



THE NETHERLANDS MILITARY AVIATION REGULATIONS

NLD-MAR-145

REGULATIONS FOR MAINTENANCE ORGANISATIONS

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THE NETHERLANDS (MAA-NLD)**

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NLD-MAR-145 REGULATIONS FOR MAINTENANCE ORGANISATIONS

NOTES:

1. This NLD-MAR-145 document is a derivative from EMAR 145, version 1.2, and is kept as close as possible to the original text. The Safety Management System based on ICAO Annex 19 is incorporated in this NLD-MAR-145 document.
2. Future amended paragraphs from this NLD-MAR-145 will be indicated by using a 'sidebar' in the margin.
3. This NLD-MAR relies on definitions laid down in NLD-MAD-1. The Forms referred to in this document are published on the MAA-NLD Intranet and Internet.
4. NLD-MAR-M introduces a number of constructs that are possible in the relationship between an Operating Organisation, CAMO and NLD-MAR-145 AMO. Within NLD-MAR-145, where the terminology 'Operating Organisation/CAMO' is used, it is essential that the appropriate organisation that can provide the required authority/service/information is engaged as per the context of the NLD-MAR-145 requirement.
5. Unless specified otherwise in the text, all references to 'maintenance organisation' within this document are to be understood to mean a maintenance organisation that already has an NLD-MAR-145 approval and a maintenance organisation that is seeking an NLD-MAR-145 approval. All references to 'AMO' within this document are to be understood to mean an 'Approved Maintenance Organisation' that already has an NLD-MAR-145 approval.
6. The MOD-NLD is in the transition to implement a CAMO, during this transition "MAR-OPS organisation", "Operator" or "the customer" shall be used instead of "CAMO" in this article.

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SECTION A

TECHNICAL REQUIREMENTS

145.A.10 Scope

(a) This Section establishes the requirements to be met by a maintenance organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components.

(b) Certain types of aircraft are defined by the Military Aviation Authority The Netherlands (MAA-NLD) as non-complex aircraft.

(c) This version of the NLD-MAR-145 regulation shall enter into force as of 1 March 2020.

145.A.15 Application

An application for the issue or variation of an approval shall be made in a form and manner established by the MAA-NLD.

145.A.20 Terms of approval

The maintenance organisation shall specify the scope of work deemed to constitute approval in its Maintenance Organisation Exposition (MOE). (Appendix II to this NLD-MAR contains a table of all classes and ratings.)

145.A.25 Facility requirements

The maintenance organisation shall ensure that:

(a) Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements. Specialised 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 line maintenance of aircraft, aircraft hangers or facilities shall be available which are large enough to accommodate aircraft on planned line maintenance;

3. 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 paragraph (a), and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.

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(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 shall be such that the effectiveness of personnel is not impaired:

1. Temperatures shall be maintained such that personnel can carry out required tasks without undue discomfort.
2. Dust and any other airborne contamination shall be 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 shall be 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 distraction during inspection tasks.
5. Where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions shall be observed. Specific conditions are identified in the maintenance data.
6. The working environment for line maintenance shall be 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 shall be 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 shall be in accordance with the manufacturer's instructions to prevent deterioration and damage of stored items. Access to storage facilities shall be restricted to authorised personnel.

145.A.30 Personnel requirements

(a) The maintenance organisation shall appoint an Accountable Manager who has corporate authority for ensuring that all maintenance can be carried out to the standard required by NLD-MAR-145. The Accountable Manager shall:

1. Ensure that all necessary resources are available to accomplish maintenance in accordance with NLD-MAR-145.A.65(b) to support the maintenance organisation approval.
2. Establish and promote the safety and quality policy specified in NLD-MAR-145.A.65(a).
3. Demonstrate a basic understanding of this NLD-MAR.

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(b) The maintenance organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the maintenance organisation complies with this NLD-MAR. Such person(s) shall ultimately be responsible to the Accountable Manager.

1. The person or persons nominated shall represent the maintenance management structure of the maintenance organisation and be responsible for all functions specified in this NLD-MAR.
2. The person or persons nominated shall be identified and their credentials submitted in a form and manner established by the MAA-NLD.
3. The person or persons nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this NLD-MAR.
4. Procedures shall make clear who deputises for any particular person in the case of lengthy absence of the said person.

(c) The organisation shall appoint a safety and quality manager with responsibility for monitoring the quality and safety system, including the associated feedback system as required by NLD-MAR-145.A.65(c) and NLD-MAR-145.A.67. The appointed persons shall have direct access to the Accountable Manager to ensure that the Accountable Manager is kept properly informed on quality, safety and compliance matters.

(d) The maintenance organisation shall have a maintenance man-hour plan showing that the maintenance organisation has sufficient competent staff to plan, perform, supervise, inspect and monitor the maintenance organisation in accordance with the approval. In addition the maintenance organisation shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.

(e) The maintenance organisation shall establish and control the competence of personnel involved in any maintenance, management and/or audits in accordance with a procedure and to a standard defined through the MOE and approved by the MAA-NLD. In addition to the necessary expertise related to the job function, competence shall include an understanding of the application of safety management principles, human factors¹ and human performance² issues appropriate to that person's function in the maintenance organisation.

¹ 'Human factors' means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration of human performance.

² 'Human performance' means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

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(f) The maintenance organisation shall ensure that personnel who carry out and/or control a non-destructive test of aircraft structures and/or components are appropriately qualified for the particular non-destructive test in accordance with the European or equivalent Standard recognised by the MAA-NLD. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognised Standards.

1. By derogation to paragraph (f), a maintenance organisation may authorise those personnel specified in paragraphs (g) and (h)(1), qualified in Category B1 in accordance with NLD-MAR-66, to carry out and/or control colour contrast dye penetrant inspections/visible dye penetrant inspections which are to be detailed in the MOE.

(g) Any maintenance organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall:

1. In the case of aircraft line maintenance, have appropriate Military Aircraft Type Rated certifying staff, qualified as Category B1 and B2 as appropriate, in accordance with NLD-MAR-66 and NLD-MAR-145.A.35.

In addition such maintenance organisations may also use appropriately task trained certifying staff holding the privileges described in NLD-MAR-66.A.20(a)(1) or NLD-MAR-66.A.20(a)3(ii) and qualified in accordance with NLD-MAR-66 and NLD-MAR-145.A.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 and B2 certifying staff as appropriate.

2. In the case of non-complex aircraft maintenance, have appropriate aircraft type rated maintenance staff in accordance with NLD-MAR-145.A.35. Certifying staff shall have completed a training for the appropriate aircraft type. The organisation shall establish procedures contained in the MOE to:

(i) Develop and maintain this training.

(ii) Determine the qualifications of the certifying staff.

(h) Any maintenance organisation maintaining aircraft, with the exception of non-complex aircraft, except where stated otherwise in paragraph (j) shall:

1. In the case of base maintenance of aircraft, have appropriate Military Aircraft Type Rated certifying staff qualified as Category C in accordance with NLD-MAR-66 and NLD-MAR-145.A.35. In addition the maintenance organisation shall have sufficient Military Aircraft Type Rated staff qualified as Category B1 or B2 as appropriate in accordance with NLD-MAR-66 and NLD-MAR-145.A.35 to support the Category C staff.

(i) Category B1 and B2 support staff shall ensure that all relevant maintenance tasks have been carried out to the required standard before the Category C certifying staff issues the Certificate of Release to Service (CRS).

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

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(iii) The Category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work 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 appropriate Continuing Airworthiness Management Organisation (CAMO) to defer such work to another specified check or time limit.

2. NOT APPLICABLE

(i) Component certifying staff shall be authorised by the maintenance organisation on the basis of appropriate competence, training and experience in accordance with a procedure(s) contained in the MOE.

(j) By derogation to paragraphs (g) and (h), in relation to the obligation to comply with NLD-MAR-66 the maintenance organisation may use certifying staff qualified in accordance with the following provisions:

1. NOT APPLICABLE

2. NOT APPLICABLE

3. For a repetitive pre-flight Airworthiness Directive (AD) which specifically states that the flight crew may carry out such AD, the maintenance organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence or national equivalent qualification held. However, the maintenance organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander and/or flight engineer can accomplish the AD to the required standard.

4. In the case of aircraft operating away from a supported location the maintenance organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence or national equivalent qualification held subject to being satisfied that sufficient practical training has been carried out to ensure that the aircraft commander and/or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in a MOE procedure.

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5. In unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the maintenance organisation may issue a one-off certification authorisation:

(i) to one of its employees holding equivalent authorisations on other aircraft types of similar technology, construction and systems; or

(ii) to any person with not less than five years maintenance experience and holding a valid Military Aircraft Maintenance Licence (MAML) or *civil aircraft maintenance license* rated for the aircraft, provided there is no maintenance organisation appropriately approved under NLD-MAR-145 at that location and the supporting maintenance organisation obtains and holds on file evidence of the experience and the MAML of that person.

All such cases as specified in this subparagraph shall be reported to the MAA-NLD within seven days of the issuance of such certification authorisation. The maintenance organisation issuing the one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved maintenance organisation.

(k) To certify on-aircraft maintenance performed on armament, rescue and escape systems and other military-specific systems, any maintenance organisation maintaining aircraft shall have sufficient staff possessing the Category A, B1 or B2 MAML with the appropriate extensions.

145.A.35 Certifying staff and support staff

(a) In addition to the appropriate requirements of NLD-MAR-145.A.30(g) and (h), the maintenance organisation shall ensure that certifying and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained together with the associated maintenance organisation procedures. In the case of certifying staff, this shall be accomplished before the issue or re-issue of the certification authorisation.

(i) 'Support staff' means those staff holding an NLD-MAR-66 MAML in Category B1 and/or B2 with the appropriate extensions and Military Aircraft Type 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 authorisation.

(iii) 'Certification authorisation' means the authorisation issued to certifying staff by the Approved Maintenance Organisation (AMO) and which specifies the fact that they may sign CRSs within the limitations stated in such authorisation on behalf of the AMO.

(b) Excepting those cases listed in NLD-MAR-145.A.30(j), NLD-MAR-145.A.35(p) and NLD-MAR-66.A.20(a)3(ii) the maintenance organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and any Military Aircraft Type Rating endorsed on the MAML, subject to the MAML remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with NLD-MAR-66.

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

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

(d) The maintenance organisation shall ensure that all certifying staff and support staff receive sufficient continuation training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, maintenance organisation procedures and human factor issues.

(e) The maintenance organisation shall establish a programme for continuation training for certifying staff and support staff, including a procedure to ensure compliance with the relevant paragraphs of NLD-MAR-145.A.35 as the basis for issuing certification authorisations under this NLD-MAR to certifying staff, and a procedure to ensure compliance with NLD-MAR-66, with exception of non-complex aircraft.

(f) Except where any of the unforeseen cases of NLD-MAR-145.A.30(j)(5) apply, the maintenance organisation shall assess all prospective certifying staff for their competence, qualification and capability to carry out their intended certifying duties in accordance with a procedure as specified in the MOE prior to the issue or re-issue of a certification authorisation under this NLD-MAR.

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

(h) The certification authorisation shall be in a style that makes its scope clear to the certifying staff and the official of the MAA-NLD who may require to examine the authorisation. Where codes are used to define scope, the maintenance organisation shall make a code translation readily available.

(i) The maintenance organisation shall nominate an individual who shall remain responsible:

1. on behalf of the maintenance organisation for issuing certification authorisations to certifying staff including one-off certification authorities as meant in NLD-MAR-145.A.30(j)(5); and
2. on behalf of the maintenance organisation to determine if persons can be qualified as support staff.

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(j) The maintenance organisation shall maintain a record of all certifying staff and support staff which shall contain:

1. Details of any MAML held under NLD-MAR-66, if applicable; and
2. All relevant training completed; and
3. The scope of the certification authorisations issued, where relevant; and
4. Particulars of staff with limited or one-off certification authorisations.

The maintenance organisation shall retain the record for at least three years after the certifying staff or support staff have ceased employment with the maintenance organisation or as soon as the authorisation has been withdrawn. In addition, upon request, the maintenance organisation shall furnish certifying staff and support staff with a copy of their record on leaving the maintenance organisation.

The certifying staff and support staff shall be given access on request to their personal records as detailed above.

(k) The maintenance organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.

(l) Certifying staff shall produce their certification authorisation to any authorised person within 72 hours.

(m) The minimum age for certifying staff and support staff shall be 21 years.

(n) The holder of a Category A MAML 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 organisation appropriately approved in accordance with NLD-MAR-145. This training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the AMO.

(o) The holder of a Category B2 MAML may only exercise the certification privileges described in NLD-MAR-66.A.20(a)(3)(ii) 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 authorisation that will be issued.

The task training shall include practical hands on training and theoretical training as appropriate for each task authorised. 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 AMO issuing the certifying staff authorisation. The practical experience shall be also obtained within the same AMO unless approved otherwise by the MAA-NLD.

(p) Non-complex aircraft do not require a MAML.

145.A.40 Equipment, tools and material

(a) The maintenance organisation shall have available and use the necessary equipment, tools and material to perform the approved scope of work.

1. Where the manufacturer specifies a particular tool or equipment, the maintenance organisation shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the MAA-NLD via procedures specified in the MOE.

2. 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 the MOE.

3. A maintenance organisation approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/docking such that the aircraft can be properly inspected.

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

145.A.42 Acceptance of components

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

1. Components which are in a satisfactory condition, released on an NLD-MAR Form 1 or equivalent and marked in accordance with NLD-MAR-21 Section A Subpart Q.

2. Unserviceable components which shall be maintained in accordance with this section. A component shall be considered unserviceable in any one of the following circumstances:

(i) expiry of the service life limit as defined in the Aircraft Maintenance Programme (AMP);

(ii) non-compliance with the applicable ADs and other continued or continuing airworthiness requirement mandated by the MAA-NLD;

(iii) absence of the necessary information to determine the airworthiness status or eligibility for installation;

(iv) evidence of defects or malfunctions;

(v) involvement in an incident or accident likely to affect its serviceability.

Unserviceable components shall be identified and stored in a secure location under the control of a maintenance organisation until a decision is made on the future status of such component.

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3. Unsalvageable components which are classified in accordance with NLD-MAR-145.A.42(d). A maintenance organisation in consultation with the CAMO/Operating Organisation shall, in the case of unsalvageable components:

(i) retain such components in a secure location under the control of the maintenance organisation until a decision is made on the future status of such component; or

(ii) arrange for the components to be mutilated in a manner that ensures they are beyond economic salvage or repair before relinquishing responsibility for such components. By derogation, a CAMO/Operating Organisation may transfer responsibility of components classified as unsalvageable to an organisation for training or research without mutilation.

4. Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the manufacturer's illustrated parts catalogue and/or the maintenance data. These parts shall be accompanied by a manufacturer's declaration of conformity traceable to the applicable standard.

5. Material both raw and consumable used in the course of maintenance when the maintenance 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 plus both the manufacturing and supplier source.

6. NOT APPLICABLE.

(b) Prior to installation of a component, the maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or AD standards may be applicable.

(c) The maintenance organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities, or other facilities if this is approved by the MAA-NLD, provided procedures are identified in the MOE.

(d) Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved according to NLD-MAR-21.

(e) NOT APPLICABLE.

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145.A.45 Maintenance data

(a) The maintenance organisation shall have access to and use applicable³ current maintenance data in the performance of maintenance, including modifications and repairs.

In the case of maintenance data provided by a CAMO/Operating Organisation, the maintenance organisation shall have access to such data when the work is in progress, with the exception of the need to comply with NLD-MAR-145.A.55(c).

(b) For the purposes of NLD-MAR-145, applicable maintenance data shall be any of the following:

1. Any applicable requirement, procedure, operational directive or information issued by or provided by the MAA-NLD;
2. Any applicable AD issued by the MAA-NLD.
3. Instructions for Continuing Airworthiness, issued by (Military) Type Certificate (MTC) holders, (Military) Supplementary Type Certificate (MSTC) holders or a NLD-MAR-21 organisation approved by the MAA-NLD;
4. Any applicable standard, such as but not limited to, maintenance standard practices recognised by the MAA-NLD as a good standard for maintenance;
5. Any applicable data issued in accordance with paragraph (d).

(c) The maintenance organisation shall establish procedures to ensure that if found, any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction contained in the maintenance data used by maintenance personnel is recorded and notified to the author of the maintenance data.

(d) The maintenance organisation may only modify maintenance instructions in accordance with a procedure specified in the MOE. With respect to those changes, the maintenance organisation shall demonstrate that they result in equivalent or improved maintenance standards and shall inform the MTC holder/MSTC holder of such changes. Maintenance instructions for the purposes of this paragraph means instructions on how to carry out the particular maintenance task: they exclude the engineering design of repairs and modifications.

(e) The maintenance organisation shall provide a common work card or worksheet system to be used throughout relevant parts of the maintenance organisation. In addition, the maintenance organisation shall either transcribe accurately the maintenance data contained in paragraphs (b) and (d) onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data. Work cards and worksheets may be computer generated and held on an electronic database subject to both adequate safeguards against unauthorised alteration and a back-up electronic database which shall be updated within 24 hours of any entry made to the main electronic database. 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.

³ 'Applicable' means relevant to any aircraft, component or process specified in the Maintenance Organisation Approval Schedule and in any associated capability list.

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Where the maintenance organisation provides a maintenance service to an Operating Organisation/CAMO who requires their work card or worksheet system to be used then such work card or worksheet system may be used. In this case, the maintenance organisation shall establish a procedure to ensure correct completion of the Operating Organisation's/CAMO's work cards or worksheets.

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

(g) The maintenance organisation shall establish a procedure to ensure that maintenance data it controls is kept up to date. In the case of maintenance data controlled and provided by the Operating Organisation/CAMO, the maintenance organisation shall be able to show that either it has written confirmation from the Operating Organisation/CAMO 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 Operating Organisation's/CAMO's maintenance data amendment list.

145.A.47 Maintenance planning

(a) The maintenance organisation 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) The planning of maintenance tasks, and the organising of shifts, shall take into account human performance limitations.

(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.

145.A.48 Performance of maintenance

(a) All maintenance shall be performed by qualified personnel, following the methods, techniques, standards, and instructions specified in the NLD-MAR-145.A.45 maintenance data.

(b) An independent inspection shall be carried out after any flight safety sensitive maintenance task unless otherwise specified in this NLD-MAR or agreed by the MAA-NLD in an approved procedure.

(c) Only the authorised certifying staff according to NLD-MAR-145.A.35 and in consultation with the CAMO as necessary, can decide, using NLD-MAR-145.A.45 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when:

(1) the approved Minimum Equipment List as mandated by the MAA-NLD is used; or

(2) aircraft defects are defined as being acceptable by the MAA-NLD.

(d) After completion of all maintenance, a general verification shall be carried out to ensure the aircraft or component is clear of all tools, equipment, and any other extraneous parts and material, and that all access panels removed have been refitted.

145.A.50 Certification of maintenance

(a) A CRS for aircraft and a CRS for component shall be issued by appropriately authorised certifying staff on behalf of the AMO when it has been verified that all maintenance ordered/tasked has been properly carried out in accordance with the procedures specified in NLD-MAR-145.A.70, taking into account the availability and use of the maintenance data specified in NLD-MAR-145.A.45 and that there are no non-compliances which are known to endanger flight safety.

(b) A CRS for aircraft shall be issued before flight at the completion of any maintenance.

(c) New defects or incomplete maintenance work orders identified during the above maintenance shall be brought to the attention of the Operating Organisation/CAMO 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 the Operating Organisation/CAMO declines to have such maintenance carried out under this paragraph, paragraph (e) is applicable.

(d) A CRS for component shall be issued at the completion of any maintenance on a component whilst off the aircraft. The authorised release certificate or airworthiness approval tag identified as NLD-MAR Form 1 constitutes the component CRS. When an AMO maintains a component for its own use, an NLD-MAR Form 1 may not be necessary depending upon the AMO's internal release procedures defined in the MOE.

(e) By derogation to paragraph (a), when the AMO is unable to complete all maintenance ordered/tasked, it may issue a CRS within the approved aircraft limitations. The AMO shall enter such fact in the aircraft CRS before the issue of such certificate. Details of any deferred maintenance are to be entered in the aircraft technical log by appropriately approved certifying staff.

(f) By derogation to paragraphs (a) and NLD-MAR-145.A.42, when an aircraft is grounded at a location other than the Main Operation Base (MOB)⁴ due to the non-availability of a component with an appropriate release certificate, it is permissible to temporarily fit a component with another release certificate, subject to CAMO approval, which is in compliance with all the applicable technical and operational requirements. The fitment of such components shall be noted in the aircraft documentation, with a provision for the component to be removed within seven calendar days or 30 flight hours whichever comes first, unless an appropriate release certificate has been obtained in the meantime under paragraph (a) and NLD-MAR-145.A.42.

⁴ In the NLD-MAS the MOB is the maintenance base as specified in paragraph NLD-MAR-145.A.75(d).

145.A.55 Maintenance records

- (a) The maintenance organisation shall record all details of maintenance work carried out. As a minimum, the AMO shall retain records necessary to prove that all requirements have been met for issuance of the CRS, including all release documents.
- (b) The AMO shall provide a copy of each CRS to the CAMO, together with a copy of any specific repair/modification data used for repairs/modifications carried out.
- (c) The AMO shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the AMO.
 - 1. Records under this paragraph shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.
 - 2. Computer backup discs, tapes etc. shall be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition.
 - 3. Where an AMO terminates its operation, all retained maintenance records covering the last three years shall be distributed to the CAMO responsible for the respective aircraft or component or shall be stored as specified by the MAA-NLD.

145.A.60 Occurrence reporting

- (a) The maintenance organisation shall report to the MAA-NLD and MTCHO in a manner compliant to SMAR-1 any condition of the aircraft or component identified by the maintenance organisation that has resulted or may result in an unsafe condition that hazards seriously the flight safety.
- (b) The maintenance organisation shall establish an internal occurrence reporting system as detailed in the MOE to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph (a). This procedure shall identify adverse trends, corrective actions taken or to be taken by the maintenance organisation to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.
- (c) The maintenance organisation shall make such reports in a form and manner in accordance with SMAR-1, and ensure that they contain all pertinent information about the condition and evaluation results known to the maintenance organisation.
- (d) The maintenance organisation shall report to the CAMO/Operating Organisation any such condition affecting the aircraft or component.
- (e) The maintenance organisation shall produce and submit such reports as soon as practicable, but in any case within the SMAR-1 timelines.

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145.A.65 Quality policy, maintenance procedures and quality system

(a) The maintenance organisation shall establish a quality policy for the maintenance organisation to be included in the MOE under NLD-MAR-145.A.70.

(b) The maintenance organisation shall establish procedures agreed by the MAA-NLD taking into account human factors and human performance to ensure good maintenance practices and compliance with NLD-MAR-145 which shall include a clear work order or contract such that aircraft and components may be released to service in accordance with NLD-MAR-145.A.50.

1. The maintenance procedures under this paragraph apply to NLD-MAR-145.A.25 to NLD-MAR-145.A.95.

2. The maintenance procedures established or to be established by the maintenance organisation under this paragraph shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialised services and lay down the standards to which the maintenance organisation intends to work.

3. With regard to aircraft line and base maintenance, the maintenance organisation shall establish procedures to minimise the risk of multiple errors and capture errors on critical systems, and to ensure that no person is required to carry out and inspect in relation to a maintenance task involving some element of disassembly/reassembly of several components of the same type fitted to more than one system on the same aircraft during a particular maintenance check. However, when only one person is available to carry out these tasks then the maintenance organisation's work card or worksheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks.

4. Maintenance procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using data specified in NLD-MAR-M.A.304.

(c) The maintenance organisation shall establish a quality system that includes the following:

1. Independent audits in order to monitor compliance with required aircraft/aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft/aircraft components; and

2. A quality feedback reporting system to the person or group of persons specified in NLD-MAR-145.A.30(b) and ultimately to the Accountable Manager that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet paragraph (1).

(d) The maintenance organisation shall ensure that its personnel have access to quality system documentation and are knowledgeable of procedures relevant to their function.

(e) Where an organisation has several NLD-MAR approvals, the quality systems may be combined.

145.A.67 Safety Management System (SMS)

(a) The AMO shall establish and maintain a Safety Management System (SMS) with a mature level that is acceptable to the MAA-NLD.

(b) This SMS shall include the key components:

1. Safety policy and objectives;
2. Safety risk management;
3. Safety assurance;
4. Safety promotion.

(c) Regarding safety policy and objectives, the system shall contain the following elements:

1. Management commitment and responsibility.

i. The AMO shall define the organisation's safety policy which shall be in accordance with international and national requirements, and which shall be signed by the accountable executive of the organisation.

ii. The safety policy shall reflect organisational commitments regarding safety; shall include a clear statement about the provision of the necessary resources for the implementation of the safety policy; and shall be communicated, with visible endorsement, throughout the organisation.

iii. The safety policy shall include the safety reporting procedures; shall clearly indicate which types of operational behaviours are unacceptable; and shall include the conditions under which disciplinary action would not apply.

iv. The safety policy shall be periodically reviewed to ensure it remains relevant and appropriate to the organisation.

2. Safety accountabilities.

i. The AMO shall identify the accountable executive who, irrespective of other functions, shall have ultimate responsibility and accountability, on behalf of the organisation, for the implementation and maintenance of the SMS.

ii. The AMO shall also identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS.

iii. Safety responsibilities, accountabilities and authorities shall be documented and communicated throughout the organisation, and shall include a definition of the levels of management with authority to make decisions regarding safety risk tolerability.

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3. Appointment of key safety personnel.

The AMO shall identify a safety manager to be the responsible individual and focal point for the implementation and maintenance of an effective SMS.

4. Coordination of emergency response planning.

The AMO shall ensure that an emergency response plan that provides for the orderly and efficient transition from normal to emergency operations and the return to normal operations is properly coordinated with the emergency response plans of those organisations it must interface with during the provision of its services.

5. SMS documentation.

i. The AMO shall develop an SMS implementation plan, endorsed by senior management of the organisation, that defines the organisation's approach to the management of safety in a manner that meets the organisation's safety objectives.

ii. The AMO shall develop and maintain SMS documentation describing the safety policy and objectives, the SMS requirements, the SMS processes and procedures, the accountabilities, responsibilities and authorities for processes and procedures, and the SMS outputs.

iii. Also as part of the SMS documentation, the AMO shall develop and maintain a Safety Management System in the MOE under NLD-MAR-145.A.70, to communicate its approach to the management of safety throughout the organisation.

(d) Regarding risk management, the SMS shall contain the following elements:

1. Hazard identification.

i. The AMO shall develop and maintain a formal process that ensures identification of aviation safety hazards entailed by the activities of the organisation.

ii. Hazard identification shall be based on a combination of reactive, proactive and predictive methods.

2. Safety risk assessment and mitigation.

The AMO shall develop and maintain a formal process with the identified hazards that ensures analysis, assessment and control of the associated risk, including taking actions to mitigate the risk and verify their effectiveness.

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(e) Regarding safety assurance, the SMS shall contain the following elements:

1. Safety performance monitoring and measurement

i. The AMO shall develop and maintain the means to verify the safety performance of the organisation and to validate the effectiveness of safety risk controls.

ii. The safety performance of the organisation shall be verified in reference to the safety performance indicators and safety performance targets of the SMS.

2. The management of change.

The AMO shall develop and maintain a formal process to identify changes within the organisation which may affect established processes and services; to describe the arrangements to ensure safety performance before implementing changes; and to eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment.

3. Continuous improvement of the SMS.

The AMO shall monitor and assess its SMS processes to maintain or continuously improve the overall effectiveness of the SMS.

(f) Regarding safety promotion, the SMS shall contain the following elements:

1. Training and education.

i. The AMO shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform the SMS duties.

ii. The scope of the safety training shall be appropriate to each individual's involvement in the SMS.

2. Safety communication.

The AMO shall develop and maintain formal means for safety communication that ensures that all personnel are fully aware of the SMS, conveys safety-critical information, and explains why particular safety actions are taken and why safety procedures are introduced or changed.

(g) Where an organisation has several NLD-MAR approvals, the SMS may be combined.

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145.A.70 Maintenance Organisation Exposition (MOE)

(a) 'Maintenance Organisation Exposition' means the document or documents that contain the material specifying the scope of work deemed to constitute approval and showing how the maintenance organisation intends to comply with NLD-MAR-145. The maintenance organisation shall provide the MAA-NLD with a MOE containing the following information:

1. A statement signed by the Accountable Manager confirming that the MOE and any referenced associated manuals define the maintenance organisation's compliance with NLD-MAR-145 and shall be complied with at all times. When the Accountable Manager is neither the Chief Executive Officer nor the senior military commander of the maintenance organisation then one of the latter shall countersign the statement; and
2. The maintenance organisation's quality and safety policy as specified by NLD-MAR-145.A.65 and NLD-MAR-145.A.67; and
3. The title(s) and name(s) of the persons nominated under NLD-MAR-145.A.30(b); and
4. The duties and responsibilities of the persons nominated under NLD-MAR-145.A.30(b), including matters on which they may deal directly with the MAA-NLD on behalf of the maintenance organisation; and
5. An organisation chart showing associated chains of responsibility between the persons nominated under NLD-MAR-145.A.30(b); and
6. A list of certifying staff and support staff; and
7. A general description of manpower resources; and
8. A general description of the facilities located at each address specified in the maintenance organisation's approval certificate; and
9. A specification of the maintenance organisation's scope of work relevant to the extent of approval; and
10. The notification procedure of NLD-MAR-145.A.85 for organisation changes; and
11. The MOE amendment procedure; and
12. The procedures, quality system and safety management system established by the maintenance organisation under NLD-MAR-145.A.25 to NLD-MAR-145.A.90; and
13. A list of Operating Organisations and CAMOs to which the maintenance organisation provides an aircraft maintenance service; and
14. A list of contracted/tasked organisations, where applicable, as specified in NLD-MAR-145.A.75(b); and

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15. A list of line stations, where applicable, as specified in NLD-MAR-145.A.75(d); and

16. A list of contracted/tasked organisations operating under their own NLD-MAR approval, where applicable.

(b) The MOE shall be amended as necessary to remain an up-to-date description of the maintenance organisation. The MOE and any subsequent amendment shall be approved by MAA-NLD.

(c) Notwithstanding paragraph (b), minor amendments to the MOE may be approved through an MOE procedure (hereinafter called indirect approval).

(d) Where a maintenance organisation has an extant EASA Part 145 approval, those parts of the organisation's EASA Part 145 exposition that are equally applicable to satisfy the NLD-MAR-145 requirements shall generally be accepted by the MAA-NLD as equivalent in respect of the NLD-MAR-145 MOE. In this case it is permissible that only those requirements that are military specific need be addressed in the NLD-MAR-145 MOE; those requirements covered by read-across of the sections of the EASA exposition shall be identified and the EASA exposition clause reference quoted.

(e) Paragraph moved to NLD-MAR-145.A.65(d)

145.A.75 Privileges of the AMO

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

(a) Maintain any aircraft and/or component listed on its approval certificate at the locations identified in the approval certificate and in the MOE;

(b) Arrange for the maintenance of any aircraft or component, listed on its approval certificate, to be carried out by another maintenance organisation that is working under the quality system of the AMO. This refers to work being carried out by a maintenance organisation not itself appropriately approved to carry out such maintenance under this NLD-MAR and is limited to the work scope permitted under NLD-MAR-145.A.65(b) procedures. This work scope shall not include a base maintenance check of an aircraft or a complete workshop maintenance check or overhaul of an engine or engine module. The AMO that contracts/tasks such work retains responsibility for all these maintenance activities irrespective of who is undertaking them. All such maintenance organisations shall be listed in the MOE;

(c) Maintain any aircraft or any component listed on its approval certificate 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 MOE;

(d) Maintain any aircraft and/or component listed on its approval certificate at a location identified as a line maintenance location capable of supporting minor maintenance and only if the MOE both permits such activity and lists such locations;

(e) Issue CRSs in respect of completion of maintenance in accordance with NLD-MAR-145.A.50.

145.A.80 Limitations on the AMO

The AMO 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.

145.A.85 Changes to the AMO

The AMO shall notify the MAA-NLD of any proposal to carry out any of the following changes before such changes take place to enable the MAA-NLD to determine continued compliance with NLD-MAR-145 and to amend, if necessary, the approval certificate, except that in the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

1. The name of the AMO;
2. The main location of the AMO;
3. Additional locations of the AMO;
4. The Accountable Manager and all appointed deputies;
5. Any of the persons nominated under NLD-MAR-145.A.30(b), (c) and their appointed deputies;
6. The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval;
7. The ownership of the AMO or its parent company.

145.A.90 Continued validity of approval

(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:

1. The AMO remains in compliance with this NLD-MAR; and
2. The MAA-NLD being granted access to the AMO to determine continued compliance with this NLD-MAR; and
3. The certificate not being surrendered or revoked.

(b) Upon surrender or revocation, the approval shall be returned to the MAA-NLD.

145.A.95 AMO findings by the MAA-NLD

(a) After receipt of notification of findings according to NLD-MAR-145.B.50, the AMO shall:

1. Identify the root cause of the non-compliance; and
2. Define a corrective action plan; and
3. Demonstrate corrective action implementation to the satisfaction of the MAA-NLD within a period required by the MAA-NLD.

(b) A level 1 finding is any significant non-compliance with NLD-MAR-145 requirements which lowers the safety standard and hazards seriously the flight safety. Depending upon the extent of the level 1 finding, it leads to an immediate full or partial revocation, limitation or suspension of the approval by the MAA-NLD until successful corrective action has been taken by the AMO.

(c) A level 2 finding is any non-compliance with the NLD-MAR-145 requirements which could lower the safety standard and possibly hazards the flight safety.

(d) An AMO's non-compliance with the actions identified in NLD-MAR-145.A.95(a) leads to a full or partial suspension of the approval by the MAA-NLD.

SECTION B

PROCEDURES FOR MILITARY AIRWORTHINESS AUTHORITIES THE NETHERLANDS

145.B.01 Scope

This section establishes the administrative procedures which the MAA-NLD shall follow when exercising its tasks and responsibilities regarding issuance, continuation, change, suspension or revocation of maintenance organisation approvals in accordance with the requirements of NLD-MAR-145.

145.B.10 Military Airworthiness Authority The Netherlands

(a) General

The MAA-NLD is the designated authority for this NLD-MAR for the issuance, continuation, change, suspension or revocation of a Maintenance Organisation approval. The MAA-NLD shall establish documented procedures and an organisational structure.

(b) Resources

The number of staff shall be appropriate to carry out the requirements as detailed in this section.

(c) Qualification and training

All staff involved in NLD-MAR-145 approvals shall:

1. Be appropriately qualified and have all necessary knowledge, experience and training to perform their allocated tasks.
2. Have received initial training/continuation training on NLD-MAR-145 where relevant, including its intended meaning and standard.

(d) Procedures

The MAA-NLD shall establish procedures detailing how compliance with this Section B is accomplished.

The procedures shall be reviewed and amended to ensure continued compliance.

145.B.15 Maintenance Organisations located in several Member States

NOT APPLICABLE.

145.B.20 Initial approval

(a) Provided the requirements of NLD-MAR-145.A.30(a), (b) and (c) are complied with, the MAA-NLD shall formally indicate its acceptance of the personnel, specified in NLD-MAR-145.A.30(a), (b), and (c), to the applicant in writing.

(b) The MAA-NLD shall establish that the procedures specified in the MOE comply with NLD-MAR-145 and verify that the Accountable Manager signs the commitment statement.

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(c) The MAA-NLD shall verify that the maintenance organisation is in compliance with the requirements of NLD-MAR-145.

(d) A meeting between the MAA-NLD and the Accountable Manager shall be convened at least once during the investigation for approval to ensure that he/she fully understands the significance of the approval and the reason for signing the MOE commitment statement to compliance with the procedures specified in the MOE.

(e) All findings must be confirmed in writing to the maintenance organisation.

(f) The MAA-NLD shall record all findings, closure actions (actions required to close a finding) and recommendations.

(g) For initial approval, all findings shall be corrected by the maintenance organisation and accepted by the MAA-NLD before the approval can be issued.

(h) The MAA-NLD shall also verify the validity of all MAMLs held by maintenance organisation personnel specified in NLD-MAR-145.A.30 and NLD-MAR-145.A.35.

145.B.25 Issue of approval

(a) The MAA-NLD shall formally approve the MOE and issue to the applicant an NLD-MAR Form 3 approval certificate, which includes the approval ratings (specified in Appendix II). The MAA-NLD shall only issue a certificate when the maintenance organisation is in compliance with NLD-MAR-145.

(b) The MAA-NLD shall indicate the conditions of the approval on the NLD-MAR Form 3 approval certificate.

(c) The reference number shall be included on the NLD-MAR Form 3 approval certificate.

145.B.30 Continuing oversight

The continuation of an approval shall be monitored in accordance with the applicable 'initial approval' process under NLD-MAR-145.B.20. In addition:

(a) The MAA-NLD shall keep and update a program listing the AMOs under its supervision, the dates when audit visits are due and when such visits were carried out.

(b) Each AMO shall be reviewed for compliance with NLD-MAR-145 at periods not exceeding 24 months.

(c) A meeting with the Accountable Manager shall be convened at least once every 24 months to ensure he/she remains informed of significant issues arising during audits.

(d) All findings shall be confirmed officially to the AMO.

(e) The MAA-NLD shall record all findings, their level and corrective actions taken (date due, date closed and the reference) and recommendations.

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145.B.35 Changes

(a) The MAA-NLD shall receive notification from the AMO of any proposed change as listed in NLD-MAR-145.A.85. The MAA-NLD shall follow the applicable elements of the initial process paragraphs for any change to the AMO.

(b) The MAA-NLD may prescribe the conditions under which the AMO may operate during such changes unless it determines that the approval should be suspended due to the nature or the extent of the changes.

145.B.40 Maintenance Organisation Exposition (MOE) amendments

For any change to the MOE:

(a) In the case of direct approval of the amendments of the MOE, the MAA-NLD shall verify that the procedures specified in the MOE are in compliance with NLD-MAR-145 before formally notifying the AMO of the approval.

(b) In the case of indirect approval of amendments of the MOE, the MAA-NLD shall ensure that:

(i) the amendments remain minor; and

(ii) it has an adequate control over the approval of all MOE amendments to ensure they remain in compliance with NLD-MAR-145.

145.B.45 Revocation, suspension and limitation of approval

The MAA-NLD shall:

(a) suspend an approval on reasonable grounds in the case of a potential safety threat; or

(b) suspend, revoke or limit an approval pursuant to NLD-MAR-145.B.50.

145.B.50 Findings

(a) When during audits or by other means evidence is found showing non-compliance with the requirements of NLD-MAR-145, the MAA-NLD shall take the following actions:

1. For level 1 findings, immediate action shall be taken by the MAA-NLD to revoke, limit or suspend in whole or in part, depending upon the extent of the level 1 finding, the AMO approval, until successful corrective action has been taken by the AMO.

2. For level 2 findings, the corrective action period granted by the MAA-NLD must be appropriate to the nature of the finding but in any case initially must not be more than three months. In certain circumstances and subject to the nature of the finding the MAA-NLD may extend the three month period subject to a satisfactory corrective action plan agreed by the MAA-NLD.

(b) Action shall be taken by the MAA-NLD to suspend in whole or in part the approval in case of failure to comply within the timescale granted by the MAA-NLD.

(c) The MAA-NLD shall have a system to analyse findings for their safety significance.

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145.B.55 Record-keeping

(a) The MAA-NLD shall establish a system of record-keeping with minimum retention criteria that allows adequate traceability of the process to issue, continue, change, suspend or revoke each individual maintenance organisation approval.

(b) The records shall include as a minimum:

1. The application for a maintenance organisation approval, including the continuation thereof; and
2. The MAA-NLD continued oversight program including all audit records; and
3. A copy of the AMO approval certificate including any change thereto; and
4. A copy of the audit program listing the dates when audits are due and when audits were carried out; and
5. Copies of all formal correspondence including NLD-MAR Form 4; and
6. Details of any exemption and enforcement action(s); and
7. Any other audit report forms from a recognized authority; and. The MOE and its amendments.

(c) The minimum retention period for the above records shall be four years.

(d) Moved to GM NLD-MAR-145.B.55.

(e) The records shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.

145.B.60 Exemptions

All exemptions granted shall be recorded and retained by the MAA-NLD.


FINAL CLAUSES

(a) This ruling is known as: NLD-MAR-145.

(b) An announcement regarding this ruling will be published in the State paper (Staatscourant) and this ruling will be included in the Ministerial Publications.

Hoofddorp, 1 March 2019

For the Minister of Defence,
The Director Military Aviation Authority,


J.P. Apon
Air Commodore

Appendix I - Authorised Release Certificate NLD-MAR Form 1

NLD-MAR Form 1 published on MAA-NLD intranet and internet.

Appendix II - Class and Rating System to be used for the Approval of Maintenance Organisations

1. Table 1 outlines the full extent of approval possible under NLD-MAR-145 in a standardised form. A maintenance organisation shall be granted an approval ranging from a single class and rating with limitations to all classes and ratings with limitations.
2. In addition to Table 1 the maintenance organisation is required by NLD-MAR-145.A.20 to indicate its scope of work in the MOE. See also paragraph 11.
3. Within the approval class(es) and rating(s) granted by the MAA-NLD, the scope of work specified in the MOE defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the maintenance organisation's scope of work are matching.
4. A Category A class rating means that the AMO may carry out maintenance on the aircraft and any component (including engines/APUs), in accordance with aircraft maintenance data or, if agreed by the MAA-NLD, in accordance with component maintenance data, only whilst such components are fitted to the aircraft. Nevertheless, such A-rated AMO may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not covered under the provisions of this paragraph. This shall be subject to a control procedure in the MOE to be approved by the MAA-NLD. The limitation section shall specify the scope of such maintenance thereby indicating the extent of approval.
5. A Category B class rating means that the AMO may carry out maintenance on the uninstalled engine and/or APU ('Auxiliary Power Unit') and engine and/or APU components, in accordance with engine and/or APU maintenance data or, if agreed by the MAA-NLD, in accordance with component maintenance data only whilst such components are fitted to the engine and/or APU. Nevertheless, such B-rated AMO may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not covered under the provisions of this paragraph. The limitation section shall specify the scope of such maintenance thereby indicating the extent of approval. An AMO with a Category B class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the MOE to be approved by the MAA-NLD. The MOE scope of work shall reflect such activity where permitted by the MAA-NLD.
6. A Category C class rating means that the AMO may carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU. The limitation section shall specify the scope of such maintenance thereby indicating the extent of approval. An AMO with a Category C class rating may also carry out maintenance on an installed component during base and line maintenance or at an engine/APU maintenance facility subject to a control procedure in the MOE to be approved by the MAA-NLD. The MOE scope of work shall reflect such activity where permitted by the MAA-NLD.
7. A Category D class rating is a self-contained class rating not necessarily related to a specific aircraft, engine or other component. The D1 — Non-Destructive Testing (NDT) rating is only necessary for an AMO that carries out NDT as a particular task for another maintenance organisation. An AMO with a class rating in A or B or C Category may carry out NDT on products it is maintaining subject to the MOE containing NDT procedures, without the need for a D1 class rating.

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8. Category A class ratings are subdivided into 'base' or 'line' maintenance and maintenance on non-complex aircraft. A maintenance organisation may be approved for either 'base' or 'line' maintenance (or both) or for maintenance on non-complex aircraft.
9. The 'limitation' section is intended to give the MAA-NLD the flexibility to customise the approval to a particular maintenance organisation. Ratings shall be mentioned on the approval only when appropriately limited. Table 1 specifies the types of limitation possible (an example could be avionic systems installations and related maintenance). Whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the maintenance organisation (an example could be avionic systems installations and maintenance). Such mention in the limitation section indicates that the maintenance organisation is approved to carry out maintenance up to and including this particular type/task.
10. Table 1 makes reference to series, type and group in the limitation section of class A and B. Series means a specific type series such as Tiger series or Tornado series or Rafale series or Super Puma series or AB 212 series or Gripen series or C 101 series or C 235 series etc. Type means a specific type or model such as C 130 H type or C 130 J type, Tiger HAP type or Tiger HAD type etc. Any number of series or types may be quoted. Group means for example: "Rolls Royce T-56 Turbo prop engines" or "Fokker twin turbo prop aircraft".
11. When a lengthy capability list is used which could be subject to frequent amendment, then such amendment shall be in accordance with a procedure acceptable to the MAA-NLD and included in the MOE. The procedure shall address the issues of who is responsible for capability list amendment control and the actions that need to be taken for amendment. Such actions include ensuring compliance with NLD-MAR-145 for products or services added to the list.
12. NOT APPLICABLE.

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Table 1

CLASS	RATING	LIMITATION	BASE	LINE	NON-COMPLEX
AIRCRAFT	A1 Manned Aeroplanes	[State aeroplane manufacturer or group or series or type and/or the maintenance task(s)]	[YES/NO]*	[YES/NO]*	
	A2 Manned Helicopters	[State helicopter manufacturer or group or series or type and/or the maintenance tasks]	[YES/NO]*	[YES/NO]*	
	A3 Unmanned Aircraft	[State unmanned aircraft manufacturer or group or series or type and/or the maintenance task(s)]	[YES/NO]*	[YES/NO]*	[YES/NO]*
	A4 Aircraft other than A1, A2 and A3	[State aircraft series or type and/or the maintenance task(s)]	[YES/NO]*	[YES/NO]*	[YES/NO]*
ENGINES/APU	B1 Turbine			[State engine series or type and/or the maintenance task(s)]	
	B2 Piston			[State engine manufacturer or group or series or type and/or the maintenance task(s)]	
	B3 APU			[State engine manufacturer or series or type and/or the maintenance task(s)]	
COMPONENTS other than complete engines or APUs		<i>S1000D CHAPTER REFERENCE ⁵</i>			<i>LIMITATIONS (aircraft type, component, manufacturer)</i>
	C1 Air Cond & Press	21			
	C2 Auto Flight	22			
	C3 Comms and Nav	23-34-43			
	C4 Doors — Hatches	52			
	C5 Electrical Power & Lights	24-33-91			
	C6 Equipment	25-38-45-50			
	C7 Engine — APU	49-71-72-73-74-75-76-77-78-79-80-81-82-83-86			
	C8 Flight Controls	27-55-57.40-57.50-57.60-57.70			
	C9 Fuel — Airframe	28-48			
	C10 Helicopter — Rotors	62-64-66-67			
	C11 Helicopter — Trans	63-65			
	C12 Hydraulic Power	29			
	C13 Indicating - recording system	31-46			
	C14 Landing Gear	32-90			
	C15 Oxygen	35-47			
	C16 Propellers	61			
	C17 Pneumatic & Vacuum	36-37			
	C18 Protection ice/ rain/fire	26-30			
	C19 Windows	56			
	C 20 Structural	53-54-57.10-57.20-57.30			
C 21 Water Ballast	41				
C 22 Propulsion Augmentation	84				
C 51 Attack systems	39-40-42				
C 52 Radar/ Surveillance	92-93				
C 53 Weapons systems	94				
C 54 Crew escape & Safety	95				
C 55 Drones/Telemetry	96-00, 96-30, 96-40				
C 56 Reconnaissance	97-98				
C 57 Electronic warfare	99				
SPECIALISED SERVICES	D1 Non-Destructive Testing	[State particular NDT method(s)]			
	D5 Arms, Munitions and Pyrotechnic Systems Specific	[State arms type and maintained pyrotechnic systems]			

⁵ S1000D Chapter Reference : in conformity with “S1000D Main System Breakdown”

Appendix III - NLD-MAR Form 3

NLD-MAR Form 3 is published on MAA-NLD intranet and internet.

Appendix IV

NOT APPLICABLE.