



EASA
European Aviation Safety Agency

APATS 2019 – Singapore

Some key elements on maintenance organisation

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TE.GEN.00409-001



Disclaimer

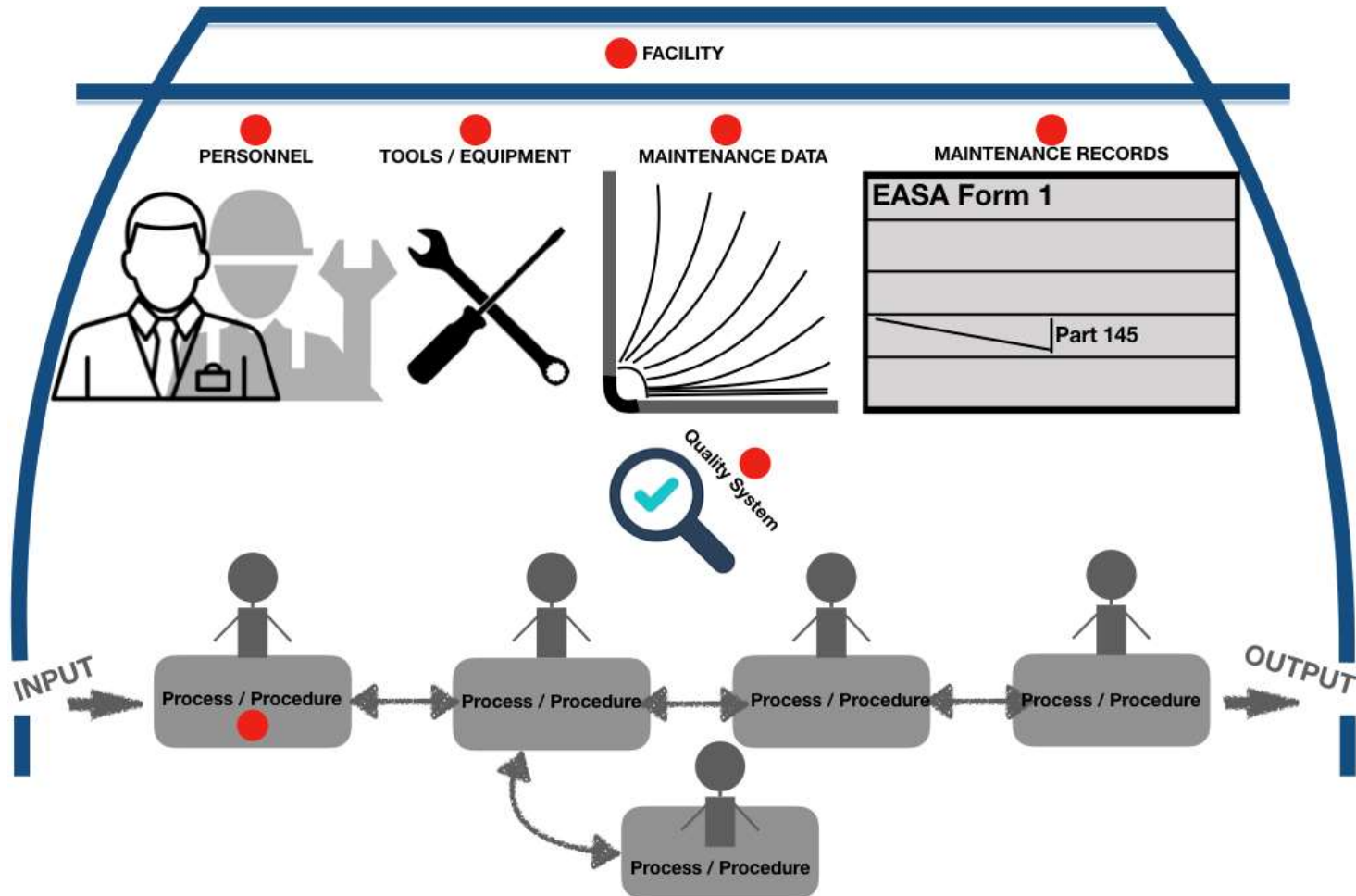


THIS PRESENTATION DOES NOT INCLUDE ALL THE DETAILS OF THE EASA PART 145 AS ONLY FEW ELEMENTS OF THE EASA PART 145 HAVE BEEN HEREBY TAKEN IN CONSIDERATION WITH THE SPECIFIC INTENT OF HIGHLIGHTING SOME OF THE REPETITIVE FINDINGS THAT HAVE BEEN ENCOUNTERED DURING THE OVERSIGHT OF FOREIGN EASA PART 145 APPROVED ORGANISATIONS.

CONTENT AND RELEVANT INFORMATION WITHIN THIS PRESENTATION SHOULD NOT BE CONSIDERED AS SUFFICIENT OR EXHAUSTIVE IN ORDER TO ENSURE COMPLIANCE TO THE EASA PART 145.

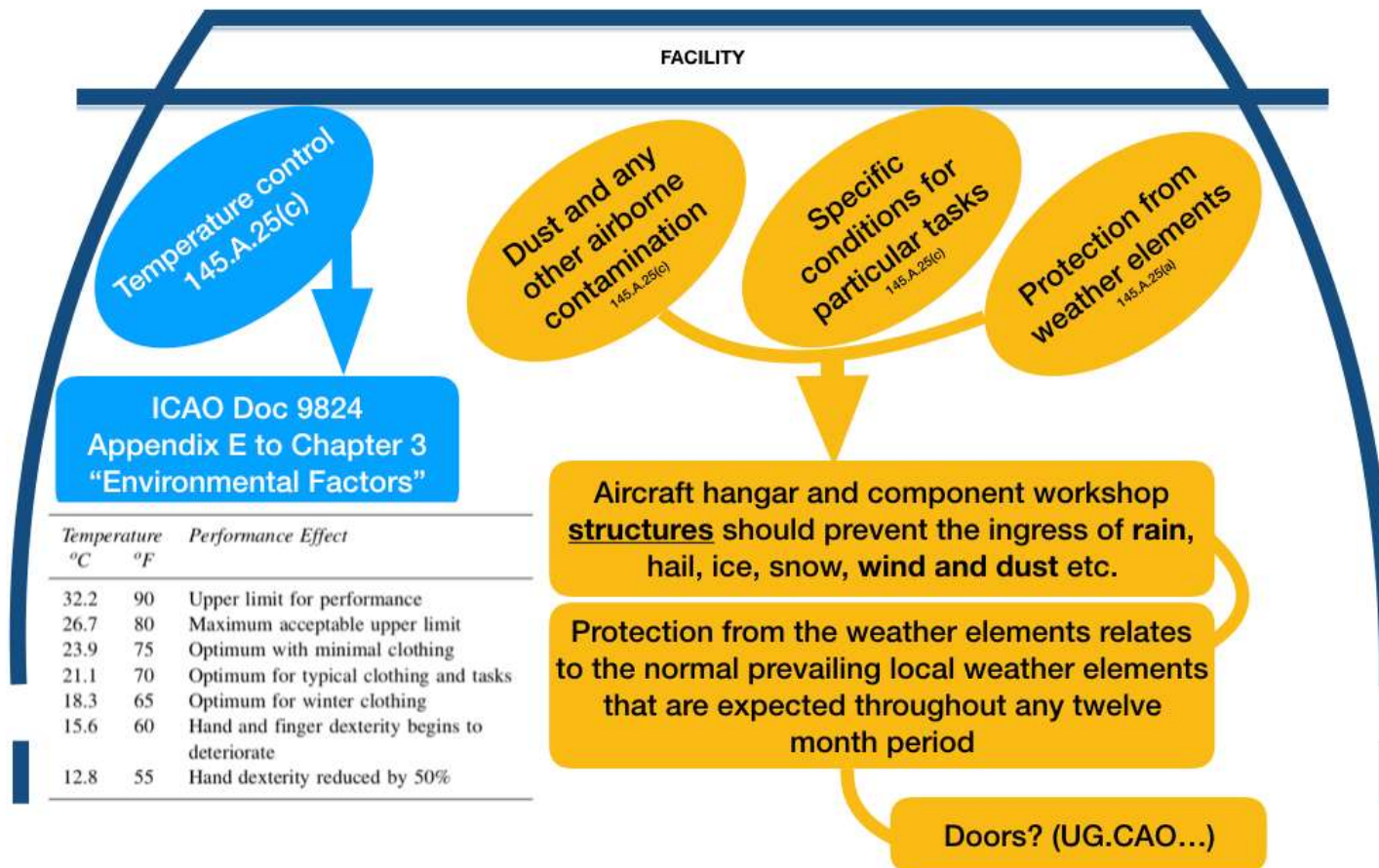


7 Bullet Points





Facility requirements





Personnel requirements

PERSONNEL



Accountable Manager

Must ensure the business can be financed.

To demonstrate a basic understanding on Part 145

Form 4¹ Managers

They represent the maintenance management structure of the Organisation. They are responsible for the functions specified in the Part 145.

To demonstrate a working knowledge on Part 145

Certifying and Support Staff

6/24 months minimum experience

Several options (UG.CAO...)



Mechanics / Technicians

Qualification

Experience, Training, official standards (if applies)



Equipment and tools



145.A.40(a)(i)

Where the manufacturer specifies a particular tool or equipment, the organisation shall use that tool or equipment, unless the use of **alternative tooling** or equipment is agreed by the competent authority via procedures specified in the exposition (MOE).



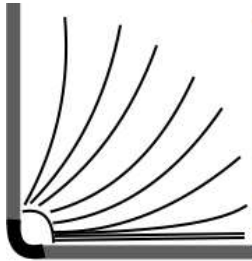
Use of alternative tools / equipment might require modification of maintenance instructions in order to detail how to carry out the particular maintenance task with that equivalent tool / equipment (MOE procedure).

NOTE: Maintenance instructions modification should result in equivalent or improved maintenance standards

NOTE: Engineering design of repairs and modifications are excluded. Any modification of the maintenance instructions linked to CDCCL constitutes an aircraft modification that should be approved in accordance with Part-21.



Maintenance data



145.A.45(a)

The organisation shall hold and use **applicable** current maintenance data in the performance of maintenance, including modifications and repairs. 'Applicable' means relevant to any aircraft, component or process specified in the organisation's approval class rating schedule and in any associated capability list

Use of
not applicable
maintenance data
(A1 vs B1) (A1 vs Cx) (B1 vs
C7)



Quick Engine Change parts (QEC parts): a collection of components and accessories installed onto the basic engine to speed up the installation of the assembly onto an aircraft(*)

(*) Not an EASA' definition

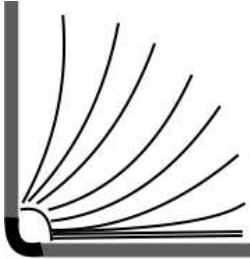
NOTE: Engine Manufacturers have their own definition of QEC)



QEC parts:
Agree a procedure with your EASA
Maintenance Organisation Expert
(C7)



Maintenance data



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Maintenance and airworthiness review records

MAINTENANCE RECORDS

EASA Form 1		Worksheet	
	Job card		
	Part		

145.A.55(a):

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 the issue of the certificate of release to service, including subcontractor's release documents....

A significant non compliance which lowers the safety standard and hazards seriously the flight safety

Always ensure traceability of maintenance performed by systematically recording all required details of maintenance works carried out, especially when explicitly required by the maintenance instructions.

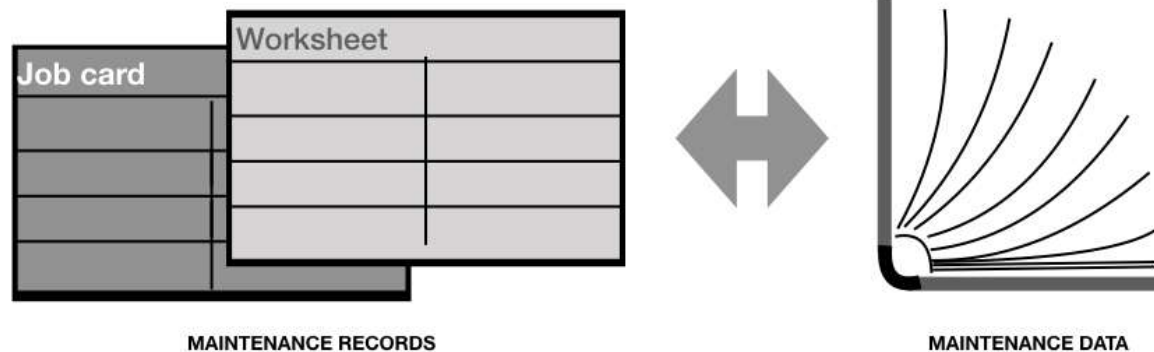
Don't sign off what has not actually be done



Maintenance and airworthiness review records

145.A.45(e)

The organisation shall provide a common work card/worksheet system to be used throughout relevant parts of the organisation. In addition, the organisation shall either transcribe accurately the maintenance data ... onto such work cards/worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data... 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.



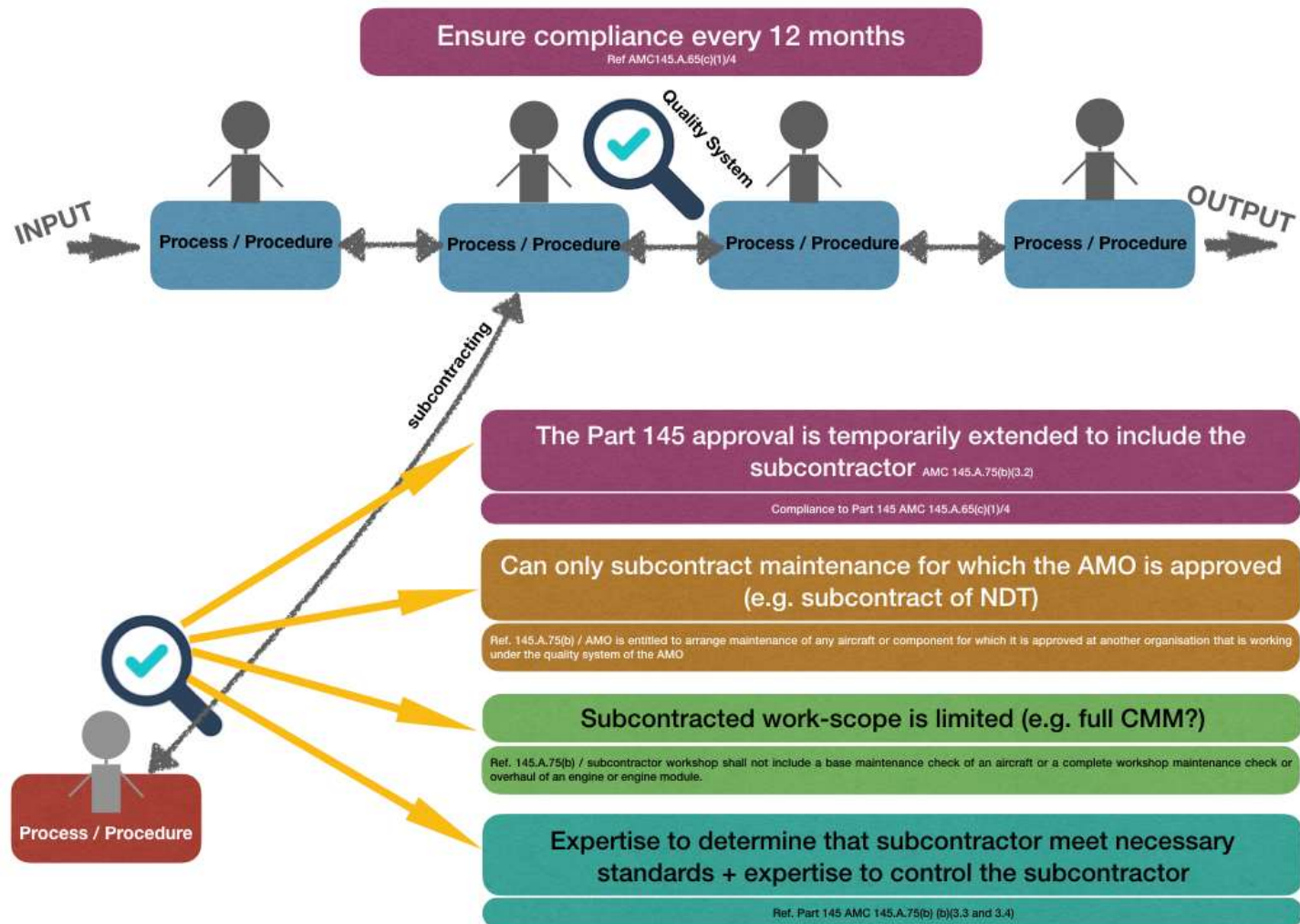
MAINTENANCE RECORDS

145.A.55(b)

The organisation shall provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific repair/modification data used for repairs/modifications carried out

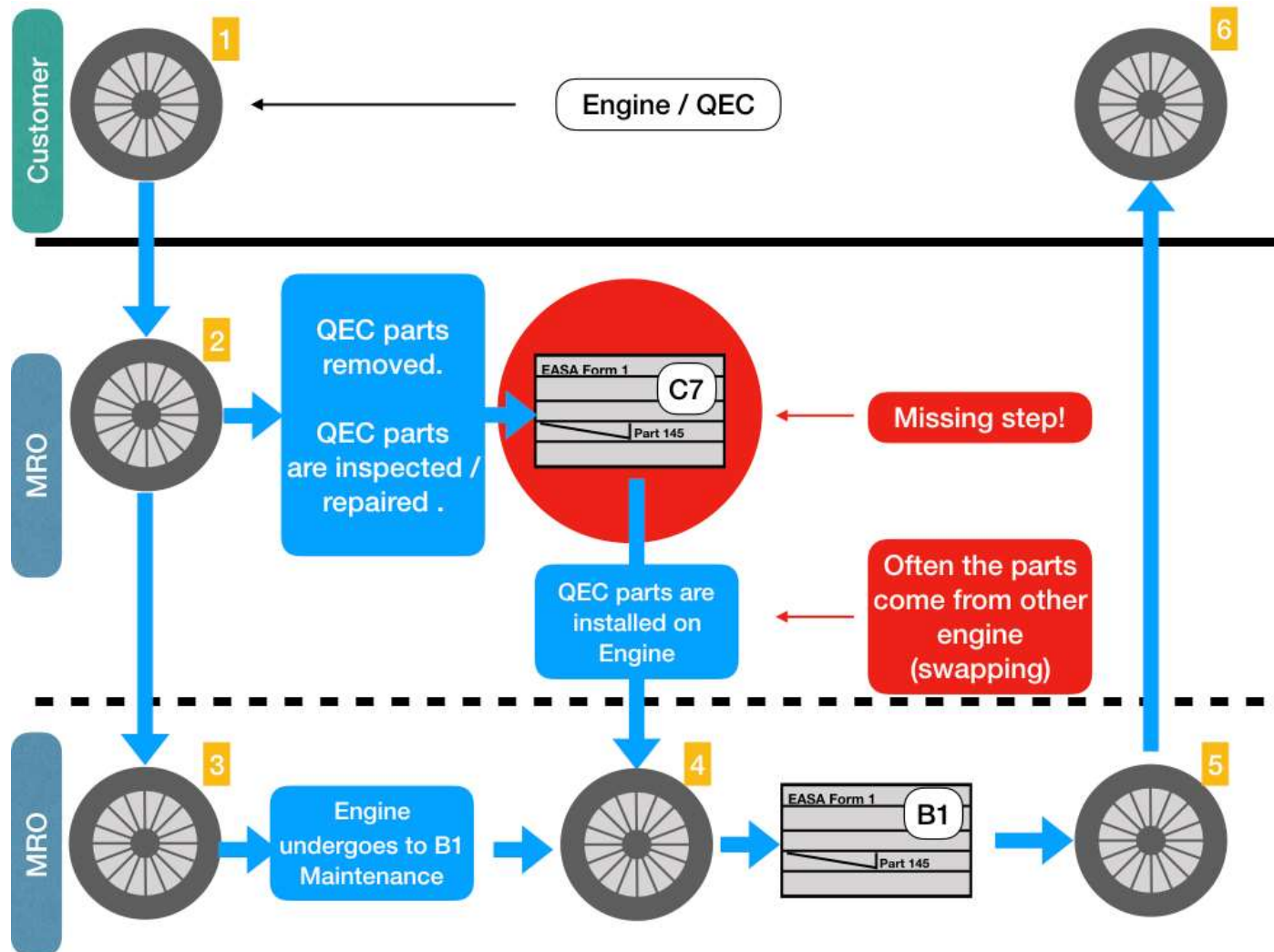


Processes, procedures, Quality system



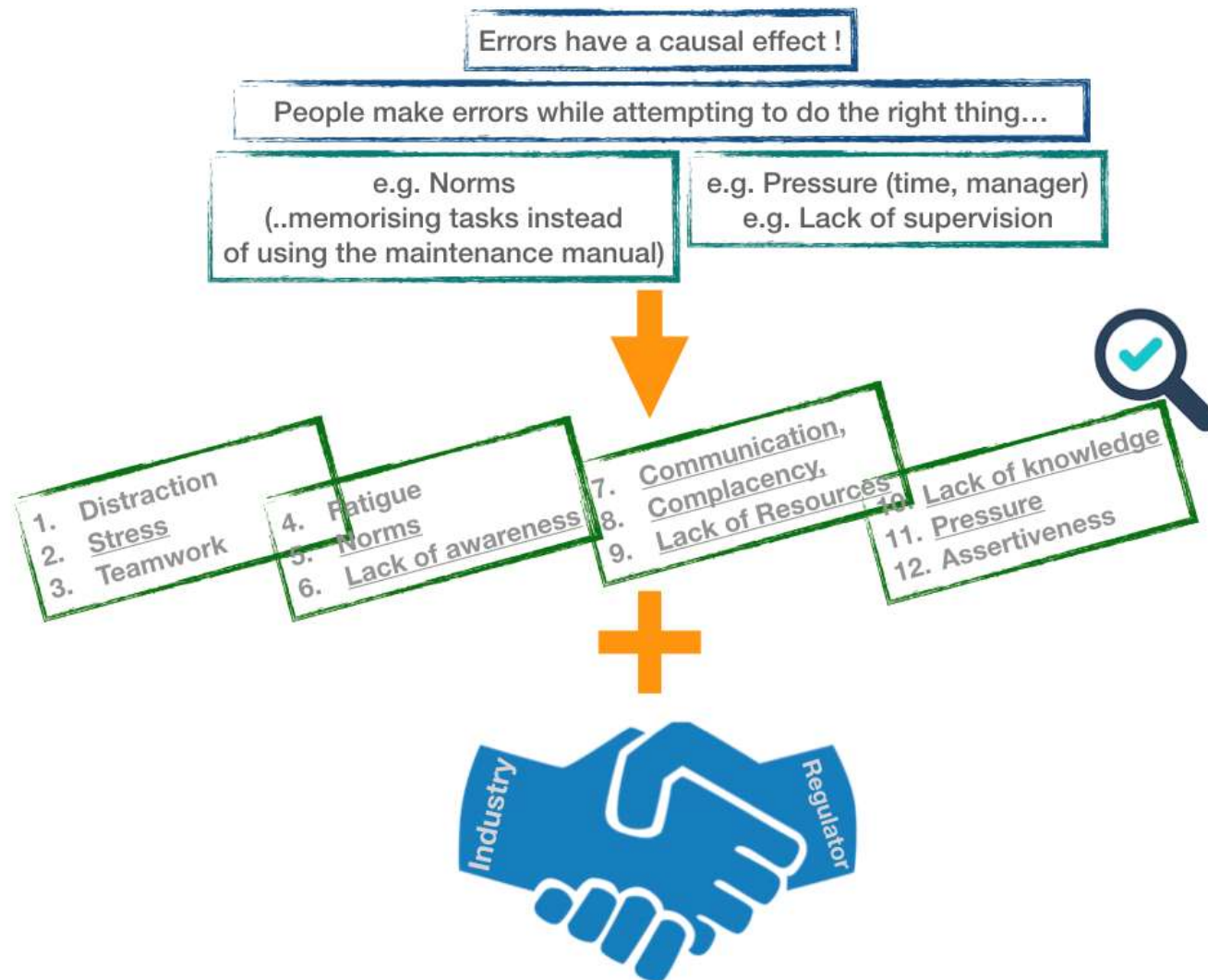


Processes, procedures, Quality system





Unwanted outcomes

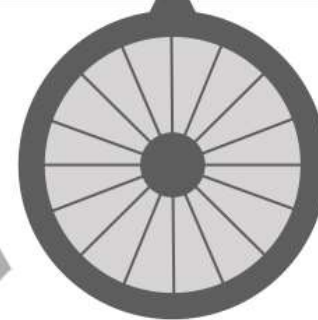
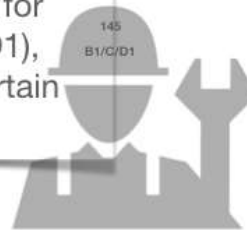




Multilevel support for the Industry

EASA AMCs/GMs/UGs to meet the new industry needs...

- On wing maintenance support privileges (away from approved workshops) for workshops (Engine/Component/D1),
- Use of AMM (B1 AMOs) under certain conditions.



Studies for the introduction of new means for inspections
(discussion with TCH on going)

Digitalisation of maintenance record

For Organisations operating in more than one member state: possibility to transfer the oversight responsibility to EASA..

...and more..



EASA
European Aviation Safety Agency

THANK YOU !

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Your safety is our mission.

An agency of the European Union

