

Del-145 FAQ

Johannes Melén

30 maj 2024

Del-145 FAQ

Innehåll

- Changes not requiring prior approval
- Olika manualuppbyggnader: (MOE/MSM/LSM)
- Godkända komponenter
- Produktions planering inkl. Base vs Line maintenance
- OJT (EU) 2023/989
- Management system

Changes not requiring prior approval

145.A.85 Changes to the organisation

Regulation (EU) 2021/1963

(a) The following changes to the organisation shall require prior approval by the competent authority:

(1) changes to the certificate, including the terms of approval of the organisation;

(4) the procedure as regards changes not requiring prior approval referred to in point (c);

points [145.A.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 organisation other than those that are subject to point [145.A.75\(c\)](#).

(b) For the changes referred to in point (a) and for all other changes requiring prior approval in accordance with this Annex, the organisation shall apply for and obtain an approval issued by the competent authority. The application shall be submitted before such changes take place in

(c) All changes not requiring prior approval shall be managed and notified to the competent authority as set out in a procedure which is approved by the competent authority in accordance with point [145.B.310\(h\)](#).

during such changes, as applicable.

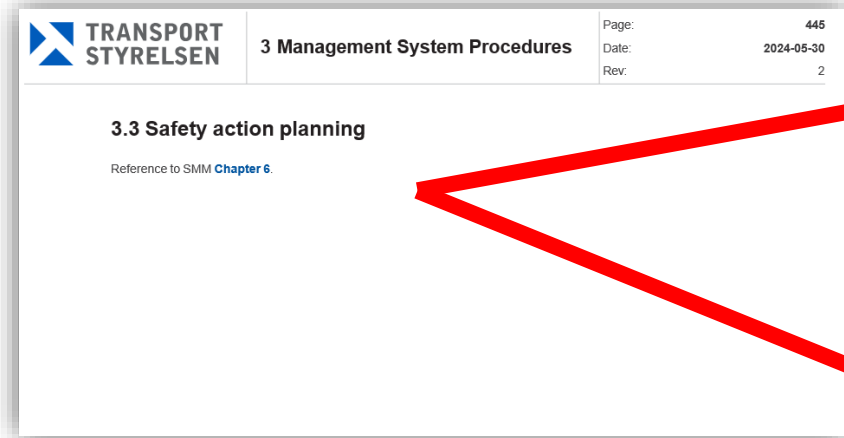
(c) All changes not requiring prior approval shall be managed and notified to the competent authority as set out in a procedure which is approved by the competent authority in accordance with point [145.B.310\(h\)](#).

Olika manualuppbyggnader

- MOE är fundamentet till Del-145 tillståndet
- Integrering med andra manualer är möjlig, **men**
- Viktigt med revisionskontroll om delar av procedurer ligger utanför MOE samt TS har kontroll

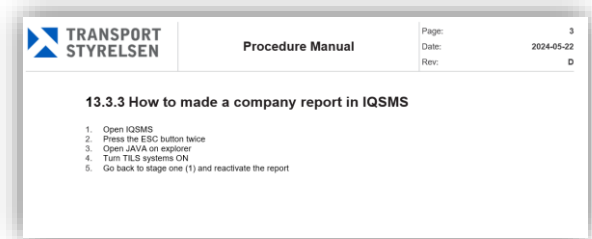


Olika manualuppbyggnader



MOE

MOE = AMC1 145.70(a)



Procedurmanual



Extern manual

Olika manualuppbyggnader

GM1 145.A.200(a)(5) Management system

ED Decision 2022/011/R

MANAGEMENT SYSTEM DOCUMENTATION

- (a) The organisation may document its safety policy, safety objectives and all its key management system processes in a separate manual (e.g. a Safety Management Manual or Management System Manual), or in its MOE (see [AMC1_145.A.70\(a\)](#), Part 3 'Management system procedures'). Organisations that hold multiple organisation certificates within the scope of Regulation (EU) 2018/1139 may prefer to use a separate manual in order to avoid duplication. That manual or the MOE, depending on the case, should be the key instrument for communicating the approach to the management system for the whole of the organisation.
- (b) The organisation may also choose to document some of the information that is required to be documented in separate documents (e.g. policy documents, procedures). In that case, it should ensure that the manual or the MOE contains adequate references to any document that is kept separately. Any such documents are to be considered to be integral parts of the organisation's management system documentation.

Godkända komponenter

- En noggrann utvärdering (assessment)
- Vad har komponenten för historik?
- Det finns många olika scenarion
- Håll lagret uppdaterat (Utgångsdatum)

145.A.42 Components

Regulation (EU) 2021/700

- (a) Classification of components. All components shall be classified into the following categories:
- (i) Components which are in a satisfactory condition, released on an [EASA Form 1](#) or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, in point [M.A.502](#) of Annex I (Part-M), in point [M.L.A.502](#) of Annex III (Part-ML), or in this Annex (Part-145).
 - (ii) Unserviceable components which shall be maintained in accordance with this Regulation.
 - (iii) Components categorised 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 organisation 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.

Produktionsplanering inkl. Base vs Line maintenance

- Planering behövs i god tid - oavsett tillstånd (Koordinering med beställaren)
- Kräv en "Clear work Order"
- Dokumentera
- Part 145 ansvar för human performance and limitations (kan Independent Inspection utföras i snöstorm utomhus en mörk kväll?)
- Organisationen skall definiera och utvärdera vilka taskar är Base och Line maintenance. (MOE 2.33)

AMC1 145.A.10 Scope

ED Decision 2022/011/R

LINE MAINTENANCE AND BASE MAINTENANCE

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

Line maintenance may include:

- trouble shooting;
- defect rectification;
- component replacement with use of external test equipment if required. Component replacement may include components such as engines and propellers;
- maintenance that will detect obvious unsatisfactory conditions/discrepancies/malfunctions, but does not require extensive in-depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors/ports;
- repairs, modifications and other maintenance tasks which do not require extensive disassembly and can be accomplished by simple means.

- (b) 'Base maintenance' refers to any maintenance for the aircraft other than line maintenance.

- (c) Organisations maintaining aircraft should have a procedure to determine whether the tasks or groups of tasks to be carried out fall under the line maintenance or base maintenance scope of the organisation, with due regard to the expected duration of the maintenance, number and type of tasks, shifts and disciplines involved, work environment, etc.

For temporary or occasional cases, the organisation may also have a procedure which allows, subject to a task assessment (including all relevant aspects and conditions), to conduct a base maintenance task under line maintenance environment.

- (d) In particular, maintenance tasks of aircraft subject to 'progressive' or 'equalised' maintenance programmes should be individually assessed in respect of such procedure to ensure that all the tasks within the particular check can be carried out safely and to the required standards at the designated line maintenance station.

OJT (EU) 2023/989

Mentor

- Nya krav på mentor (ersätter "supervisor")
- Assessor som behåller sin tidigare benämning.
- Mentor och assessor ska vara EASA Del-66 underhållspersonal
- Ska inneha ett giltigt EASA Del-66 certifikat för luftfartygsunderhåll som utfärdats av en EASA medlemsstat.
- Ska i åtminstone ett år ha innehaft ett EASA Del-66 certifikat för luftfartygsunderhåll i samma kategori som den som mentorskapet som OJT utbildningen avser, och även inneha samma eller liknande lämplig typbehörighet för luftfartyget i fråga.
- Ska vara auktoriserad att få utföra CRS (underhållsintyg) vid den underhållsorganisation som OJT utbildningen genomförs vid.
- Ska ha erfarenhet av att utbilda andra människor, exempelvis i form av att vara instruktör eller lärare enligt Del-147, ha genomgått kurser för utbildning av instruktörer eller ha någon annan jämförbar nationell kvalifikation, eller ha genomgått en utbildning i detta som är godtagbar av Transportstyrelsen

OJT (EU) 2023/989

Assessor

- Ska inneha ett giltigt EASA Del-66 certifikat för luftfartygsunderhåll som utfärdats av en EASA medlemsstat.
- Ska i åtminstone tre år ha innehaft ett EASA Del-66 certifikat för luftfartygsunderhåll i samma kategori som den som bedömningen av OJT utbildningen avser, och även inneha samma eller liknande lämplig typbehörighet för luftfartyget i fråga.
- Ska ha erfarenhet av och/eller ha genomgått utbildning i att bedöma andra. Exempelvis i form av att vara lärlingshandledare eller examinator i en Del-147 organisation eller ha genomgått kurser för utbildning av instruktörer eller ha någon annan jämförbar nationell kvalifikation. Alternativt ha genomgått en utbildning i detta som är godtagbar av Transportstyrelsen.
- Ska inte ha varit inblandad som mentor för sökande som utför OJT. Om assessor under OJT deltar som mentor under utbildningen måste en oberoende observatör vara närvarande under OJT "final assessment" av sökande

Management System

AMC1 145.A.200(a)(3) Management system

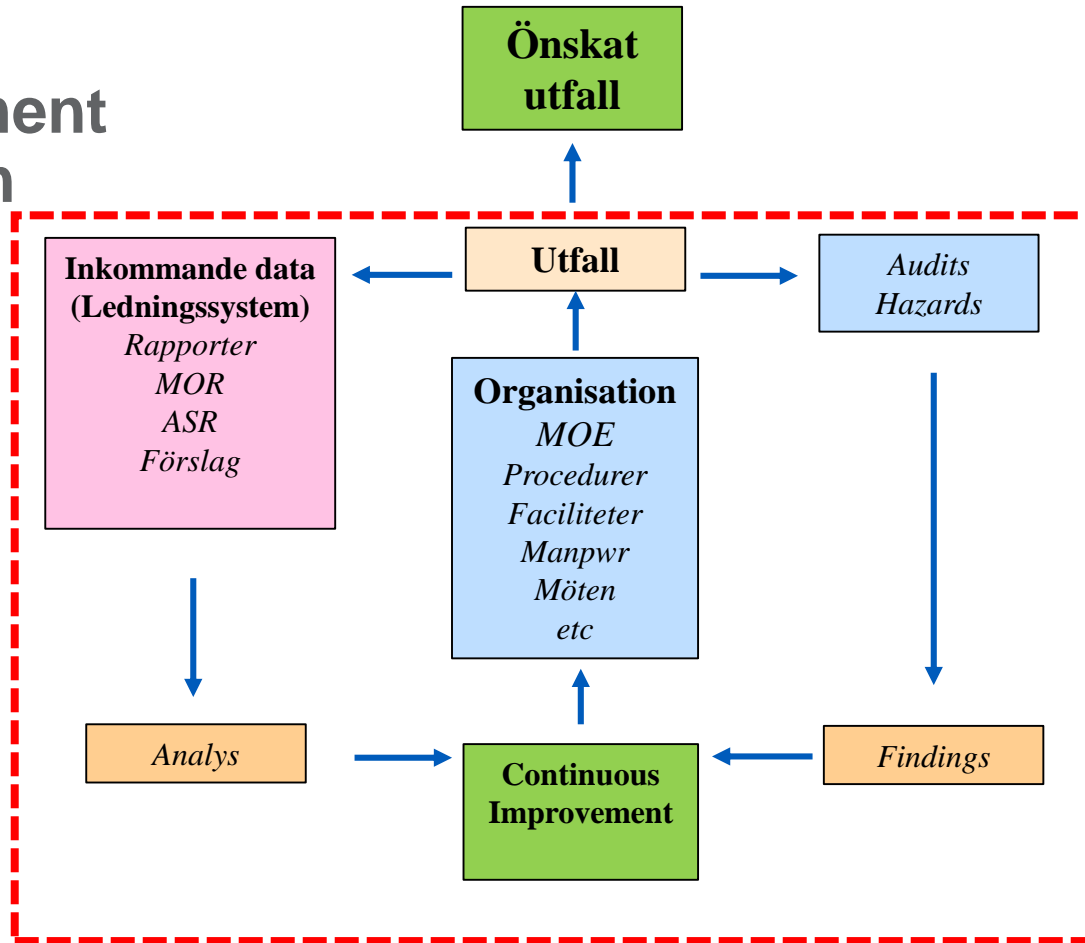
ED Decision 2022/011/R

SAFETY MANAGEMENT KEY PROCESSES

(f) Continuous improvement

The organisation should **continuously seek** to improve its safety performance and the effectiveness of its management system. Continuous improvement may be achieved through:

Management System



Management System

145.A.50 Certification of maintenance

Regulation (EU) 2021/1963

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

Del-145 FAQ

Tack för oss

Johannes, Henrik, Fredrik, Jan, Björn Ö, Bjarne, Rickard och Christian