

CAR – 145

Is for large aircraft.

CAR 145 organization can:

Line maintenance

Base maintenance

Components

Requirements for a CAR 145 organization:

Facility Requirements:

The working environment, including aircraft hangars, component workshops, and office accommodation, is appropriate for the task carried out and in particular that special requirements are observed.

- 1, For base maintenance of aircraft, aircraft hangars are both available and large enough
- 2, For component maintenance, component workshops are large enough to accommodate the components on planned maintenance.
- 3, Office accommodation is provided for the management
- 4, Temperatures must be maintained such that personnel can carry out required tasks without undue discomfort.
- 5, Dust and any other airborne contamination are kept to a minimum
- 6, Lighting is such as to ensure each inspection
- 7, Noise shall not distract personnel from carrying out inspection tasks
- 8, specific environmental conditions
- 9, line : 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.

Personnel requirements:

1, Accountable Manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this regulation.

The accountable manager shall:

- 1, Ensure that all necessary resources are available
- 2, Establish and promote the safety and quality policy
- 3, Demonstrate a basic understanding of Car 145 regulation.

A group of persons (post holders)

1, must be approved by the GCAA to ensure that the organization complies with the regulations and follow the

2, inform the accountable manager about any thing that happen in the organization.

Quality Manager:

1, The accountable manager shall appoint a person with responsibility for (day to day) monitoring the quality system (**Quality Manager**), including the associated **feedback** system as required by regulations.

2, The appointed person shall have direct access to the accountable manager to ensure that the **accountable manager is kept properly informed on quality and compliance matters.**

Certifying Staff and Category B1 and B2 Support Staff

1, An organization shall ensure that category B1 and B2 support staff have an adequate understanding of the relevant aircraft components.

2, **Category B1 and B2 support staff** means those category B1 and B2 staff in the base maintenance environment who **do not hold certification privileges.**

3, **'Certification authorization'** means the authorization issued to certifying staff by the organization (**quality manager/department**) **they may sign the certificates of release to service** (within the limitations stated in such authorization).

4, The organization shall ensure that all certifying staff and category B1 and B2 support staff are **involved in at least six months of actual relevant aircraft or component maintenance.**

5, The organization shall ensure that all certifying staff and category B1 and B2 support staff receive continuation **training in each two year to ensure:**

- 1, Relevant technology
- 2, Organization procedures
- 3, Human factor issues

'Authorized person': means the officials of the Authority who has responsibility for the oversight of the maintained aircraft or component.

One-Off Authorizations

When the **aircraft is grounded at a location where no appropriate certifying staff are available to release maintenance work the organization may issue a one-off certification authorization to its employees holding equivalent type authorizations or any person with not less than five years maintenance experience holding a type rating.**

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.

The requirements that the quality manager will check to give the authorization to sign a CRS.

- 1, 21 years old
- 2, part 66 license holder
- 3, MOE training
- 4, approval rating
- 5, continuous training
- 6, recent experience
- 7, type qualified
- 8, evaluation of competencies

Equipment, Tools, and Material

- 1, The organization shall have available and use the necessary equipment, tools and material to perform the approved scope of work
- 2, The organization shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated
- 3, the organization shall have appropriate materials and appropriate tools

Acceptance of Components

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

- 1, serviceable:
 - a) Components which are in a satisfactory condition
 - b) being released on an Airworthiness (AW) Form 1
- 2, Unserviceable
 - a) components which shall be maintained in accordance with this section
 - b) that the component is removed from the aircraft and cant be used
- 3) Unsalvageable:
 - a) Unsalvageable components which have reached their certified life limit, contain a non-repairable defect
 - b) the AW form 1 is messing

The authorized release certificate (AW Form1) is the component certificate of release to service.

Maintenance Data

- 1, is all the paperwork, manuals, authorities' documents, records, job cards
- 2, The organization shall ensure that all applicable maintenance data is readily available for use when required by maintenance personnel
- 3, The organization shall establish a procedure to ensure that maintenance data it controls is kept up to date.

Production Planning

- 1, 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

EX: if the organization wants to take of an Engen they have to consider necessary personnel, tools, equipment, material, maintenance data and facilities and manuals.

- 2, The planning of maintenance tasks, and the organizing of shifts, shall take into account human performance limitations. (human factors)

Certification of Maintenance

- 1, A certificate of release CRS to service shall be issued by appropriately authorized certifying staff on behalf of the organization
- 2, verified that all maintenance ordered has been properly carried out by the organization
- 3, A certificate of release to service shall be issued before flight at the completion of any maintenance.

When the organization is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations.

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, it is permissible to 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,**

Maintenance Records

- 1, The organization should have a records of all maintenance and work caride out in the logbook
- 2, the organization should have a copes of the maintenance records for 3 years
- 3, records shall be stored in a manner that ensures protection from damage, alteration, and theft.
- 4, Computer backup discs, tapes., shall be stored in a different location from that containing the working discs, tapes etc., ensures they remain in good condition.

Occurrence Reporting

1, The organization shall report to the GCAA, the state of registry and the organization responsible for the design of the aircraft if the aircraft or component identified by the organization that has resulted or may result in an unsafe condition that hazards seriously the flight safety.

2, The organization shall produce and submit such reports as soon as practicable but, in any case, within 72 hours of the organization identifying the condition to which the report relates.

The aim of occurrence reporting is to identify the factors contributing to incidents, and to make the system resistant to similar errors.

Safety, Quality, and Procedures

The organization shall establish a safety and quality policy for the organization agreed by the GCAA considering human factors and human performance to ensure good maintenance practices and compliance with this regulation.

Independent audits:

Done by the quality manager he checks the standards and the procedures and ensures that the procedures are followed by the organization.

The independent audit checked every 12 months

Feedback:

After the independent audits the quality manager writes a feedback report to the accountable manager

The feedback reports are kept for 2 years after the date of clearance of the finding.

Maintenance Organization Exposition (MOE)

MOE means the documents that contain the material specifying the scop of work

MOE containing the following information:

- 1, A statement signed by the accountable manager confirming that the organization will follow the rules and regulations
- 2, The organization's safety and quality policy
- 3, The title(s) and name(s) of the persons nominated (Senior Management who are Post Holders)
- 4, The duties and responsibilities of the persons nominated including matters on which they may deal directly with the GCAA on behalf of the organization
- 5, The organizational chart showing associated chains of responsibility between the persons nominated
- 6, The list of certifying staff and B1 and B2 support staff
- 7, A general description of manpower resources
- 8, A general description of the facilities located at each address specified in the organization's approval certificate
- 9, A specification of the organization's scope
- 10, The notification procedure of CAR 145.85 for organizational changes
- 11, The maintenance organization exposition amendment procedure
- 12, The procedures and quality system established by the organization
- 13, A list of commercial operators, where applicable, to which the organization provides an aircraft maintenance service
- 14, A list of subcontracted organizations, where applicable
- 15, A list of line stations, where applicable
- 16, A list of contracted organizations, where applicable

Privileges of the Organization

the organization holding **GCAA approval of a CAR 145** shall be entitled to carry out the following tasks:

- 1, **Maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in the exposition**

Limitations on the Organization

The organization shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.

If the larger organization may temporarily not hold all the necessary tools, equipment etc., for an aircraft type or variant specified in the organization's approval. **The organization can't sign a CRS**

Changes to the Organization

Any change in the organization the GCAA should be informed

The changes include:

- a) the name of the organization.
- b) the main location of the organization.
- c) additional locations of the organization.
- d) the account manager.
- e) any of the persons nominated under CAR 145.30(b).
- f) The facilities, equipment, tools, material, procedures, work scope, or certifying staff that could affect the approval.

Continued Validity

An approval once issued shall be valid for the period specified in the approval certificate.

shall remain valid subject to:

- 1, the organization remaining in compliance with CAR 145, in accordance with the provisions related to the handling of findings
- 2, the GCAA being granted access to the organization to determine continued compliance with this Regulation
- 3, the certificate not being surrendered or revoked

Findings

Level One (1): lowers the safety standard, and hazards seriously the flight safety should be **dealt with in 7 Days**.

Level Two (2): which **could** lower the safety standard and possibly could hazard the flight safety or security. **the Auditor, based on his/her judgment, may grant 30 days to deal with the hazard.**

Level Three (3): A minor irregularity doesn't lower the standards the time given to deal with it is **3 months**.

Organizations Approval Class and Rating System

Category A class rating : carry out maintenance on the aircraft and any component (including engines/APUs) only whilst such components are fitted to the aircraft

Category B class rating: the uninstalled engine/APU ('Auxiliary Power Unit') and engine/APU components only whilst such components are fitted to the engine/APU

Category C class rating: carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU

Category D class rating: Non-Destructive Testing (NDT)

