Australian Government
Civil Aviation Safety Authority



**ADVISORY CIRCULAR**
**AC 145-06 v1.6**

# Implementation procedures for the technical arrangement on aviation maintenance between CASA and JCAB

**File ref:** D25/480948

July 2026



## Acknowledgement of Country

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Artwork: James Baban.

Advisory circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

**Advisory circulars should always be read in conjunction with the relevant regulations.**

# Audience

This advisory circular (AC) applies to:

- Part 145 maintenance organisations intending to participate under the Technical Arrangement for Aviation Maintenance between Civil Aviation Safety Authority (CASA) and the Civil Aviation Bureau of Japan (JCAB)
- any organisation intending to contract work to an organisation participating under the Technical Arrangement for Aviation Maintenance between CASA and JCAB.

# Purpose

This AC is issued to provide information and guidance relating to the Technical Arrangement on Aviation Maintenance between the CASA and JCAB (TA-M) dated 25 March 2022. The TA-M provides for maintenance of aeronautical products including aircraft engines and propellers, (excluding maintenance of aircraft).

This document provides:

- procedures for the acceptance of maintenance organisations under the terms of the TA-M.
- guidelines for Air Operator Certificate holders and Approved Maintenance Organisations (AMOs) contracting for or providing maintenance in accordance with the TA-M.
- guidelines for maintenance organisations presently approved or accepted by CASA, on the transition to the new working arrangements.

# For further information

For further information or to provide feedback on this AC, visit CASA's contact us page.

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998 (CASR)*.

# Status

This version of the AC is approved by the National Manager, Airworthiness and Engineering Branch.

**Note:** Changes made in the current version are annotated with change bars.

**Table 1: Status**

| Version | Date | Details |
|---|---|---|
| v1.6 | July 2026 | • Latest CASA style template applied and minor improvements throughout document.<br>• The following three AMOs have been added to Appendix C:<br>  ○ Jet Aviation (QLD) Pty Ltd<br>  ○ Complete Avionics Pty Ltd<br>  ○ Rotor-Tech International Pty Ltd |
| v1.5 | April 2024 | RBI Hawker Australia Pty Ltd added to Appendix C. |
| v1.4 | January 2024 | TAE Gas Turbines name change to TAE Aerospace Pty Ltd in Appendix C. |
| v1.3 | June 2023 | TAE Gas Turbines Pty Ltd added to Appendix C. |
| v1.2 | March 2023 | Precision Aviation Group Australia Pty Ltd added to Appendix C. |
| v1.1 | July 2022 | GE Aviation Systems Australia Pty Ltd added to Appendix C. |
| v1.0 | June 2022 | Initial AC. |

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# 1 Reference material

## 1.1 Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

**Table 2: Acronyms**

| Acronym | Description |
|---|---|
| AC | advisory circular |
| AMO | approved maintenance organisation |
| ARC | authorised release certificate |
| CAA | Civil Aeronautics Act (Japan) |
| CASA | Civil Aviation Safety Authority |
| CASR | *Civil Aviation Safety Regulation 1998* |
| JCAB | Civil Aviation Bureau of Japan |
| MOE | maintenance organisation exposition |
| MOS | Manual of Standards |
| TA-M | technical arrangement on aviation maintenance between CASA and JCAB |

## 1.2 Definitions

Terms that have specific meaning within this AC are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this AC and the civil aviation legislation, the definition in the legislation prevails.

**Table 3: Definitions**

| Term | Definition |
|---|---|
| aeronautical product | any aircraft engine, propeller, sub assembly, appliance, material, part or component to be installed thereon but excludes aircraft. |
| Part 145 AMO approval | an approval issued to a maintenance organisation under regulation 145.030 of the *Civil Aviation Safety Regulations 1998 (CASR)* that is in force. |
| CAA Article 20 approval | an approval issued to a maintenance organisation in accordance with Article 20 of the Civil Aeronautics Act of Japan. |

# 1.3 References

## Legislation

Legislation is available on the Federal Register of Legislation website https://www.legislation.gov.au/

**Table 4: Legislation references**

| Document | Title |
|---|---|
| Part 145 | Continuing airworthiness - Part 145 approved maintenance organisations |
| Civil Aeronautics Act Article 20 | Approval of Organizations |
| Civil Aeronautics Regulations Section 2 | Approval of Organizations |
| Circular No. 1-502 | Handling of components etc. to be installed in aircraft |
| Circular No. 2-001 | General Policy for Approved Organizations |
| Circular No. 6-001 | Report and communication about a failure related to an aircraft |
| Circular No. 6-002 | Service difficulty reporting procedure |

# 2 Introduction

## 2.1 Background

2.1.1 On 25 March 2022, CASA entered into a Technical Arrangement on Aviation Maintenance with JCAB (the TA-M). Currently, the TA-M is limited to maintenance of aeronautical products.

2.1.2 The TA-M allows maintenance organisations, recognised under the provisions of the TA-M, to perform maintenance on Australian or Japanese aeronautical products in accordance with the maintenance regulations of the territory where the organisation performing the work is located.

## 2.2 Participation under the Technical Arrangement

2.2.1 Part 145 maintenance organisations located in Australia should notify CASA of their intention to seek recognition under the terms of the TA-M.

2.2.2 CAA Article 20 approved maintenance organisations located in Japan should notify JCAB of their intention to seek recognition under the terms of the TA-M.

## 2.3 List of participating organisations under the technical arrangement

2.3.1 CASA has published a list of Australian organisations accepted under the TA-M in Appendix C of this AC.

2.3.2 A list of Japanese AMOs approved under this TA-M is provided on the JCAB website.

## 2.4 Feedback

2.4.1 Any feedback or questions about the TA-M and its implementation should be directed to the Manager, Airworthiness and Engineering Branch.

## 2.5 Overview

2.5.1 This section provides guidelines:

- under the provisions of the TA-M for the acceptance of maintenance organisations currently under the jurisdiction of the CASA
- for Japanese air operators and approved maintenance organisations contracting or intending to contract maintenance work with the aforementioned organisations.

## 2.6 Japanese regulatory requirements

2.6.1 CAA Article 16, effective on and after 18 June 2022, states the operator of a Japanese aircraft shall not permit an aeronautical product to be fitted to the aircraft other than aeronautical product(s) which has/have been manufactured, repaired or altered by a maintenance organisation appropriately approved in accordance with the CAA Article 20 or which has/have been specified by the Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism of Japan prior to fitment to a Japanese aircraft.

2.6.2 By signing the TA-M, JCAB acknowledges that aeronautical product(s) which has/have been specified by the Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism includes aeronautical products which has/have been repaired or altered by maintenance

organisations, approved in accordance with Part 145 and approved under the terms of the TA-M.

## 2.7 Acceptance of Part 145 AMO

2.7.1 A Part 145 AMO located in Australia intending to perform maintenance on Japanese aeronautical products should follow the procedures detailed below:

- Applications can be made in writing via email submitting the supporting documentation as identified in the points below.
- All applications for recognition under the TA-M should be sent to CASA's Airworthiness and Engineering Branch, at airworthiness@casa.gov.au, which will ensure that all documentation relating to the application is acceptable under the provisions of the TA-M.
- Applicants must satisfy CASA that there is a need to participate in the TA-M, either with a letter of intent from a Japanese air operator, CAA Article 20 AMO located in Japan, or another local Part 145 AMO that is participating in the TA-M.
- Applicants should include in their application a copy of the supplement to their Part 145 AMO Maintenance Organisation Exposition (MOE), which should clearly demonstrate how the organisation intends to meet any special provisions of the TA-M. Appendix B of this AC provides guidance on how to compile such a supplement.
- CASA will acknowledge receipt of the application and commence a review of the documentation required in accordance with the TA-M. CASA may also conduct an on-site audit if necessary. Once the TA-M criteria are met and have been found to be acceptable, CASA will accept the organisation by approving the MOE supplement for recognition under the TA-M and the scope of the work that can be performed.
- CASA will inform the JCAB designated office mentioned in Paragraph 6 of the TA-M of the acceptance of the maintenance organisation under the TA-M.

## 2.8 Work performed on Japanese aeronautical products by Australian AMO under the TA-M

2.8.1 Organisations approved under the TA-M to perform work on Japanese aeronautical products, shall do so in accordance with the following provisions:

- Maintenance shall be released in accordance with TA-M requirements. The TA-M subparagraph 3.4 allows a Part 145 AMO to issue a CASA Form 1 equivalent to a JCAB Form 18[1]. The CASA Form 1 shall clearly state that the maintenance performed is released in accordance with the TA-M.
- All maintenance of Japanese aeronautical products shall be performed in accordance with the conditions specified by the owner or operator of the aeronautical products maintained.
- Compliance with JCAB regulations on Airworthiness Directives, related to the work undertaken.
- The design of repairs and modifications shall be in accordance with the JCAB requirements for approved data.
- Technical records shall be completed in accordance with JCAB requirements.
- Any aeronautical product installed pursuant to the TA-M, shall be manufactured, repaired or altered by organisations that are approved by or acceptable to JCAB.

[1] For information on the JCAB Form 18 refer to Circular No. 2-001.

- Mandatory reportable conditions, for example major defects, found in aeronautical products shall be reported to JCAB, CASA, and the customer[2].
- Only responsible maintenance personnel who are familiar with laws, regulations, standards, practices, procedures and systems relevant to the TA-M, the TA-M implementation procedures, this AC and customer's special conditions are allowed to perform maintenance and issuance of the certificate of release for aeronautical products under the TA-M.

## 2.9 Contracted and subcontracted work

2.9.1 A CASA AMO recognised by JCAB to maintain aeronautical products under the TA-M may contract or subcontract work to other organisations.

2.9.2 The AMO may contract or subcontract work to any other organisation provided it extends its quality system to that organisation and that the work is within the scope of the ratings and limitations of the approved maintenance organisation.

2.9.3 Where work is contracted or sub-contracted, the AMO approved under this arrangement provides the required ARC.

2.9.4 It is the organisation's responsibility to ensure that the customer is informed when the contracting or subcontracting of work is required.

## 2.10 Revocation of JCAB recognition

2.10.1 Notwithstanding any of the foregoing, CASA or JCAB may revoke recognition of an organisation pursuant to the TA-M, where CASA or JCAB finds that an organisation is not maintaining the applicable standards or is otherwise not achieving the intent of the TA-M.

## 2.11 Oversight

2.11.1 Oversight of maintenance organisations located in Australia recognised under the TA-M shall be conducted by CASA. The oversight will include the organisation's compliance with the approved supplement to the AMO exposition.

2.11.2 JCAB may, subject to reasonable prior notification, inspect the AMO, to investigate safety issues. JCAB may also participate, as an observer, in CASA audits and inspections of approved maintenance organisations.

[2] For JCAB mandatory reporting requirements refer Circular Nos. 2-001, 6-001 and 6-002.

# 3 Acceptance of JCAB CAA Article 20 approved maintenance organisations

## 3.1 Australian regulatory requirements

3.1.1 Part 42 requires Australian aeronautical products to be maintained by a maintenance organisation appropriately approved in accordance with Part 145. Part 42 also contains a provision to allow the acceptance of a maintenance organisation approved under Japanese law.

3.1.2 By signing the TA-M, CASA acknowledges that maintenance organisations, approved in accordance with CAA Article 20 and qualifying under the terms of the TA-M are considered equivalent to an Australian AMO approved under Part 145.

## 3.2 Acceptance of JCAB CAA Article 20 approved maintenance organisations

3.2.1 CAA Article 20 maintenance organisations located in Japan and intending to participate in the TA-M should refer to JCAB Circular 2-009 Procedures to be recognized by the Civil Aviation Safety Authority of Australia for Japanese Approved Maintenance Organizations under the Technical Arrangement on Aviation Maintenance for aeronautical components, etc. with the Civil Aviation Safety Authority of Australia.

3.2.2 A list of Japanese AMOs approved under this TA-M is provided on the JCAB website.

# Appendix A
# Copy of the signed Technical Arrangement on Aviation Maintenance between CASA - JCAB, the Ministry of Land, Infrastructure, Transport and Tourism of Japan

# TECHNICAL ARRANGEMENT ON AVIATION MAINTENANCE BETWEEN THE CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA AND THE CIVIL AVIATION BUREAU, THE MINISTRY OF LAND, INFRASTRUCTURE, TRANSPORT AND TOURISM OF JAPAN

The CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA (hereinafter referred to as **"CASA"**) and the CIVIL AVIATION BUREAU (hereinafter referred to as **"JCAB"**), the Ministry of Land, Infrastructure, Transport and Tourism of Japan (hereinafter referred to individually as an "Authority", and collectively as "the Authorities"),

**Whereas**

(A) The Authorities mutually commit that their respective laws, regulations, standards, practices, procedures and systems for the approval and monitoring of aviation maintenance in general, and approved maintenance organisations in particular, are sufficiently comparable to permit the acceptance of each other's maintenance oversight systems, in line with the procedures described in this Technical Arrangement.

(B) The Authorities now wish to work in line with this Technical Arrangement on Aviation Maintenance from the date on which it is implemented, until such time as it is replaced by some other arrangement, revised by mutual commitment, or terminated by either Authorities.

(C) Therefore, and without prejudice to the obligations of each Authority under its own laws, regulations, standards, practices, procedures and systems, the purpose of this Technical Arrangement is to avoid duplication of inspections and evaluations by:

(i) Enabling each Authority to recognise the other Authority's inspection and evaluation findings for the approval of maintenance organisations as its own inspection and evaluation findings; and

(ii) Enabling each Authority to recognise the other Authority's system for the release of civil aeronautical products to service after maintenance as its own release system.

**hereby come to the following mutual recognition.**

## 1 Definitions

1.1 In this Technical Arrangement, unless the context otherwise requires, the following words will have the following meanings:

*Area* in relation to Japan means the territory of Japan and, in relation to Australia, means the territory of Australia;

*Aeronautical product* means any aircraft engine, propeller, sub assembly, appliance, material, part or component to be installed thereon but excludes aircraft;

*Convention* means the Convention on International Civil Aviation signed in Chicago on 7 December 1944;

*Maintenance* means the performance of:

(a) Inspection, overhaul, repair, preservation or modification of an Aeronautical product; or

(b) The replacement of parts, components, materials, appliances of an Aeronautical product with similar parts, components, materials and appliances;

*Maintenance organisation,* for Japan means an organisation authorised under *Civil Aeronautics Act Article 20 Approved Maintenance Organisation*. For Australia, it means an organisation approved under Part 145 of the *Civil Aviation Safety Regulations 1998*.

*Overseeing authority* means the Authority having jurisdiction in its Area over a maintenance organisation that performs maintenance in line with this Technical Arrangement;

*Responsible authority* means the Authority having responsibility pursuant to the Convention for the safety oversight of the airworthiness of an Aeronautical product installed or to be installed on an aircraft registered in that Authority's State.

*Technical records* mean any documents that an owner or operator in respect of an Aeronautical product is required to keep in line with the aviation legislation which applies to the maintenance of that Aeronautical product and which identifies in a legible and permanent manner the name, signature or personal identifier of the person who performed maintenance on the Aeronautical product on the date as specified therein and the particulars of maintenance. Technical Records include but are not limited to: engine, propeller, and component log, technical drawing, x-ray film, Non-Destructive Test (NDT) report, laboratory report and engine test record.

## 2 Scope

2.1 This Technical Arrangement is to establish a working arrangement between the Authorities to allow:

(a) The acceptance by either Authority of the maintenance performed on an Aeronautical product under the maintenance system of the other Authority and in the Area of the other Authority;

(b) The acceptance by one Authority of the evaluation and approval of maintenance organisations performed by the other Authority;

(c) The exchange of information regarding maintenance standards and maintenance certification systems; and

(d) Co-operation and assistance with respect to the maintenance of Aeronautical products.

## 3 Maintenance and Certification

3.1 Each maintenance organisation that is approved by the Overseeing authority to provide maintenance services under this Technical Arrangement and which complies with Attachment 1 of this Technical Arrangement will be recognised by the Responsible authority as being able to perform or certify maintenance functions in respect of Aeronautical products maintained within the Area of the Overseeing authority

> ***Example***: an aeronautical product from an Australian aircraft operating in Japan, may have maintenance performed on it by a maintenance organisation that is authorised by the JCAB to perform that maintenance.
> ***Note***: where Australia is the Responsible authority, this will be dependent upon the inclusion of Japan in the Part 42 Manual of Standards.

3.2 A maintenance organisation seeking an approval for maintenance services under this Technical Arrangement should apply to the Overseeing authority in line with separate procedures formulated by the Overseeing authority at least 90 days prior to the expected approval date.

3.3 A maintenance organisation which has been approved by the Overseeing authority to provide maintenance services in line with this Technical Arrangement, should perform and certify that maintenance in line with, and otherwise comply with any matters specified in, Attachment 1 of this Technical Arrangement.

3.4 In line with Paragraph 3.5 and Paragraph 3.6 of this Technical Arrangement, the certification of Aeronautical product maintenance covered by this Technical Arrangement will be accepted by the Authorities as follows:

(a) A CASA Form 1 Authorised Release Certificate issued in line with this Technical Arrangement will be accepted by JCAB as equivalent to JCAB Form-18 Authorised Release Certificate.

(b) A JCAB Form-18 Authorised Release Certificate issued in line with this Technical Arrangement will be accepted by CASA as equivalent to a CASA Form 1 Authorised Release Certificate.

***Note***: where Australia is the Responsible authority, this will be dependent upon the inclusion of Japan in the Part 42 Manual of Standards.

3.5 The design of any repairs and modifications to Aeronautical products which are not from the original equipment manufacturer will be approved in line with the requirements of the Responsible authority.

3.6 Where the maintenance involves the installation of an Aeronautical product, the Aeronautical product being installed must originate from an organisation approved by or otherwise acceptable to the Responsible authority.

## 4 Mutual Co-operation and Technical Assistance

4.1 The Authorities will provide information regarding the matters of this Technical Arrangement, and will develop appropriate advisory publications and circulate these publications through established methods in their respective Areas to inform the public of the matters of the Technical Arrangement and outline the special requirements necessary for persons to perform and certify work under the paragraphs of this Technical Arrangement.

4.2 The Authorities will provide each other with technical evaluation assistance upon request, to further the purposes and objectives of this Technical Arrangement. Such assistance may include, but is not limited to, reporting on a maintenance organisation's continued compliance with the requirements of this Technical Arrangement and the legislation of the country in which the Overseeing authority is located.

4.3 The Authorities will provide each other with any regulations, standards, guidance material, policies, practices and interpretations relevant to this Technical Arrangement, and ensure that such documents are updated in a timely manner and any modifications provided to each other.

4.4 Where urgent or unusual situations develop that are within the scope of this Technical Arrangement but are not specifically addressed herein, the Authorities will consult each other, and upon mutual consent, take appropriate action, including modification of this Technical Arrangement where required.

4.5 The Authorities will, by mutual cooperation and with reasonable prior notice, allow each Authority to participate in the other's inspections and audits of a maintenance organisation approved under this technical arrangement to perform maintenance, as an observer.

4.6 Either Authority may request the disclosure or review of any data concerning any approval granted under the Technical Arrangement by the other Authority from time to time. Disclosure of information by the other Authority is subjected to applicable statutory or other requirements relating to privacy or confidentiality.

4.7 With reasonable prior notification, the Authorities will allow each other to conduct independent inspections of each other's maintenance organisations to investigate serious maintenance issues and confirm the effective application of this Technical Arrangement.

4.8 Notwithstanding any of the foregoing, the approval granted to a maintenance organisation to participate in this Technical Arrangement may be revoked by the Overseeing authority at the request of the Responsible authority, if the Responsible authority determines, on reasonable grounds, that the maintenance organisation is not maintaining the safety standards required under its airworthiness regulations.

## 5 Notification

5.1 Each Authority will notify the other Authority of any instance of unsatisfactory compliance with any regulations or any matters set forth in this Technical Arrangement that affects the ability of an approved organisation to comply with the matters of this Technical Arrangement.

5.2 The Overseeing authority will promptly notify the other Authority of any investigations or enforcement action, including revocation or suspension taken against a maintenance organisation that it has approved to participate in this Technical Arrangement.

## 6 Administration and Implementation

6.1 The responsible persons for the administration and implementation of this Technical Arrangement are:

For CASA:
Manager, Airworthiness and Engineering Branch
GPO Box 2005
Canberra ACT 2601
AUSTRALIA

For JCAB:
Director, Airworthiness Division
2-1-3 Kasumigaseki
Chiyoda-ku
Tokyo 100-8918
JAPAN

6.2 Each Authority will prepare and publish a list of maintenance organisations that have received approval under this Technical Arrangement including the information of the initial date of approval under this Technical Arrangement, the scope of ratings and limitations.

6.3 The Authorities will also advise each other of any significant changes to their organisations that affect the administration and implementation of this Technical Arrangement, including but not limited to the identity of the holders of the posts mentioned in Paragraph 6.1.

6.4 The Authorities will jointly review this Technical Arrangement from time to time and may modify it as appropriate by mutual consent, each modification to be recorded in writing.

6.5 Any difference regarding the interpretation or application of this Technical Arrangement will be resolved by consultation between the persons identified at Paragraph 6.1, or their designated representative, the identity of which will be made known to the other Authority.

6.6 Attachment 1 as attached to this Technical Arrangement will be read with and form an integral part of this Technical Arrangement.

## 7 Costs and Expenses

7.1 The Authorities will each bear their own costs and expenses incurred in connection with the preparation and implementation of this Technical Arrangement.

## 8 Commencement

8.1 The cooperation under this Technical Arrangement will commence 60 days after the date of its last signature by the CASA Branch Manager, Airworthiness and Engineering and JCAB Director, Airworthiness Division.

## 9 Termination

9.1 Either Authority may terminate this Technical Arrangement at any time by giving written notice of its decision to the other Authority. This Technical Arrangement will terminate 180 days after the date of receipt of such notice, unless the said notice is withdrawn by mutual consent before the end of the 180-day period.

Signed on 25 March 2022 in Canberra

FOR THE CIVIL AVIATION SAFETY AUTHORITY OF AUSTRALIA (CASA)

Mr. Richard Stocker
Branch Manager
Airworthiness and Engineering
National Operations and Standards Division
Civil Aviation Safety Authority of Australia

Signed on 18 March 2022 in Tokyo

FOR THE JAPAN CIVIL AVIATION BUREAU (JCAB)

北澤 歩

Mr. KITAZAWA Ayumu
Director
Airworthiness Division
Aviation Safety and Security Department
the Civil Aviation Bureau, the Ministry of Land, Infrastructure, Transport and Tourism of Japan

## ATTACHMENT 1

### Recognition of Maintenance Organisations

1. A maintenance organisation that is approved to provide maintenance services under this Technical Arrangement should comply with the requirements of this Attachment 1.

2. This Technical Arrangement only applies to maintenance organisations that are located within the Area of the Overseeing authority.

3. The maintenance organisation may contract or subcontract work to other organisations where:

   (i) the contractor or subcontractor is supervised by the maintenance organisation.

   (ii) the maintenance organisation provides the required maintenance release.

4. The maintenance organisation will include in its Exposition, either within the body of the manual or by means of a suitable supplement, the following items:

   4.1 A statement signed by the current CEO or authorised accountable executive directing that personnel of the organisation to comply with the policies and procedures contained therein relating to the matters in this Technical Arrangement.

   4.2 Confirmation that failure to comply with the matters in this Technical Arrangement, or with the policies and procedures described in the company Exposition, may be grounds for suspension or cancellation of any privileges granted pursuant to this Technical Arrangement.

   4.3 Confirmation that the Responsible authority may have access to the organisation to confirm compliance with the requirements of this Technical Arrangement.

   4.4 Procedure to ensure that:

      (i) Maintenance is performed in line with the regulations of the Overseeing authority.

      (ii) Aeronautical products are released using an appropriate release certificate required by the Overseeing authority.

         ***Note:*** For an Australian maintenance organisation, the CASA Form 1 is intended to clearly state that the maintenance performed is released in accordance with this Technical Arrangement.

         For a Japanese maintenance organisation, the JCAB Form 18 is intended to clearly state that the maintenance performed is released in accordance with this Technical Arrangement.

(iii) Any parts installed have been manufactured or maintained by organisations that are acceptable to the Responsible authority.

(iv) The design of any repairs and modifications to Aeronautical products which are not from the Original Equipment Manufacturer or which would otherwise require approval of the Responsible authority will be approved in line with the requirements of the Responsible authority.

(v) Regulations relating to Airworthiness Directives and Airworthiness Limitations of the Responsible authority are complied with.

(vi) Technical Records are completed in line with the requirements of the Responsible authority.

(vii) Any mandatory reportable conditions found in Aeronautical products are reported to the Responsible authority, Overseeing authority and customer.

(viii) Relevant personnel in the maintenance organisation are trained and kept updated on the laws, regulations, standards, practices, procedures and systems relevant to this Technical Arrangement.

5. Notwithstanding any of the foregoing, maintenance organisations should confirm that either Authority may revoke the status and privileges of an organisation in line with this Technical Arrangement, where the Authority finds that the organisation is not maintaining the applicable standards or is otherwise not achieving the intent of this Technical Arrangement.

# Appendix B
# Supplement to the AMO exposition

## B.1 Purpose

This Appendix provides guidance for a Part 145 AMO based in Australia for the development of a supplement to the Part 145 AMO exposition, required under the TA-M between JCAB and CASA. Where the material required by this supplement is already incorporated into the manual/exposition, the supplement need only contain a reference to the location of that information in the manual/exposition.

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**COVER PAGE**

**SUPPLEMENT TO MAINTENANCE ORGANISATION EXPOSITION**

**REF** _____

**Company Name and Facility Address**

_____

_____

_____

**CASA Part 145 AMO APPROVAL NO.** _____

**DATE OF SUPPLEMENT** _____

This Supplement, together with the CASA Part 145 AMO exposition, forms the basis of acceptance by JCAB for maintenance carried out by this organisation on aeronautical products under the regulatory control of JCAB.

Maintenance carried out and certified in accordance with the referenced MOE and this supplement is accepted as meeting the requirements of CAA Article 20 and Circular 2-001.

# B.2 Introduction

This paragraph should address why the manual/exposition amendment or supplement is necessary.

> The Civil Aeronautics Bureau of Japan and the Civil Aviation Safety Authority signed a Technical Arrangement (TA-M) on 25 March 2022 that allows for the reciprocal acceptance of ARCs issued by maintenance organisations under the provisions of the arrangement.
>
> This amendment/supplement is therefore intended to inform the staff of the AMO of additional considerations that need to be taken into account when working in accordance with the TA-M.

# B.3 Accountable manager's commitment statement

This paragraph represents the agreement by the Accountable Manager that the AMO will comply with the conditions specified in the manual/exposition/supplement.

An acceptable statement might be as follows:

> This Supplement defines in conjunction with the CASA Approved Maintenance Organisation Exposition Ref …….... the organisation and procedures upon which JCAB acceptance is based.

These procedures are approved by the undersigned and must be adhered to when maintenance work is being performed for any customer that operates under the jurisdiction of the JCAB and the TA-M.

It is recognised that the organisation's procedures do not override the necessity of complying with any additional requirements formally published by the JCAB and notified to this organisation from time to time.

It is further understood that the JCAB reserves the right to withdraw acceptance (suspend or cancel any privileges granted pursuant to the TA-M) if it is considered that procedures are not followed or that the standards are not maintained.

Signed by the Accountable Manager

For and on behalf of [the AMO].

_____(name) _____(signature) _____(date)”

**Note:** When the Accountable Manager is replaced, the new Accountable Executive/Manager must sign the statement so as not to invalidate the acceptance. All significant changes will be managed in accordance with the organisation's exposition procedures.

# B.4 Acceptance basis and limitation

JCAB acceptance is based upon full compliance with Part 145, related MOS and the Exposition.

This acceptance of maintenance is limited to the scope of work permitted on aeronautical products under the current approval granted by CASA to the AMO in accordance with Part 145 and to the Australian locations specified therein.

## B.5 Internal quality assurance system

This paragraph should reference the location in the AMO's MOE or Quality Assurance Manual of the internal quality assurance system description and procedures.

## B.6 Access by JCAB and CASA

This paragraph should identify the fact that JCAB and CASA staff must be allowed access to the AMO for the purpose of assuring compliance with procedures and standards and to investigate specific problems.

There must also be an indication that in the case of a serious non-compliance with regulations or established standards the organisation must accept that it may be subject to JCAB enforcement action in order to maintain status with JCAB.

## B.7 Work orders/contracts

This paragraph addresses the subject of work orders/contracts. The AMO must ensure that the maintenance contract is understood and agreed to by both parties. The customer must ensure that the work orders/contracts are detailed and clear, and the AMO must ensure it receives work orders that it understands.

The work order should specify the inspections, repairs, alterations, overhauls to be carried out, the Airworthiness Directives and Airworthiness Limitations to be complied with, and parts to be replaced.

Replacement parts must be manufactured, repaired or altered by organisations acceptable to JCAB. Refer to JCAB Circular 1-502 - Handling of components etc. to be installed in aircraft.

## B.8 Contracting and subcontracting

This paragraph should address the procedures for contracting and subcontracting as specified in the provisions in Attachment 1 of the TA-M.

## B.9 Airworthiness directives/airworthiness limitations

This paragraph must address the compliance with Airworthiness Directives and any airworthiness limitations. Compliance with the applicable JCAB regulations on Airworthiness Directives.

Airworthiness Directives (ADs), Airworthiness Limitations and other requirements declared mandatory by the State of Registry must be available to maintenance personnel.

The customer must provide a copy of all ADs that must be complied with to the AMO and identify any airworthiness limitations to the AMO. The customer remains responsible for specifying any AD compliance required during maintenance and any airworthiness limitations through the work order.

## B.10 Repairs and modifications

This paragraph should specify that the customer will obtain or establish the process to obtain necessary JCAB approvals prior to the incorporation of repairs and modifications if the data for the repairs or modifications is not provided by the designer of the aeronautical product. The AMO will ensure that repairs and modifications are incorporated only when in receipt of the appropriate approvals.

# B.11 Maintenance release of aeronautical products

Release to service of aeronautical products up to and including complete engines under the TA-M should be carried out in accordance with CASR Part 42. The ARC CASA Form 1 should be issued.

The following statement should be reflected in Block 12 of the ARC:

> Released under the provisions of the TA-M between JCAB and CASA.

When maintenance cannot be performed in accordance with the work order/contract, this fact must be made known to the customer.

# B.12 Record keeping

This paragraph should describe how the AMO intends to meet the requirements of the TA-M on the retention of technical records. Refer to Circular 2-001 - General Policy for Approved Organizations for JCAB guidance on keeping records.

# B.13 Personnel responsible to release to service

Describe the procedures the organisation will use to ensure personnel responsible to release to service an aeronautical product after maintenance are familiarised with the laws, regulations, standards, practices, procedures and systems relevant to the TA-M, its Implementation Procedures (IP), this supplement and the customer's special conditions.

# B.14 Mandatory reporting requirements

Describe the procedures the organisation will use to ensure all mandatory reportable conditions found in aeronautical products are reported to the owner or operator of the aeronautical product, JCAB and the CASA.

For all JCAB mandatory reporting requirements refer to Circular Nos. 2-001 General Policy for Approved Organizations, 6-001 Report and communication about a failure related to an aircraft and 6-002 Service difficulty reporting procedure.

# Appendix C
# Organisations accepted under this technical arrangement

## C.1 Accepted organisations

The table below lists the Australian Part 145 maintenance organisations that are approved to carry out maintenance of aeronautical products under the CASA/JCAB Technical Arrangement for Maintenance.

**Notes:**

- The Ratings listed are those that are applicable under the TA-M.
- Each Rating may be subject to Limitation(s). Limitations are not listed below.
- Limitations are as per the approved CASR 145 Maintenance Organisation Exposition (MOE), and where applicable; the incorporated JCAB supplement.

**Table 5: List of approved Australian Part 145 maintenance organisations under the TA-M**

| Accepted organisations | Part 145 of CASR certificate approval number | Date accepted under the Technical Arrangement | Applicable Ratings (Refer to approved MOE for Limitations) |
|---|---|---|---|
| GE Aviation Systems Australia Pty Ltd | CASA-145-0004 | 22nd June 2022 | C1, C2, C3, C5, C6, C7, C8, C9, C12, C13, C14, C16, C18. |
| Precision Aviation Group Australia Pty Ltd | CASA-145.0111 | 16th December 2022 | C1, C5, C7, C11, C12, C14 |
| TAE Aerospace Pty Ltd | CASA-145.0136 | 5th May 2023 | B1, B3, C1, C2, C3, C5, C6, C7, C8, C9, C12, C13, C14, C16, C17, C18, C19, C20, D1, D2, D3 |
| RBI Hawker Australia Pty Ltd | CASA-145.0226 | 23rd February 2024 | C10 |
| Jet Aviation Australia (QLD) Pty Ltd | CASA-145.0265 | 2nd December 2025 | C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, C14, C15, C16, C17, C18, C20, D1 |
| Complete Avionics Pty Ltd | CASA-145.0050 | 22nd May 2026 | C1, C2, C3, C5, C6, C7, C8, C9, C11, C12, C13, C14, C15, C16, C17, C18 |
| Rotor-Tech International Pty Ltd (trading as UNITED AERO GROUP-Australia) | CASA-145.0233 | 19th June 2026 | C10, D3 |