</td>
</tr>
<tr>
<td>145.A.85(a)</td>
<td>The organisation shall notify the NMAA of any proposal to carry out any of the following changes before such changes take place to enable the NMAA to determine continued compliance with DASR 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.</td>
<td>The AMO shall notify the NMAA of any proposal to carry out any of the following changes before such changes take place to enable the NMAA to determine continued compliance with DASR 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.</td>
</tr>
<tr>
<td>145.A.85(a)(1)</td>
<td>The name of the organisation;</td>
<td>The name of the AMO;</td>
</tr>
<tr>
<td>145.A.85(a)(2)</td>
<td>The location of the organisation;</td>
<td>The main location of the AMO;</td>
</tr>
<tr>
<td>145.A.85(a)(3)</td>
<td>Additional locations of the organisation;</td>
<td>Additional locations of the AMO;</td>
</tr>
<tr>
<td>145.A.85(a)(4)</td>
<td>The Accountable Manager and all appointed deputies;</td>
<td>The Accountable Manager and all appointed deputies;</td>
</tr>
<tr>
<td>145.A.85(a)(5)</td>
<td>Any of the persons nominated under DASR 145.A.90(b) and their appointed deputies;</td>
<td>Any of the persons nominated under DASR 145.A.90(b) and their appointed deputies;</td>
</tr>
<tr>
<td>145.A.85(a)(6)</td>
<td>The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.</td>
<td>The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.</td>
</tr>
<tr>
<td>Section</td>
<td>Text</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>145.A.85(a)(7)</td>
<td>The ownership of the organisation or its parent company. The ownership of the AMO or its parent company.</td>
<td></td>
</tr>
<tr>
<td>145.A.90</td>
<td>Continued validity of approval</td>
<td></td>
</tr>
<tr>
<td>145.A.90(a)</td>
<td>An approval shall be issued for an unlimited duration. It shall remain valid subject to:</td>
<td></td>
</tr>
<tr>
<td>145.A.90(a)(1)</td>
<td>The organisation remaining in compliance with this DASR, in accordance with the provisions related to the handling of findings; and</td>
<td></td>
</tr>
<tr>
<td>145.A.90(a)(2)</td>
<td>The AMO remaining in compliance with this DASR, in accordance with the provisions related to the handling of findings; and</td>
<td></td>
</tr>
<tr>
<td>145.A.90(b)</td>
<td>The certificate not being surrendered or revoked.</td>
<td></td>
</tr>
<tr>
<td>145.A.90(c)</td>
<td>Upon surrender or revocation, the approval shall be returned to the NMAA.</td>
<td></td>
</tr>
<tr>
<td>145.A.95(c)</td>
<td>After receipt of notification of findings the organisation shall:</td>
<td></td>
</tr>
<tr>
<td>145.A.95(c)(1)</td>
<td>(1) identify the root cause of the non-compliance; and</td>
<td></td>
</tr>
<tr>
<td>145.A.95(c)(2)</td>
<td>(2) define a corrective action plan; and</td>
<td></td>
</tr>
<tr>
<td>145.A.95(c)(3)</td>
<td>(3) demonstrate corrective action implementation to the satisfaction of the NMAA within a period agreed with that authority.</td>
<td></td>
</tr>
<tr>
<td>145.A.95(d)</td>
<td>New EMAR requirement</td>
<td></td>
</tr>
</tbody>
</table>

Appendix 1 | Authorised Release Certificate DASR Form 1 |
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>DASR Form 1 is contained in DASR Forms</td>
<td></td>
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<tr>
<td>Appendix</td>
<td>Description</td>
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<td>---------</td>
<td>--------------------------------------------</td>
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<tr>
<td>Appendix 2</td>
<td>Class and Rating System to be used for the Approval of Maintenance Organisations</td>
</tr>
<tr>
<td>Appendix 3</td>
<td>DAR Form 3 - Maintenance Organisation Approval Certificate</td>
</tr>
<tr>
<td>Appendix 4</td>
<td>Fuel Tank Safety training</td>
</tr>
</tbody>
</table>

**Minor changes to text and table 1.**