European Aviation Safety Agency

Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex II (PART-145) to Commission Regulation (EU) No 1321/2014[1]

Issue 2 — Amendment 1

11.7.2016[2]

[1] Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1), as last amended.

[2] For the date of entry into force of this Issue, please refer to Decision 2016/011/R in the Official Publication of the Agency.

1) Table of contents is amended as follows:

'**CONTENTS**

AMC 145.A.35(o) Certifying staff and support staff

AMC 145.A.36 Records of airworthiness review staff

AMC 145.A.40(a) Equipment, tools and material

AMC 145.A.40(b) Equipment, tools and material

AMC 145.A.42(a) Acceptance of components

AMC 145.A.42(b) Acceptance of components

AMC 145.A.42(c) Acceptance of components

AMC 145.A.42(d) Acceptance of components

AMC 145.A.45(b) Maintenance data

AMC 145.A.45(c) Maintenance data

AMC 145.A.45(d) Maintenance data

AMC 145.A.45(e) Maintenance data

AMC 145.A.45(f) Maintenance data

AMC 145.A.45(g) Maintenance data

AMC 145.A.47(a) Production planning

AMC 145.A.47(b) Production planning

AMC 145.A.47(c) Production planning

GM 145.A.48 Performance of maintenance

AMC1 145.A.48(b) Performance of maintenance

AMC2 145.A.48(b) Performance of maintenance

AMC3 145.A.48(b) Performance of maintenance

AMC4 145.A.48(b) Performance of maintenance

AMC 145.A.48(c) Performance of maintenance

GM 145.A.48(c) Performance of maintenance

GM 145.A.48(d) Performance of maintenance

AMC 145.A.50 Certification of maintenance after embodiment of a Standard Change or Standard Repair (SC/SR)

AMC 145.A.50(a) Certification of maintenance

AMC 145.A.50(b) Certification of maintenance

AMC No 1 to 145.A.50(d) Certification of maintenance

AMC No 2 to 145.A.50(d) Certification of maintenance

GM 145.A.50(d) EASA Form 1 Block 12 ‘Remarks’

AMC 145.A.50(e) Certification of maintenance

AMC 145.A.50(f) Certification of maintenance

GM 145.A.55(a) Maintenance and airworthiness review records

AMC 145.A.55(c) Maintenance and airworthiness review records

AMC 145.A.60(a) Occurrence reporting

GM 145.A.60(a) Occurrence reporting

AMC 145.A.60(b) Occurrence reporting

GM 145.A.60(c) Occurrence reporting

AMC 145.A.65(a) Safety and quality policy, maintenance procedures and quality system

AMC 145.A.65(b) Safety and quality policy, maintenance procedures and quality system

GM 145.A.65(b)(1) Safety and quality policy, maintenance procedures and quality system

AMC 145.A.65(b)(2) Safety and quality policy, maintenance procedures and quality system

~~AMC 145.A.65(b)(3) Safety and quality policy, maintenance procedures and quality system~~

AMC 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system

AMC 145.A.65(c)(2) Safety and quality policy, maintenance procedures and quality system

GM 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system

AMC 145.A.70(a) Maintenance organisation exposition

GM 145.A.70(a) Maintenance organisation exposition

AMC 145.A.75(b) Privileges of the organisation

AMC 145.A.80 Limitations on the organisation

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

AMC 145.B.10(1) Competent authority — General

AMC 145.B.10(3) Competent authority — Qualification and training

AMC 145.B.10(4) Competent authority — Procedures

AMC 145.B.20(1) Initial approval

AMC 145.B.20(2) Initial approval

AMC 145.B.20(3) Initial approval

AMC 145.B.20(5) Initial approval

AMC 145.B.20(6) Initial approval

AMC 145.B.25(1) Issue of approval

AMC 145.B.25(2) Issue of approval

AMC 145.B.25(3) Issue of approval

AMC 145.B.30(1) Continuation of an approval

AMC 145.B.30(2) Continuation of an approval

AMC 145.B.35 Changes

AMC 145.B.35(1) Changes

AMC 145.B.35(2) Changes to the organisation

AMC 145.B.40 MOE amendments

AMC 145.B.50(a) Findings

AMC 145.B.50(b) Findings

AMC 145.B.55 Record-keeping

AMC TO APPENDICES TO PART-145

AMC to Appendix III 'Maintenance Organisation Approval' referred to in Annex II (Part-145)

APPENDICES TO AMCs TO PART-145

Appendix I to AMC 145.B.20(1) EASA Form 4

Appendix II to AMC 145.B.20(5) EASA Form 6

Appendix III to AMC 145.A.15 EASA Form 2

Appendix IV to AMC 145.A.30(e) and 145.B.10(3) Fuel Tank Safety Training'

2) Point 6.5 in GM1 145.A.30(e) is added as follows:

'**GM1 145.A.30(e) Personnel requirements**

6. Procedures, information, tools and practices

6.1. Visual Inspection

6.2. Work logging and recording

6.3. Procedure — practice/mismatch/norms

6.4. Technical documentation — access and quality

6.5. Critical maintenance tasks and error-capturing methods (independent inspection, reinspection, etc.)'

3) GM2 145.A.30(e) is amended as follows:

'**GM2 145.A.30(e) Competence assessment procedure**

(...)

Understanding critical maintenance task		X	X	X	X		X
Ability to compile and control completed work cards		X	X	X			
Ability to consider human performance and limitations	X	X	X	X			X
Ability to determine required qualifications for task performance		X	X	X			
Ability to identify and rectify existing and potential unsafe conditions			X	X	X	X	X
Ability to manage third parties involved in maintenance activity		X	X				
Ability to confirm proper accomplishment of maintenance tasks			X	X	X	X	
Ability to identify and properly plan performance of critical maintenance tasks		X	X	X'			

4) AMC 145.A.47(a) is amended as follows:

'**AMC 145.A.47(a) Production planning**

1. Depending on the amount and complexity of work generally performed by the maintenance organisation, the planning system may range from a very simple procedure to a complex organisational set-up including a dedicated planning function in support of the production function.

2. For the purpose of Part-145, the production planning function includes two complementary

elements:

— scheduling the maintenance work ahead, to ensure that it will not adversely interfere with other work as regards the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities~~.~~;

— during maintenance work, organising maintenance teams and shifts and provide all necessary support to ensure the completion of maintenance without undue time pressure.

3. When establishing the production planning procedure, consideration should be given to the following:

— logistics,

— inventory control,

— square meters of accommodation,

— man-hours estimation,

— man-hours availability,

— preparation of work,

— hangar availability,

— environmental conditions (access, lighting standards and cleanliness),

— co-ordination with internal and external suppliers, etc.,

— scheduling ~~of safety-critical~~ critical maintenance tasks during periods when staff are likely to be most alert.'

5) GM 145.A.48 is added as follows:

'**GM 145.A.48 Performance of maintenance**

AUTHORISED PERSON

An 'authorised person' is a person formally authorised by the maintenance organisation to perform or supervise a maintenance task. An 'authorised person' is not necessarily 'certifying staff'.

SIGN-OFF

A 'sign-off' is a statement issued by the 'authorised person' which indicates that the task or group of tasks has been correctly performed. A 'sign-off' relates to one step in the maintenance process and is, therefore, different to a certificate of release to service.'

6) AMC1 145.A.48(b) is added as follows:

'**AMC1 145.A.48(b) Performance of maintenance**

The procedure should identify the error-capturing methods, the critical maintenance tasks, the training and qualification of staff applying error-capturing methods, and how the organisation ensures that its staff is familiar with critical maintenance tasks and error-capturing methods.'

7) AMC2 145.A.48(b) is added as follows:

'**AMC2 145.A.48(b) Performance of maintenance**

CRITICAL MAINTENANCE TASKS

(a) The procedure should ensure that the following maintenance tasks are reviewed to assess their impact on flight safety:

(1) tasks that may affect the control of the aircraft flight path and attitude, such as installation, rigging and adjustments of flight controls;

(2) aircraft stability control systems (autopilot, fuel transfer);

(3) tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors; and

(4) overhaul, calibration or rigging of engines, propellers, transmissions and gearboxes.

(b) The procedure should describe which data sources are used to identify critical maintenance tasks. Several data sources may be used, such as:

(1) information from the design approval holder;

(2) accident reports;

(3) investigation and follow-up of incidents;

(4) occurrence reporting;

(5) flight data analysis;

(6) results of audits;

(7) normal operations monitoring schemes; and

(8) feedback from training.'

8) AMC3 145.A.48(b) is added as follows:

'**AMC3 145.A.48(b) Performance of maintenance**

ERROR-CAPTURING METHODS

(a) Error-capturing methods are those actions defined by the organisation to detect maintenance errors made when performing maintenance.

(b) The organisation should ensure that the error-capturing methods are adequate for the work and the disturbance of the system. A combination of several actions (visual inspection, operational check, functional test, rigging check) may be necessary in some cases.'

9) AMC4 145.A.48(b) is added as follows:

'**AMC4 145.A.48(b) Performance of maintenance**

INDEPENDENT INSPECTION

Independent inspection is one possible error-capturing method.

(a) What is an independent inspection

An independent inspection is an inspection performed by an 'independent qualified person' of a task carried out by an 'authorised person', taking into account that:

(1) the 'authorised person' is the person who performs the task or supervises the task and they assume the full responsibility for the completion of the task in accordance with the applicable maintenance data;

(2) the ‘independent qualified person’ is the person who performs the independent inspection and attests the satisfactory completion of the task and that no deficiencies have been found. The ‘independent qualified person’ does not issue a certificate of release to service, therefore they are not required to hold certification privileges;

(3) the ‘authorised person’ issues the certificate of release to service or signs off the completion of the task after the independent inspection has been carried out satisfactorily;

(4) the work card system used by the organisation should record the identification of both persons and the details of the independent inspection as necessary before the certificate of release to service or sign-off for the completion of the task is issued.

(b) Qualifications of persons performing independent inspections

The organisation should have procedures to demonstrate that the ‘independent qualified person’ has been trained and has gained experience in the specific inspection to be performed. The organisation could consider making use of, for example:

(1) staff holding a certifying staff or support staff or sign-off authorisation or equivalent necessary to release or sign off the critical maintenance task;

(2) staff holding a certifying staff or support staff or sign-off authorisation or equivalent necessary to release or sign off similar task in a product of similar category and having received specific practical training in the task to be inspected; or

(3) a commander holding a limited certification authorisation in accordance with 145.A.30(j)(4) and having received adequate practical training and having enough experience in the specific task to be inspected and on how to perform independent inspection.

(c) How to perform an independent inspection

An independent inspection should ensure correct assembly, locking and sense of operation. When inspecting control systems that have undergone maintenance, the independent qualified person should consider the following points independently:

(1) all those parts of the system that have actually been disconnected or disturbed should be inspected for correct assembly and locking;

(2) the system as a whole should be inspected for full and free movement over the complete range;

(3) cables should be tensioned correctly with adequate clearance at secondary stops;

(4) the operation of the control system as a whole should be observed to ensure that the controls are operating in the correct sense;

(5) if different control systems are interconnected so that they affect each other, all the interactions should be checked through the full range of the applicable controls; and

(6) software that is part of the critical maintenance task should be checked, for example: version, compatibility with aircraft configuration.

(d) What to do in unforeseen cases when only one person is available

REINSPECTION:

(1) Reinspection is an error-capturing method subject to the same conditions as an independent inspection is, except that the ‘authorised person’ performing the maintenance task is also acting as ‘independent qualified person’ and performs the inspection.

(2) Reinspection, as an error-capturing method, should only be performed in unforeseen circumstances when only one person is available to carry out the task and perform the independent inspection. The circumstances cannot be considered unforeseen if the person or

organisation has not assigned a suitable 'independent qualified person' to that particular line station or shift.

(3) The certificate of release to service is issued after the task has been performed by the 'authorised person' and the reinspection has been carried out satisfactorily. The work card system used by the organisation should record the identification and the details of the reinspection before the certificate of release to service for the task is issued.'

10) AMC 145.A.48(c) is added as follows:

'**AMC 145.A.48(c) Performance of maintenance**

The procedures should be aimed at:

(a) minimising multiple errors and preventing omissions. Therefore, the procedures should specify:

(1) that every maintenance task is signed off only after completion;

(2) how the grouping of tasks for the purpose of sign-off allows critical steps to be clearly identified; and

(3) that work performed by personnel under supervision (i.e. temporary staff, trainees) is checked and signed off by an authorised person;

(b) minimising the possibility of an error being repeated in identical tasks and, therefore, compromising more than one system or function. Thus, the procedures should ensure that no person is required to perform a maintenance task involving removal/installation or assembly/disassembly of several components of the same type fitted to more than one system, a failure of which could have an impact on safety, on the same aircraft or component during a particular maintenance check. However, in unforeseen circumstances when only one person is available, the organisation may make use of reinspection as described in point (d) of AMC4 145.A.48(b).'

11) GM 145.A.48(c) is added as follows:

'**GM 145.A.48(c) Performance of maintenance**

To minimise the risk of multiple errors or errors being repeated, the organisation may implement:

— procedures to plan the performance by different persons of the same task in different systems;

— duplicate inspection or re-inspection procedures.'

12) GM 145.A.48(d) is added as follows:

'**GM 145.A.48(d) Performance of maintenance — critical design configuration control limitations (CDCCL)**

The organisation should ensure that when performing maintenance the CDCCL are not compromised. The organisation should pay particular attention to possible adverse effects of any change to the wiring of the aircraft, even of a change not specifically associated with the fuel tank system. For example, it should be common practice to identify segregation of fuel gauging system wiring as a CDCCL. The organisation can prevent adverse effects associated with changes to the wiring by standardising maintenance practices through training, and not through periodic inspections. Training should be provided to avoid indiscriminate routing and splicing of wire and to provide comprehensive knowledge of critical design features of fuel tank

systems that would be controlled by a CDCCL. Guidance on the training of maintenance organisation personnel is provided in Appendix IV to AMC 145.A.35.'

13) GM 145.A.65(b)(1) is added as follows:

'**GM 145.A.65(b)(1) Safety and quality policy, maintenance procedures and quality system**

Appendix XI to AMC M.A.708(c) provides guidance on the elements that need to be considered for the maintenance contract between the CAMO and the maintenance organisation. The Part-145 organisation should take into account these elements to ensure that a clear contract or work order has been concluded before providing maintenance services.'

14) AMC 145.A.65(b)(3) is deleted.

15) In GM 145.A.65(c)(1) rows are inserted or amended as follows:

'**GM 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system**

PARA	Comment	HANGAR	ENGINE	MECH	AVIONIC

145.A.48		Yes	Yes	if appl	if appl

2.14	MOE	Yes	Yes	Yes	Yes

2.23	MOE	Yes	Yes ~~No~~	if app ~~No~~	if app ~~No~~

16) AMC 145.A.70(a) is amended as follows:

'**AMC 145.A.70(a) Maintenance organisation exposition**

(...)

2.13 Maintenance documentation in use and its completion ~~of same~~

(...)

2.23 ~~Control of c~~Critical maintenance tasks and error-capturing methods

(...)

L2.7 Line procedure ~~control of~~for critical maintenance tasks and error-capturing methods

PART 7 FAA SUPPLEMENTARY PROCEDURES FOR A FAR PART-145 REPAIR STATION

This section is reserved for those maintenance organisations approved under Part-145 who are also certificated as a FAA FAR Part-145 repair station.

The contents of this Part should be based on the Maintenance Annex Guidance (MAG) issued by EASA and the FAA following the agreement between the United States of America and the European Union on cooperation in the regulation of civil aviation safety.

~~The content of this Part reflects the differences between Part-145 and FAR Parts 43/145 which will change over the time as harmonisation and experience with the FAA progresses.~~

~~FAA Advisory Circular 145-7A Appendix 2 contains details of the Part 7 contents.~~

PART 8 TRANSPORT CANADA CIVIL AVIATION (TCCA) SUPPLEMENTARY PROCEDURES FOR A ~~TCCA AM~~ CAR 573 MAINTENANCE ORGANISATION

This section is reserved for those Part-145 approved maintenance organisations ~~who are also approved as aTCCA AM~~ holding a CAR 573 approval ~~maintenance organisation~~.

The content of this Part should be based on the Maintenance Annex Guidance (MAG) issued by EASA and the TCCA following the agreement on civil aviation safety between the European Union and Canada.

~~The content of this Part reflects the difference between Part-145 and AM 573 and will change over the time as harmonisation and experience with Transport Canada Civil Aviation progresses.~~

~~TCCA Aircraft Maintenance & Manufacturing Staff Instruction MSI 10 Appendix A contains details of the Part 8 contents.~~'

17) Appendix II to AMC 145.B.20(5) is amended as follows:

'**Appendix II to AMC 145.B.20(5) EASA Form 6**

Part-145 APPROVAL RECOMMENDATION REPORT	**EASA FORM 6**
Part 1: General Name of organisation: Approval reference: Requested approval rating~~/~~: EASA Form 3 dated*: FAA FAR 145 Cert No (if applicable): Address of f~~F~~acility a~~A~~udited:	

Audit period: From to

Date(s) of a~~A~~udit:

Audit reference(s):

Persons interviewed:

Competent authority surveyor(s): Signature(s):

Competent authority office: Date of EASA Form 6 P~~p~~art 1 completion:

*delete ~~where applicable~~ as appropriate

Part-145 APPROVAL RECOMMENDATION REPORT **EASA FORM 6**

Part 2: Part-145 Compliance Audit Review

The five columns may be labelled and used as necessary to record the approval class and/or product line reviewed. Against each column used of the following Part-145 points ~~subparagraphs~~ please either tick (√) the box if satisfied with compliance or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.

Para	Subject					
145.A.25	Facility requirements					
145.A.30	Personnel requirements					
145.A.35	Certifying Staff and support staff					
145.A.36	Records of airworthiness review staff					
145.A.40	Equipment, Tools and material					
145.A.42	Acceptance of Components					
145.A.45	Maintenance Data					
145.A.47	Production Planning					
145.A.48	Performance of maintenance					
145.A.50	Certification of Maintenance					
145.A.55	Maintenance Records					
145.A.60	Occurrence Reporting					
145.A.65	Safety and Quality Policy, maintenance procedures and Quality System					

145.A.70	Maintenance Organisation Exposition (see Part 3)							
145.A.75	Privileges of the organisation							
145.A.80	Limitations on the organisation							
145.A.85	Changes to the organisation							
145.A.95	Findings							

Competent surveyor(s): Signature(s):

Competent authority office: Date of EASA Form 6 Ppart 2 completion:

Part-145 APPROVAL RECOMMENDATION REPORT	**EASA FORM 6**

Part 3: Compliance with *145.A.70 Maintenance organisation exposition*

Please either tick (√) the box if satisfied with compliance; or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding; or enter N/A where an item is not applicable; or N/R when applicable but not reviewed.

Part 1	**Management**	
1.1		Corporate commitment by the accountable manager
1.2		Safety and Quality Policy
1.3		Management personnel
1.4		Duties and responsibilities of the management personnel
1.5		Management Organisation Chart
1.6		List of Certifying staff, support staff and airworthiness review staff (Note: a separate document may be referenced)
1.7		Manpower resources
1.8		General description of the facilities at each address intended to be approved
1.9		Organisations intended scope of work
1.10		Notification procedure to the competent authority regarding changes to the organisation's activities/approval/location/personnel
1.11		Exposition amendment procedures
Part 2	**Maintenance Procedures**	
2.1		Supplier evaluation and subcontract control procedure
2.2		Acceptance/inspection of aircraft components and material from outside contractors
2.3		Storage, tagging, and release of aircraft components and material to aircraft maintenance
2.4		Acceptance of tools and equipment
2.5		Calibration of tools and equipment
2.6		Use of tooling and equipment by staff (including alternate tools)
2.7		Cleanliness standards of maintenance facilities
2.8		Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff
2.9		Repair procedure
2.10		Aircraft maintenance programme compliance
2.11		Airworthiness Directives procedure
2.12		Optional modification procedure

PART 3: Compliance with *145.A.70 Maintenance organisation exposition*		
2.13		Maintenance documentation in use and its completion ~~of same~~
2.14		Technical records control
2.15		Rectification of defects arising during base maintenance
2.16		Release to service procedure
2.17		Records for the operator
2.18		Reporting of defects to the competent authority/Operator/Manufacturer
2.19		Return of defective aircraft components to store
2.20		Defective components to outside contractors
2.21		Control of computer maintenance record systems
2.22		Control of manhour planning versus scheduled maintenance work
2.23		~~Control of c~~Critical maintenance tasks and error-capturing methods
2.24		Reference to specific maintenance procedures
2.25		Procedures to detect and rectify maintenance errors
2.26		Shift/task handover procedures
2.27		Procedures for notification of maintenance data inaccuracies and ambiguities to the type certificate holder
2.28		Production planning procedures
2.29		Airworthiness review procedures and records for ELA1 aircraft not involved in commercial operations
2.30		Development and approval processing for maintenance programmes for ELA2 aircraft not involved in commercial operations
Part L2	**Additional Line Maintenance Procedures**	
L2.1		Line maintenance control of aircraft components, tools, equipment, etc.
L2.2		Line maintenance procedures related to servicing/fuelling/de-icing, etc.
L2.3		Line maintenance control of defects and repetitive defects
L2.4		Line procedure for completion of technical log
L2.5		Line procedure for pooled parts and loan parts
L2.6		Line procedure for return of defective parts removed from aircraft
L2.7		Line procedure for ~~control of~~ critical maintenance tasks and error-capturing methods
Part 3	**Quality system procedures**	
3.1		Quality audit of organisation procedures
3.2		Quality audit of aircraft
3.3		Quality audit remedial action procedure
3.4		Certifying staff and support staff qualification and training procedures
Part-145 APPROVAL RECOMMENDATION REPORT		**EASA FORM 6**

PART 3: Compliance with *145.A.70 Maintenance organisation exposition*		
3.5		Certifying staff records
3.6		Quality audit personnel
3.7		Qualifying inspectors
3.8		Qualifying mechanics
3.9		Aircraft/aircraft component maintenance tasks exemption process control.
3.10		Concession control for deviation from organisation's procedures
3.11		Qualification procedure for specialised activities such as NDT, welding, etc.
3.12		Control of manufacturers' and other maintenance working teams
3.13		Human Factors training procedure
3.14		Competence assessment of personnel
3.15		Training procedures for on-the-job training as per Section 6 of Appendix III to Part-66 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same)
3.16		Procedure for the issue of a recommendation to the competent authority for the issue of a Part-66 licence in accordance with 66.B.105 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same)
Part 4		
4.1		Contracting operators
4.2		Operator procedures/paperwork
4.3		Operator record completion
Part 5	**Appendices**	
5.1		Sample Documents
5.2		List of subcontractors
5.3		List of Line maintenance locations
5.4		List of Part-145 organisations

MOE Reference:	MOE Amendment:
Competent authority audit staff:	Signature(s):
Competent authority office:	Date of EASA Form 6 ~~p~~Part 3 completion:

Part-145 APPROVAL RECOMMENDATION REPORT	**EASA FORM 6**

Part 4: Findings — Part-145 Compliance status

Each level 1 and 2 finding should be recorded whether it has been rectified or not and should be identified by a simple cross-reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.

Part 2 or 3 ref-erence	Audit reference(s): Findings	LEVEL	Corrective action		
			Date Due	Date Closed	Reference

Part-145 APPROVAL RECOMMENDATION REPORT	**EASA FORM 6**
Part 5: Part-145 Approval or continued approval or change recommendation*	

Name of organisation:

Approval reference:

Audit reference(s):

The following Part-145 scope of approval is recommended for this organisation:

Or, it is recommended that the Part-145 scope of approval specified in EASA Form 3 referenced ..... be continued.

Name of recommending competent authority surveyor:

Signature of recommending competent authority surveyor:

Competent authority office:

Date of recommendation:

EASA Form 6 review (quality check): Date:

*delete as appropriate'