Part-145

Approved Maintenance Organization

This part of Jordanian Civil Aviation Regulation is hereby adopted under the authority and provisions of Civil Aviation Law NO. 41 dated 2007, and its amendments.

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145.1

I. General

(a) This Part establishes common technical requirements to ensure the continuing airworthiness of aircraft, including any component for installation thereto, which are:

(i) registered in Jordan, unless their regulatory safety oversight has been delegated to a foreign country and they are not used by Jordanian operator; or

(ii) registered in a foreign country and used by Jordanian operator, where their regulatory safety oversight has been delegated to Jordan;

(b) Civil Aviation Regulatory Commission (CARC) is the oversight authority for the approval and the continuation of the approval of any Maintenance Organization performing maintenance, preventive maintenance, alterations or servicing of a civil aircraft registered in Jordan or of engines or propellers or components installed on such aircraft.

(c) Any maintenance organization having their principal place of business in Jordan may not conduct any maintenance activity on any civil aircraft or components of a civil aircraft referred in point (a) unless it is approved by CARC under this Part.

(d) Any maintenance organization having their principal place of business in a foreign country may not conduct any maintenance activity on any civil aircraft or components of a civil aircraft referred in point (a) unless it is accepted by CARC under this Part. CARC shall ensure compliance with the applicable requirements of this part.

II. Definitions

Within the scope of this Part, the following definitions shall apply:

(a) 'Aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;

(b) Assessment: in the context of management system performance monitoring, continuous improvement and oversight, refers to a planned and documented activity performed by competent personnel to evaluate and analyze the achieved level of performance and maturity in relation to the organization's policy and objectives.

Note: An assessment focuses on desirable outcomes and the overall performance, looking at the organization as a whole. The main objective of the assessment is to identify the strengths and weaknesses to drive continual improvement. Remark: For 'risk assessment', please refer to the definition below.

(c) Audit: refers to a systematic, independent, and documented process for obtaining evidence, and evaluating it objectively to determine the extent to which requirements are complied with.

Note: Audits may include inspections.

(d) Base maintenance: refers to any maintenance for the aircraft other than line maintenance.

(e) Base maintenance hangar : refers to a closed facility that can house an aircraft and protect it from environmental conditions

(f) 'Certifying staff' means personnel responsible for the release of an aircraft or a component after maintenance;

(g) 'Component' means any engine, propeller, part or appliance;

(h) 'Complex motor-powered aircraft' shall mean:
(1) An aeroplane:

(i) With a maximum certificated take-off mass exceeding 5700 kg, or

(ii) Certificated for a maximum passenger seating configuration of more than nineteen, or

(iii) Certificated for operation with a minimum crew of at least two pilots, or

(iv) Equipped with (a) turbojet engine(s) or more than one turboprop engine, or

(2) A helicopter certificated:

(i) For a maximum take-off mass exceeding 3175 kg, or

(ii) For a maximum passenger seating configuration of more than nine, or

(iii) For operation with a minimum crew of at least two pilots, or

(3) A tilt rotor aircraft;

(i) Competency: is a combination of individual skills, practical and theoretical knowledge, attitude, training, and experience.

(j) 'Continuing airworthiness' means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.

(k) Correction: is the action to eliminate a detected non-compliance.

(l) Corrective action: is the action to eliminate or mitigate the root cause(s) and prevent the recurrence of an existing detected non-compliance, or other undesirable conditions or situations. Proper determination of the root cause(s) is crucial for defining effective corrective actions to prevent reoccurrence.

(m) 'Critical maintenance task' means a maintenance task that involves the assembly or any disturbance of a system or any part on an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety.

(n) 'Endangers flight safety' means any instance where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is

not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system, or total system failure. An AD overdue for compliance is also considered a hazard to flight safety. Inspection for hidden damage following an occurrence, incident or accident shall be taken in consideration.

(o) Error: is an action or inaction by a person that may lead to deviations from accepted procedures or regulations. Note: Errors are often associated with occasions when a planned sequence of mental or physical activities either fails to achieve its intended outcome, or is not appropriate with regard to the intended outcome, and when results cannot be attributed purely to chance.

(p) Fatigue: is a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a person's alertness and ability to safely perform his or her tasks.

(q) Hazard: is a condition or an object with the potential to cause or contribute to an aircraft incident or accident.

(r) Human factors: is anything that affects human performance, which means principles that apply to aeronautical activities, and which seek safe interface between the human and other system components by proper consideration of human performance.

(s) Human performance: refers to human capabilities and limitations which have an impact on the safety and efficiency of aeronautical activities.

(t) Inspection: in the context of compliance monitoring and oversight, refers to an independent documented conformity evaluation by observation and judgement accompanied, as appropriate, by measurement, testing or gauging, in order to verify compliance with applicable requirements.

Note: Inspection may be part of an audit (e.g. product audit), but may also be conducted outside of the normal audit plan; for example, to verify closure of a particular finding.

(u) 'LA1 aircraft' means the following manned Light Aircraft:
   (i) An aeroplane with a Maximum Take-off Mass (MTOM) of 1200 kg or less that is not classified as complex motor-powered aircraft;
   (ii) A sailplane or powered sailplane of 1200 kg MTOM or less;
   (iii) A balloon with a maximum design lifting gas or hot air volume of not more than 3400 m3 for hot air balloons, 1050 m3 for gas balloons, 300 m3 for tethered gas balloons;

(v) 'LA2 aircraft' means the following manned Light Aircraft:
   (i) An aeroplane with a Maximum Take-off Mass (MTOM) of 2000 kg or less that is not classified as complex motor-powered aircraft;
   (ii) A sailplane or powered sailplane of 2000 kg MTOM or less;
   (iii) A balloon;
   (iv) A very Light Rotorcraft with MTOM not exceeding 600 Kg of simple design , designed to carry not more than two occupants, not powered by a turbine and / or rocket engines restricted to VFR day operations.

(w) 'LSA aircraft' means a light sport aeroplane which has all of the following characteristics:
   (i) A maximum Take-off Mass (MTOM) of not more than 600 kg;
   (ii) A maximum stalling speed in the landing configuration (VS0) of not more than 45 knots Calibrated Airspeed (CAS) at the aircraft's maximum certificated takeoff mass and most critical center of gravity;
   (iii) A maximum seating capacity of no more than two persons, including the pilot;
   (iv) single, non-turbine engine fitted with a propeller;
   (v) A non-pressurized cabin;

(x) 'Large aircraft' means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter;

(y) Line maintenance: refers to limited maintenance for the aircraft suitable to be carried out whilst the aircraft remains in the air operation environment.

(z) 'Maintenance' means the performance of tasks on an aircraft , engine , propeller or associated part required to ensure the continuing airworthiness of an aircraft , engine , propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair;

(aa) Near miss: is an event in which an occurrence to be mandatorily reported according to this Part and Part 19 was narrowly averted or avoided.
Example: A mechanic on rechecking his or her work at the end of a task realizes that one work card step was not properly carried out.

(bb) 'Organization' means a natural person, a legal person or part of a legal person; such an organization may be established at more than one location whether or not within the territory of Jordan;

(cc) Organizational factor: is a condition that affects the effectiveness of safety risk controls, related to the culture, policies, processes, resources, and workplace of an organization.

(dd) Oversight planning cycle: refers to the time frame within which all areas of the approval and all processes should be reviewed by CARC by means of audits and inspections.

(ee) Oversight programme: refers to the detailed oversight schedule that defines the number of audits and inspections, the scope and duration of each audit and inspection, including details of product audits and locations, as appropriate, to be performed by CARC, and the tentative time frame for performing each audit and inspection

(ff) Preventive action: is the action to eliminate the cause of a potential non-compliance or other undesirable potential situations.

(gg) 'Pre-flight inspection' means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight;

(hh) 'Principal place of business' means the head office or the registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;

(ii) Risk assessment: is an evaluation based on engineering and operational judgement and/or analysis methods in order to establish whether the achieved or perceived risk is acceptable or tolerable.

(jj) Safety culture: is an enduring set of values, norms, attitudes, and practices within an organization concerned with minimizing the exposure of the workforce and the general public to dangerous or hazardous conditions. In a positive safety culture, a shared concern for, commitment to, and accountability for safety is promoted.

(kk) Safety risk: refers to the predicted probability and severity of the consequences or outcomes of a hazard.

(ll) Safety training: refers to dedicated training to support safety management policies and processes, including human factors training.

Note: The main purpose of the safety training programme is to ensure that personnel at all levels of the organization maintain their competency to fulfil their roles safely. Safety training should, in particular, consider the safety knowledge derived from hazard identification and risk management processes, and support the fostering of a positive safety culture.

III. Continuing airworthiness requirements

(1) The continuing airworthiness of aircraft and components shall be ensured in accordance with the provisions of Part M.

(2) Organizations and personnel involved in the continuing airworthiness of aircraft and components for installation thereto, including maintenance, shall comply with the provisions of Part M and where appropriate those specified in Part-145 and Part-66.

IV. Maintenance organizations approvals

Maintenance organization approvals shall be issued in accordance with the provisions of Part M Subpart F, or the provisions of Part-145.

V. Certifying Staff

Certifying staff shall be qualified in accordance with the provisions of Part-66 and/ or CARC instructions as applicable, except as provided for in points M.606(h), M.607(b), M.801(d) and M.803 of part M and in point 145.30(j) and Appendix IV to Part 145.

VI. Training organization requirement

Organizations involved in the training of Part 66 personnel shall be approved in accordance with Part-147 to be entitled:

(a) To conduct recognized basic training courses; and/or
(b) To conduct recognized type training courses.

VII. CARC measures

(1) CARC shall develop acceptable means of compliance (hereinafter called 'AMC') that CARC, organizations and personnel may use to demonstrate compliance with the provisions of this Part.
(2) The AMC issued by CARC shall neither introduce new requirements nor alleviate the requirements of the provisions of this Part.

VIII. Entry into force

This regulation shall enter into force on the day following that of its publication in CARC official website.

145.10 Scope

This Part establishes the requirements to be met by an organization to qualify for the issue or continuation of an approval for the maintenance of aircraft and components.

145.15 Application for an organization certificate

(a) An application for a certificate or an amendment to an existing certificate in accordance with this Part shall be made in a form and manner established by CARC, taking into account the applicable requirements of Part-M and this Part.

(b) An application for:
   (1) An initial approval shall be valid for 180 calendar days starting from the date of formal application.
   (2) A change of approval shall be valid for 90 calendar days starting from the date of formal application.

(c) Failure to meet this part requirements within the time limits specified in point (b) above shall result in cancellation of the application. The applicant may re-submit a new application, for which CARC shall start a new approval process.

(d) Applicants for an initial certificate pursuant to this Part shall provide CARC with:
   (1) The results of a pre-audit performed by the organization against the applicable requirements provided for in Part-M, and this Part;
   (2) Documentation demonstrating how they will comply with the requirements established in Part-M, and this Part.

145.20 Terms of approval and scope of work

(a) The organization's scope of work shall be specified in the maintenance organization exposition (MOE) in accordance with point 145.70

(b) The organization shall comply with the terms of approval attached to the organization certificate issued by CARC, and with the scope of work specified in the MOE.

145.25 Facility requirements

The organization shall ensure that:

(a) Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialized workshops and bays are segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur.
   (1) For base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate aircraft on planned base maintenance;
   (2) For component maintenance, component workshops are large enough to accommodate the components on planned maintenance.

(b) Office accommodation is provided for the management of the planned work referred to in point (a), and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.

(c) The working environment including aircraft hangars, component workshops and office accommodation is appropriate for the task carried out and in particular special requirements observed. Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired:
   (1) Temperatures must be maintained such that personnel can carry out required tasks without undue discomfort.
   (2) Dust and any other airborne contamination are kept to a minimum and not be permitted to reach a level in the work task area where visible aircraft/component surface contamination is evident. Where dust/other airborne contamination results in visible surface contamination, all susceptible systems are sealed until acceptable conditions are re-established.
   (3) Lighting is such as to ensure each inspection and maintenance task can be carried out in an effective manner.
   (4) Noise shall not distract personnel from carrying out inspection tasks. Where it is impractical to control the noise source, such personnel are provided with the necessary personal equipment to stop excessive noise

causing a distraction during inspection tasks.

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

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

(d) Secure storage facilities are provided for components, equipment, tools and material. Storage conditions ensure segregation of serviceable components and material from unserviceable aircraft components, material, equipment and tools. The conditions of storage are in accordance with the manufacturer's instructions to prevent deterioration and damage of stored items. Access to storage facilities is restricted to authorized personnel.

145.30 Personnel requirements

(a) The organization shall appoint an accountable manager acceptable to CARC who has corporate authority to ensure that all maintenance activities of the organization can be financed and carried out to the standard required by this Part. The accountable manager shall:

(1) Ensure that all necessary resources are available to accomplish maintenance in accordance with this Part and Part-M to support the organization certificate;

(2) Establish and promote the safety policy specified in point 145.200(a)(2); and Part 19.

(3) Demonstrate a basic understanding of this Part, Part-M and Part 19.

(b) The accountable manager shall nominate a person or group of persons representing the management structure for the maintenance functions and with the responsibility to ensure that the organization works in accordance with the

MOE and approved procedures. It shall be made clear in the procedures who deputizes for a particular person in the case of lengthy absence of that person.

(c) The accountable manager shall nominate a person or group of persons with the responsibility to manage the compliance monitoring function as part of the management system.

(ca) The accountable manager shall nominate a person or group of persons with the responsibility to manage the development, administration and maintenance of effective safety management processes as part of the management system.

(cb) The person or group of persons nominated in accordance with points (b), (c) and (ca) shall have a responsibility to the accountable manager and direct access to him/her to keep him/her properly informed on compliance and safety matters.

(cc) The person or persons nominated in accordance with points (b), (c) and (ca) shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Part.

(d) The organization shall have a maintenance man-hour plan to ensure it has sufficient and appropriately qualified staff to plan, perform, supervise, inspect and monitor the organization's activities in accordance with the terms of approval. In addition, the organization shall have a procedure to reassess the work intended to be carried out when the actual staff availability is reduced compared to the planned staffing level for a particular work shift or period.

(e) The organization shall establish and control the competency of the personnel involved in any maintenance, airworthiness reviews, safety management and compliance monitoring in accordance with a procedure and to a standard agreed with the competent authority. In addition to the necessary expertise related to the job function, the competency of the personnel must include an understanding of the application of safety management principles, including human factors and human performance issues, which is appropriate to their function and responsibilities in the organization.

(f) The organization shall ensure that personnel who carry out or control a continued-airworthiness non-destructive test of aircraft structures or components, or both, are appropriately qualified for the particular non-destructive test in accordance with the European or equivalent standard recognized by CARC. Personnel who carry out any other specialized task shall be appropriately qualified in accordance with officially recognized standards. By derogation from this point, personnel referred to in point (g), points (h)(1) and (h)(2), qualified in category B1 or B3 in accordance with Part-66, may carry out and/or control color contrast dye penetrant tests.

(g) Any organization maintaining aircraft, except where stated otherwise in point (j), shall in the case of aircraft line maintenance, have appropriate aircraft-rated certifying staff qualified as category B1, B2 and B3 as appropriate, in accordance with Part-66 and point 145.35.
In addition such organizations may also use appropriately task trained certifying staff holding the privileges described in points 66.20(a)(1) and 66.20(a)(3)(ii) and qualified in accordance with Part-66 and point 145.35 to carry out minor scheduled line maintenance and simple defect rectification.
The availability of such certifying staff shall not replace the need for category B1, B2, B3 certifying staff, as appropriate.

(h) Any organization maintaining aircraft, except where stated otherwise in point (j), shall:
   (1) In the case of base maintenance of complex motor-powered aircraft, have appropriate aircraft-type-rated certifying staff, qualified as category C in accordance with Part-66 and point 145.35. In addition, the organization shall have sufficient aircraft- type-rated staff qualified as category B1 and B2, as appropriate, in accordance with Part-66 and point 145. 35 to support the category C certifying staff.
      (i) Category B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.

(ii) The organization shall maintain a register of any such category B1 and B2 support staff.

(iii) The category C certifying staff shall ensure that compliance with point (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out, with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.

(2) In the case of base maintenance of aircraft other than complex motor-powered aircraft, have one of the following:

(i) Appropriate aircraft-rated certifying staff, qualified as category B1, B2 and B3 as appropriate, in accordance with Part-66 and point 145. 35;

(ii) Appropriate aircraft-rated certifying staff, qualified in category C and assisted by support staff, as set out in point 145.35(a)(i).

(i) Component certifying staff shall be qualified in accordance with 145.35 and CARC instructions.

(j) By way of derogation from points (g) and (h), in relation to the obligation to comply with Part 66, the organization may use certifying staff and support staff that are qualified in accordance with the following provisions:

(1) For base maintenance carried out at a location outside Jordan, the certifying staff and support staff may be qualified in accordance with the national aviation regulations of the State in which the base maintenance facility is located, subject to the conditions specified in Appendix IV to this part.

(2) For line maintenance carried out at a line station located outside Jordan, the certifying staff may be qualified, subject to the conditions specified in Appendix IV to this part , in accordance with the following alternative conditions:

- National aviation regulations of the State in which the line station is located,
- National aviation regulations of the State in which the organization's principal place of business is located.

(3) For a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organization may issue a limited certification authorization to the pilot on the basis of the flight crew license held. In that case, the organization shall ensure that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the airworthiness directive to the required standard.

(4) If an aircraft is operated away from a supported location, the organization may issue a limited certification authorization to the pilot on the basis of the flight crew license held, subject to being satisfied that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the specified task to the required standard. The provision of this point shall be detailed in the exposition procedure.

(5) In the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the organization contracted to provide maintenance support may issue a one-off certification authorization:

(i) To one of its employees holding equivalent type authorizations on aircraft of similar technology, construction and systems; or

(ii) To any person with not less than five years' maintenance experience and holding a valid ICAO aircraft maintenance license rated for the aircraft type requiring certification provided there is no organization appropriately approved under this Part at that location and the contracted organization obtains and holds on file evidence of the experience and the license of that person.

All such cases as specified in this point must be reported to CARC within seven days after issuing such certification authorization. The organization issuing the one-off authorization shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organization.

(k) If the organization performs airworthiness reviews and issues the corresponding airworthiness review recommendation for LA1 aircraft not involved in commercial operation in accordance with M.901 (l), it shall have

airworthiness review staff qualified and authorized in accordance with point 145.37.

(l) If the organization is involved in the development and processing of approval of the maintenance program for LA2 aircraft in accordance with M.201(i)(3), it shall have qualified staff who shall be able to show relevant knowledge and experience.

145.35 Certifying staff and support staff

(a) In addition to the appropriate requirements of points 145.30(g) and (h), the organization shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained together with the associated organization procedures. In the case of certifying staff, this shall be accomplished before the issue or re-issue of the certification authorization.

(i) 'Support staff' means those staff holding an aircraft maintenance license under Part-66 in category B1, B2 and/or B3 with the appropriate aircraft ratings, working in a base maintenance environment while not necessarily holding certification privileges.

(ii) 'Relevant aircraft and/or components', means those aircraft or components specified in the particular certification authorization.

(iii) 'Certification authorization' means the authorization issued to certifying staff by the organization and which specifies the fact that they may sign certificates of release to service within the limitations stated in such authorization on behalf of the approved organization.

(b) Except for the cases listed in points 145.30(j) and 66.20(a)3(ii), the organization may only issue a certification authorization to certifying staff in relation to the basic categories or subcategories and, except for the category A license, any type rating listed on the aircraft maintenance license as required by Part-66, subject to the license remaining valid throughout the validity period of the authorization and the certifying staff remaining in compliance with Part-66.

(c) The organization shall ensure that all certifying staff and support staff are involved in at least 6 months of actual relevant aircraft or component maintenance experience in any consecutive 2-year period.

For the purpose of this point '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 authorization and/or has actually carried out maintenance on at least some of the aircraft type or aircraft group systems specified in the particular certification authorization.

(d) The organization shall ensure that all certifying staff and support staff receive sufficient recurrent training in each 2-year period to ensure that they have up-to-date knowledge of relevant technologies, organization procedures and safety management, including human factor issues.

(e) The organization shall establish a programme for recurrent training for certifying staff and support staff, including a procedure to ensure compliance with the relevant provisions of this point and a procedure to ensure compliance with Part-66.

(f) With the exception of the unforeseen cases specified in point 145.30(j)(5), the organization shall assess all certifying staff for their competency, qualifications and capability to carry out their intended certifying duties in accordance with a procedure in the MOE prior to the issue or reissue of a certification authorization under this Part to such staff

(g) When the conditions of points (a), (b), (d), (f) and, where applicable, point (c) have been fulfilled by the certifying staff, the organization shall issue a certification authorization that clearly specifies the scope and limits of such authorization. Continued validity of the certification authorization is dependent upon continued compliance with points (a), (b), (d), and where applicable, (c).

(h) The certification authorization must be in a style that makes its scope clear to the certifying staff and any authorized person who may require to examine the authorization. Where codes are used to define scope, the organization shall make a code translation readily available. 'Authorized person' means the

officials of CARC who has responsibility for the oversight of the maintained aircraft or component.

(i) The person or persons referred to in point 145.30(c) that are responsible for the compliance monitoring function shall also remain responsible for issuing certification authorizations to certifying staff. That personnel may nominate other persons to effectively issue or revoke certification authorizations in accordance with a procedure in the MOE.

(j) The organization shall provide certifying staff with a copy of their certification authorization in either a documented or electronic format.

(k) Certifying staff shall produce their certification authorization to any authorized person within 24 hours.

(l) The minimum age for certifying staff and support staff is 23 years.

(m) The holder of a category A aircraft maintenance license 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 organization appropriately approved in accordance with Part-145 or Part-147. This training shall include practical hands on training and theoretical training as appropriate for each task authorized. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the organization.

(n) The holder of a category B2 aircraft maintenance license may only exercise the certification privileges described in point 66.20(a)(3)(ii) of Part 66 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 authorization that will be issued.

The task training shall include practical hands on training and theoretical training as appropriate for each task authorized. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment. Task training and examination/assessment shall be carried out by the

maintenance organization issuing the certifying staff authorization. The practical experience shall be also obtained within such maintenance organization.

145.37 Airworthiness review staff

(a) In order to be approved to carry out airworthiness reviews and to issue the corresponding airworthiness review recommendations for aircraft covered by M.901 (l), the organization shall have airworthiness review staff that comply with all of the following requirements:
   (1) They have acquired experience in continuing airworthiness of at least 1 year for sailplanes and balloons and of at least 3 years for all other aircraft;
   (2) They hold a certifying staff authorization for the corresponding aircraft;
   (3) They have acquired knowledge of Part-M, Subpart C;
   (4) They have acquired knowledge of the procedures of the maintenance Organization relevant to the airworthiness review and issue of the airworthiness review recommendation.

(b) Before the organization issues an airworthiness review authorization to a candidate, that person shall perform an airworthiness review under the supervision of CARC or under the supervision of a person that is already authorized as airworthiness review staff by the organization. If this airworthiness review under supervision is satisfactory, CARC shall formally accept that person to become airworthiness review staff.

(c) The organization shall ensure that the airworthiness review staff can demonstrate appropriate recent continuing airworthiness experience.

145.40 Equipment and tools

(a) The organization shall have available and use the necessary equipment and tools to perform the approved scope of work:
   (i) Where the manufacturer specifies a particular tool or equipment, the organization shall use that tool or equipment, unless the use of alternative

tooling or equipment is agreed by CARC via procedures specified in the exposition

(ii) Equipment and tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. Such cases shall be detailed in an exposition procedure.

(iii) An organization approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/docking as required for the proper inspection of the aircraft.

(b) The organization shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognized standard at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organization.

145.42 Components

(a) Classification of components. All components shall be classified into the following categories:

(i) Components which are in a satisfactory condition, released on a CARC form 18-0227 or equivalent and marked in accordance with Subpart Q of Part 21, unless otherwise specified in point 21.A.307 of Part 21, in point M.502 , or in this Part-145.

(ii) Unserviceable components which shall be maintained in accordance with this Regulation.

(iii) Components categorized as unsalvageable because they have reached their mandatory life limitation or contain a non-repairable defect.

(iv) Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the maintenance data and accompanied by evidence of conformity traceable to the applicable standard.

(v) Material, both raw and consumable, used in the course of maintenance when the organization is satisfied that the material meets the required specification and has appropriate traceability. All material shall be accompanied by documentation clearly relating to the particular material

and containing a conformity to specification statement as well as the manufacturing and supplier source.

(b) Components, standard parts and materials for installation

(i) The organization shall establish procedures for the acceptance of components, standard parts and materials for installation to ensure that components, standard parts and materials are in satisfactory condition and meet the applicable requirements of point (a).

(ii) The organization shall establish procedures to ensure that components, standard parts and materials shall only be installed on an aircraft or a component when they are in satisfactory condition, meet the applicable requirements of point (a) and the applicable maintenance data specifies the particular component, standard part or material.

(iii) The organization may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities, provided procedures are identified in the exposition.

(iv) Components which are referred to in point (c) of point 21.A.307 of Part 21, shall only be installed if considered eligible for installation by the aircraft owner on their own aircraft.

(c) Segregation of components

(i) Unserviceable and unsalvageable components shall be segregated from serviceable components, standards parts and materials.

(ii) Unsalvageable components shall not be permitted to re-enter the component supply system, unless mandatory life limitation have been extended or a repair solution has been approved by CARC in accordance with Part-21.

145.45 Maintenance data

(a) The organization shall hold and use applicable current maintenance data which is necessary in the performance of maintenance, including modifications and repairs. “Applicable” means relevant to any aircraft, component or process specified in the organization’s terms of approval and in any associated capability list.

In the case of maintenance data provided by the person or organization requesting the maintenance, the organization shall hold such data when the work is in progress, with the exception of the need to comply with point 145.55 (a) (3).

(b) Applicable maintenance data is the data specified in point M.401(b).

(c) The organization shall establish procedures to ensure that if inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction is found in the maintenance data used by maintenance personnel, it is recorded as part of the internal safety reporting scheme referred to in point 145. 202 and notified to the author of the maintenance data.

(d) The organization may only modify maintenance instructions in accordance with a procedure that is specified in the MOE. With respect to changes to maintenance instructions, the organization shall demonstrate that they result in equivalent or improved maintenance standards, and shall inform the author of the maintenance instructions of such changes. For the purposes of this point, "maintenance instructions" mean instructions on how to carry out a particular maintenance task; they exclude the engineering design of repairs and modifications.

(e) The organization shall provide a common work card or worksheet system to be used throughout the relevant parts of the organization. In addition, the organization shall either accurately transcribe the maintenance data referred to in points (b) and (d) onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in that maintenance data. Work cards and worksheets may be computer generated and held in an electronic database that is adequately protected against unauthorized alteration, and for which there is a backup electronic database which shall be updated within 24 hours after an entry is made to the main electronic database. Complex or long maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure that there is a record of the accomplishment of the complete maintenance task.

When the organization provides maintenance services to an aircraft operator which requires its own work card or worksheet system to be used, then such work card or worksheet system may be used. In that case, the organization shall establish a procedure to ensure that those work cards or worksheets are correctly completed.

(f) The organization shall ensure that all applicable maintenance data is readily available for use when required by maintenance personnel.

(g) The organization shall establish a procedure to ensure that maintenance data it controls is kept up to date. In the case of operator/customer controlled and provided maintenance data, the organization shall be able to show that either it has written confirmation from the operator/customer that all such maintenance data is up to date or it has work orders specifying the amendment status of the maintenance data to be used or it can show that it is on the operator/customer maintenance data amendment list.

145.47 Production planning

(a) The organization shall have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work.

(b) As part of the management system, the planning of maintenance tasks, and the organizing of shifts, shall take into account human performance limitations, including the threat of fatigue for maintenance personnel.

(c) When it is required to hand over the continuation or completion of maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.

(d) The organization shall ensure that aviation safety hazards associated with external working teams carrying out maintenance at the organization’s facilities are considered by the organization’s management system.

145.48 Performance of maintenance

(a) The organization may only carry out maintenance on an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and personnel are available.

(b) The organization shall be responsible for the maintenance that is performed within the scope of its approval.

(c) The organization shall ensure that:
   (1) After the completion of the maintenance, a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels that were removed have been refitted;
   (2) An error-capturing method is implemented after the performance of any critical maintenance task;
   (3) The risk of errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimized;
   (4) Damage including hidden damage is assessed, and modifications and repairs are carried out using the data specified in point M. 304;
   (5) The assessment of aircraft defects is carried out in accordance with point M.403(b).

145.50 Certification of maintenance

(a) A certificate of release to service shall be issued by appropriately authorized certifying staff on behalf of the organization when that certifying staff has verified that all the maintenance that was ordered has been properly carried out by the organization in accordance with the procedures specified in point 145.70, taking into account the availability and use of the maintenance data specified in point 145.45, and that there are no known non-compliances which endanger flight safety.

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

(c) New defects or incomplete maintenance work orders identified during the maintenance shall be brought to the attention of the person or organization responsible for the aircraft continuing airworthiness for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. In the case where that person or organization declines to have such maintenance carried out under this point, point (e) is applicable.

(d) A certificate of release to service shall be issued at the completion of any maintenance on a component whilst off the aircraft. The authorized release certificate 'CARC Form 18-0227' referred to in Appendix II of Part-M constitutes the component certificate of release to service except if otherwise specified in point M.502 . When an organization maintains a component for its own use, a CARC Form 18-0227 may not be necessary depending upon the organization's internal release procedures defined in the exposition.

(e) By derogation to point (a), when the organization is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organization shall enter such fact in the aircraft certificate of release to service before the issue of such certificate.

(f) By way of derogation from point (a) and point 145.42, when an aircraft is grounded at a location other than the main line station or main maintenance base due to the non-availability of a component with the appropriate release certificate, the organization contracted for the maintenance of that aircraft may temporarily fit a component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the agreement of the person or organization responsible for the aircraft's continuing airworthiness and subject to that component having a suitable release certificate but otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the time limit provided for in the first sentence of this point unless an appropriate release certificate has been obtained in the meantime under points (a) and 145.42.

145.55 Record-keeping

(a) Maintenance records :

(1) The organization shall record the details of the maintenance work that is carried out within the scope of its approval. As a minimum, the

organization shall retain all the records that are necessary to prove that all the requirements have been met for the issue of the certificate of release to service, including, if any, subcontractor's release documents.

(2) The organization shall provide a copy of each certificate of release to service to the operator or customer, together with copies of the detailed maintenance records that are associated with the work carried out and that are necessary to demonstrate compliance with point M.305.

(3) The organization shall retain a copy of all detailed maintenance records (including certificates of release to service) and of any associated maintenance data for 3 years from the date when the aircraft or component to which the work relates was issued with a certificate of release to service.

(4) If an organization terminates its operation, it shall transfer all the retained maintenance records that cover the last 3 years to the last customer or owner of the respective aircraft or component, or shall store them in the manner specified by CARC.

(b) Airworthiness review records :

(1) If an organization has the privilege referred to in point 145.75(f), it shall retain a copy of each airworthiness review certificate that it has issued, together with all the supporting documents, and shall make those records available, upon request, to the owner of the aircraft.

(2) The organization shall retain a copy of all the records referred to in point (1) for 3 years after the issue of the airworthiness review certificate.

(3) If an organization terminates its operation, it shall transfer all the retained airworthiness review records that cover the last 3 years to the last owner or operator of the respective aircraft, or shall store them in the manner specified by CARC.

(c) Management system, contracting and subcontracting records:

The organization shall ensure that the following records are retained for a minimum period of 5 years:

(i) records of management system key processes referred to in point 145.200;

(ii) contracts, both for contracting and subcontracting, referred to in point 145.205

(d) Personnel records:

(1) The organization shall ensure that the following records are retained:
   (i) Records of the qualifications, training and experience of the personnel involved in maintenance, compliance monitoring and safety management;
   (ii) Records of the qualifications, training and experience of all airworthiness review staff.

(2) The records of all airworthiness review staff shall include details of any appropriate qualifications held, together with a summary of their relevant continuing airworthiness experience and training, and a copy of the airworthiness review authorization issued to that staff by the organization.

(3) The records of all the certifying staff and support staff shall include the following:
   (i) The details of any aircraft maintenance license held under Part-66 or equivalent;
   (ii) The scope of the certification authorizations that were issued to that staff, where relevant;
   (iii) The particulars of the staff that held limited or one-off certification authorizations referred to in point 145.30(J)

(4) Personnel records shall be kept for as long as a person works for the organization, and shall be retained for at least 3 years after the person has left the organization, or after an authorization issued to that person has been withdrawn.

(5) The organization shall give to the staff referred to in points (2) and (3), upon their request, access to their personnel records as detailed in those points. In addition, upon their request, the maintenance organization shall furnish each of them with a copy of their personnel records on leaving the organization.

(e) The organization shall establish a record-keeping system that allows adequate storage and reliable traceability of all its activities.

(f) The format of the records shall be specified in the organization's procedures.

(g) The records shall be stored in a manner that ensures that they are protected from damage, alteration and theft.

145.60 Occurrence reporting

(a) As part of its management system, the organization shall establish and maintain an occurrence reporting system, including mandatory and voluntary reporting.

(b) The organization shall report to CARC and to the organization responsible for the design of the aircraft, engine, propeller or component or the organization responsible for the design of the modification, as applicable:
   (i) Any defect, malfunction, faults, occurrence that cause or might cause adverse effect on the continuing airworthiness or safety-related event or condition of an aircraft or component identified by the organization which endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person; and
   (ii) In particular, any accident or serious incident.

(c) The organization shall also report any such event or condition that affects an aircraft to the person or organization that is responsible for the continuing airworthiness of that aircraft in accordance with point M.201. For events or conditions that affect aircraft components, the organization shall report to the person or organization that requested the maintenance.

(d) For organizations contracted by commercial operators to carry out maintenance:
   (1) the initial mandatory reports shall:
      (i) Appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;
      (ii) Be made as soon as practicable, but in any case within 72 hours after the organization has become aware of the occurrence unless exceptional circumstances prevent this;
      (iii) Be made in a form and manner established by CARC.
      (iv) Contain all pertinent information about the condition known to the organization
   (2) where relevant, a follow-up report that provides details of the actions the organization intends to take to prevent similar occurrences in the future shall be made as soon as those actions have been identified; those follow-up reports shall:

(i) Be sent to the entities referred to in points (b) and (c) to which the initial report was sent;
(ii) Be made in a form and manner established by CARC.

(e) The organization shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information. The organization shall ensure that sensitive aviation security information is securely transmitted to the appropriate authorities.

145.65 Maintenance procedures

(a) The organization shall establish procedures which ensure that human factors and good maintenance practices are taken into account during maintenance, including subcontracted activities, and which comply with the applicable requirements of this Part and Part-M. Such procedures shall be agreed with CARC.

(b) The maintenance procedures established under this point shall :
(1) Ensure that a clear maintenance work order or contract has been agreed between the organization and the person or organization that requests the maintenance, to clearly establish the maintenance to be carried out so that the aircraft and components may be released to service in accordance with point 145.50 ;
(2) Cover all aspects of carrying out maintenance, including the provision and control of specialized services and lay down the standards to which the organization intends to work.

145.70 Maintenance organization exposition (MOE)

(a) The organization shall establish and maintain a maintenance organization exposition (MOE) that includes, directly or by reference, all of the following:
(1) A statement signed by the accountable manager confirming that the maintenance organization will at all times work in accordance with this Part and Part-M, and with the approved MOE. If the accountable manager is not the chief executive officer of the organization, then the chief executive officer shall countersign the statement;

(2) The organization's safety policy and the related safety objectives referred to in point 145.200(a)(2);
(3) The title(s) and name(s) of the person(s) nominated under points 145.30(b), (c) and (ca);
(4) The duties and responsibilities of the persons nominated under points 145.30(b), (c) and (ca), including the matters on which they may deal directly with CARC on behalf of the organization;
(5) An organization chart showing the accountability and associated lines of responsibility, established in accordance with point 145.200(a)(1), between all the persons referred to in points 145.30(a), (b), (c) and (ca);
(6) A list of the certifying staff and, if applicable, support staff and airworthiness review staff with their scope of authorization;
(7) A general description of the manpower resources and of the system that is in place to plan the availability of staff, as required by point 145.30(d);
(8) A general description of the facilities at each approved location;
(9) a specification of the scope of work of the organization that is relevant to the terms of approval as required by point 145.20;
(10) The procedure that sets out the scope of changes not requiring prior approval and that describes how such changes will be managed and notified to CARC, as required by point 145.85(c);
(11) The procedure for amending the MOE;
(12) The procedures specifying how the organization ensures compliance with this Part.
(13) A list of the commercial operators to which the organization provides regular aircraft maintenance services, and the associated procedures;
(14) Where applicable, a list of the subcontracted organizations referred to in point 145.75(b);
(15) A list of the approved locations including, where applicable, line maintenance locations referred to in point 145.75(d);
(16) A list of the contracted organizations;
(17) A list of the currently approved alternative means of compliance used by the organization.

(b) The initial issue of the MOE shall be approved by CARC. It shall be amended as necessary so that it remains an up-to-date description of the organization.

(c) Amendments to the MOE shall be managed as set out in the procedures referred to in points (a)(10) and (a)(11). Any amendments that are not included in the scope of the procedure referred to in point (a)(10), as well as any amendments related to the changes listed in point 145.85(a), shall be approved by CARC. The organization shall furnish copies of all amendments to the MOE to all organization or persons to whom the manual has been issued.

145.75 Privileges of the organization

In accordance with the MOE, the organization shall be entitled to carry out the following tasks:

(a) Maintain any aircraft or component for which it is approved at the locations identified in the certificate and in the MOE;

(b) Arrange for the maintenance of any aircraft or component for which it is approved at another subcontracted organization that works under the management system of the organization. This is limited to the work permitted under the procedures established in accordance with point 145.65 and it shall not include a base maintenance check of an aircraft, or a complete workshop maintenance check or overhaul of an engine or an engine module;

(c) Maintain any aircraft or any component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance, subject to the conditions specified in the exposition;

(d) Maintain any aircraft and/or component for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance and only if the organization exposition both permits such activity and lists such locations;

(e) Issue certificates of release to service in respect of completion of maintenance in accordance with point 145.50;

(f) If specifically approved to do so for aircraft covered by M.901 (l), perform airworthiness reviews and issue the corresponding airworthiness review recommendation under the conditions specified in point M.901 (l).

(g) Develop the maintenance program and process its approval in accordance with point M.302 for LA2 aircraft, under the conditions specified in point M.201(i)(3), and limited to the aircraft ratings listed in the approval certificate.

145.85 Changes to the organization

(a) The following changes to the organization shall require prior approval by CARC:
   (1) Changes to the certificate, including the terms of approval of the organization;
   (2) Changes of the persons referred to in points 145.30(a), (b), (c) and (ca);
   (3) Changes to the reporting lines between the personnel nominated in accordance with points 145.30(b), (c) and (ca), and the accountable manager;
   (4) The procedure as regards changes not requiring prior approval referred to in point (c);
   (5) Additional locations of the organization other than those that are subject to point 145.75(c) ;
   (6) The name of the organization;
   (7) The main location or any current approved location of the organization;
   (8) The facilities, equipment, tools, material, procedures, certifying staff or airworthiness review staff that could affect the approval.

(b) For the changes referred to in point (a) and for all other changes requiring prior approval in accordance with this Part, the organization shall apply for and obtain an approval issued by CARC. The application shall be submitted before such changes take place in order to enable CARC to determine that there is continued compliance with this Part and to amend, if necessary, the organization certificate and the related terms of approval that are attached to it. The organization shall provide CARC with any relevant documentation.
The change shall only be implemented upon the receipt of a formal approval from CARC.

The organization shall operate under the conditions prescribed by CARC during such changes, as applicable.

(c) All changes not requiring prior approval shall be managed and notified to CARC as set out in a procedure which is approved by CARC.

145.90 Continued validity

(a) An approval shall be issued for a 24-month duration. It shall remain valid subject to:
   (1) The organization remaining in compliance with Part-145, in accordance with the provisions related to the handling of findings as specified in point 145.95; and
   (2) CARC being granted access to the organization as specified in point 145.140; and
   (3) The certificate not being surrendered by the organization, or suspended or revoked by CARC.

(b) Upon surrender or revocation, the approval certificate shall be returned to CARC.

145.95 Findings and observations

(a) After the receipt of a notification of findings in accordance with points (d) and (e), the organization shall:
   (1) Identify the root cause(s) of, and contributing factor(s) to, the non-compliance;
   (2) Define a corrective action plan;
   (3) Demonstrate the implementation of corrective action to the satisfaction of CARC.

(b) The actions referred to in point (a) shall be performed within the period agreed with CARC.

(c) The observations received for any case not requiring Level 1 or Level 2 finding shall be given due consideration by the organization. The organization shall record the decisions taken in respect of those observations.

(d) A level 1 finding is any significant non-compliance with requirements laid down in this Part-145 which lowers the safety standard and hazards seriously the flight safety.

(e) A level 2 finding is any non-compliance with requirements laid down in this Part-145 which could lower the safety standard and possibly hazard the flight safety.

145.120 Means of compliance

(a) An organization may use any alternative means of compliance to establish compliance with this Part.

(b) If an organization wishes to use an alternative means of compliance, it shall, prior to using it, provide CARC with a full description. The description shall include any revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Part is achieved.

The organization may use those alternative means of compliance subject to prior approval from the competent authority.

145.140 Access

For the purpose of determining compliance with the relevant requirements of this part, the organization shall ensure that access to any facility, aircraft, document, records, data, procedures or to any other material relevant to its activity, whether it is subcontracted or not, is granted to any person authorized by CARC.

145.155 Immediate reaction to a safety problem:

The organization shall implement

(a) Any safety measures mandated by CARC.

(b) Any relevant mandatory safety information issued by CARC.

(c) Any safety measures mandated by the organization responsible for the design of the aircraft, engine, propeller or modifications or the related state of design, as applicable.

145.200 Management system

(a) The organization shall establish, implement and maintain a management system that includes:
   (1) Clearly defined accountability and lines of responsibility throughout the organization, including a direct safety accountability of the accountable manager;
   (2) A description of the overall philosophies and principles of the organization with regard to safety ("the safety policy"), and the related safety objectives;
   (3) The identification of aviation safety hazards entailed by the activities of the organization, their evaluation and the management of the associated risks, including taking actions to mitigate the risks and verify their effectiveness;
   (4) Maintaining personnel trained and competent to perform their tasks;
   (5) Documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending that documentation;
   (6) A function to monitor the compliance of the organization with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure the effective implementation of corrective actions as necessary.

(b) The management system shall correspond to the size of the organization and the nature and complexity of its activities, taking into account the hazards and the associated risks inherent in those activities.

(c) If the organization holds one or more additional organization certificates, the management system may be integrated with that required under the additional certificate(s) held subject to CARC prior approval.

145.200A Information security management system

In addition to the management system referred to in point 145.200; and as of 01 January 2028, the maintenance organization shall establish, implement and maintain an information security management system in order to ensure the proper management of information security risks which may have an impact on aviation safety.

145.202 Internal safety reporting scheme

(a) As part of its management system, the organization shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences that are to be reported under point 145.60.

(b) The scheme shall also enable the collection and evaluation of those errors, near misses and hazards reported internally that do not fall under point (a).

(c) Through that scheme, the organization shall:
   (1) Identify the causes of, and contributing factors to, the errors, near misses and hazards reported, and address them as part of its safety risk management process in accordance with point 145.200(a)(3);
   (2) Ensure an evaluation of all known, relevant information relating to errors, near misses, hazards and the inability to follow procedures, and a method to circulate the information as necessary

(d) The organization shall make arrangements to ensure the collection of safety issues related to subcontracted activities.

145.205 Contracting and subcontracting

(a) The organization shall ensure that when contracting or subcontracting any part of its maintenance activities:
   (1) The maintenance conforms to the applicable requirements;

(2) Any aviation safety hazard associated with such contracting or subcontracting is considered as part of the organization's management system.

(b) If the organization subcontracts any part of its maintenance activities to another organization, the subcontracted organization shall work under the scope of approval of the subcontracting organization.

Appendices to Part-145

Appendix I — Authorized Release Certificate — CARC Form 18-0227

The provisions of Appendix II to Part-M apply.

Appendix II — Class and ratings system used for the approval of maintenance organizations referred to in Part-M Subpart F and Part-145

The provisions of Appendix IV to Part-M apply.

Appendix III — Maintenance organization approval referred to in Part- 145

The Hashemite Kingdom Of Jordan

Civil Aviation Regulatory Commission

AMO Approval Certificate

Approval No.: CARC.AMO.xx

Pursuant to the Civil Aviation Law No. (41) of 2007 as amended, and the Jordanian Civil Aviation Regulations (JCAR) Part 145 for the time being in force and subject to the conditions specified below, the Civil Aviation Regulatory Commission (CARC) hereby certifies;

Organization Name

Organization Address

As a Part 145 Maintenance Organization approved to maintain the products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above approval number.

Conditions:

1. This approval is limited to that specified in the scope of approval section of the Part 145 approved maintenance organization exposition (MOE),
2. This approval requires compliance with the procedures specified in the Part 145 approved MOE,
3. This approval is valid whilst the approved maintenance organization remains in compliance with Part 145, and
4. Subject to compliance with the foregoing conditions, this approval shall remain valid until the expiry date, unless surrendered, superseded, suspended or revoked .

Date of First Issue:

Date of Re-issue:

Date of Expiry: **Chief Commissioner**

Date of attached Approval Schedule:

CARC Form 18-0127 (as amended) Page 1 of 2

Approval Schedule

Organization Name:

Approval No.:

Class	Rating	Limitation	Base	Line

This approval schedule is limited to those products and activities specified in the scope of approval section contained in the Part 145 approved maintenance organization exposition.

Reference: Maintenance Organization Exposition at latest amendment.

Date of issue:

Chief Commissioner

Appendix IV — Conditions for the use of staff not qualified in accordance with Part-66 referred to in points 145.30(j)1 and 2

Certifying staff in compliance with all the following conditions are deemed to meet the intent of point 145.30(j)(1) and (2):

(a) The person shall hold a license or a certifying staff authorization issued under the national regulations in full compliance with ICAO Annex 1.

(b) The scope of work of the person shall not exceed the scope of work defined by the national license or the certifying staff authorization, whatever is the most restrictive.

(c) The person shall demonstrate he/she received the training on human factors and aviation legislation referred to in modules 9 and 10 of Appendix I to Part-66.

(d) The person shall demonstrate 5 years maintenance experience for line maintenance certifying staff and 8 years for base maintenance certifying staff. However, those persons whose authorized tasks do not exceed those of a Part-66 category A certifying staff, need to demonstrate 3 years maintenance experience only.

(e) Line maintenance certifying staff and base maintenance support staff shall demonstrate he/she received type training and passed examination at the category B1, B2 or B3 level, as applicable, referred to in Appendix III to Part-66 for each aircraft type in the scope of work referred to in point (b). Those persons whose scope of work does not exceed those of a category A certifying staff may however receive task training in lieu of a complete type training.

(f) Base maintenance certifying staff shall demonstrate he/she received type training and passed examination at the category C level referred to in Appendix III to Part-66 for each aircraft type in the scope of work referred to in point (b), except that for the first aircraft type, training and examination shall be at the category B1, B2 or B3 level of Appendix III to part 66.