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Australian Government
Civil Aviation Safety Authority

**ADVISORY CIRCULAR
AC 145-07 v1.0**

Implementation procedures for the technical arrangement on maintenance between UK CAA and CASA

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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 approved maintenance organisations regarding provision of maintenance services for UK registered aircraft or aeronautical products for UK registered aircraft.
- Registered operators of Part 42 aircraft regarding provision of maintenance services for the aircraft or aeronautical products for the aircraft by a maintenance organisation holding a UK Part 145 approval certificate (UK AMO).
- Maintainers of Part 42 aircraft regarding acceptance of UK CAA Form 1 Authorised Release Certificates for the fitment of parts on which maintenance has been carried out by a UK AMO.

Purpose

This AC provides information and guidance on the technical arrangement on maintenance between the UKCAA and CASA (TA-M) dated 15 June 2026. The TA-M establishes each Authority's acceptance of the other Authority's approval and oversight of maintenance organisations for the maintenance of aircraft and aeronautical products. A copy of the TA-M is provided on the [CASA website](#).

The AC describes:

- Guidance for a Part 145 organisation to apply to CASA for approval to provide maintenance services for UK registered aircraft according to the TA-M.
- Guidance for a Part 145 organisation carrying out maintenance of aeronautical products for UK registered aircraft.
- Information for registered operators of Part 42 aircraft regarding provision of maintenance services for the aircraft by a UK AMO according to the TA-M.
- Information for maintainers of Part 42 aircraft regarding acceptance of a UK CAA Form 1 Authorised Release Certificate for fitment of an aeronautical product on which maintenance has been carried out by a UK AMO.

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.

Table 1: Status

Version	Date	Details
v1.0	October 2026	Initial AC.

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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.

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
CAA	Civil Aviation Authority
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
CRS	certificate of release to service
TA-M	technical arrangement on maintenance between UKCAA and CASA
UK	The United Kingdom of Great Britain and Northern Ireland
UK AMO	A maintenance organisation that holds a UK Part 145 approval certificate
UKCAA	Civil Aviation Authority of The United Kingdom

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
Australia	The states and territories of Australia
CASA supplement	A supplement to a UK AMO's exposition containing the organisation's procedures for complying with requirements in the TA-M for carrying out maintenance of a Part 42 aircraft
exposition	For a Part 145 organisation: - the document defined in subregulation 145.010(1) of CASR. For a UK AMO: - the document approved by the UKCAA that sets out the procedures, means and methods of the UK AMO.
maintenance record	As defined in regulation 42.015 of CASR
maintenance services	As defined in Part 3 of the CASR Dictionary, maintenance services means: - carrying out maintenance on an aircraft or an aeronautical product; - performing maintenance certification for maintenance carried out on an

Term	Definition
	aircraft; c. issuing a certificate of release to service for an aircraft or aeronautical product in relation to maintenance carried out on the aircraft or aeronautical product.
non-routine maintenance	Maintenance of an aircraft that needs to be carried out to rectify a defect in the aircraft or at a particular location because of unserviceability of the aircraft
Part 145 organisation	A maintenance organisation that holds approval under regulation 145.030 of CASR
Part 42 aircraft	An aircraft to which Part 42 of CASA applies, as specified in subregulation 202.180(1) of CASR
principal place of business	The office within which the principal financial functions and operational control of the activities of the organisation are exercised
aircraft technical log	The aircraft technical log system for a UK registered aircraft specified in UK legislation M.A.306 and similar in purpose to the flight technical log specified for a Part 42 aircraft in regulation 42.220 of CASR.
UKCAA supplement	A supplement to a Part 145 organisation's exposition containing the organisation's procedures for complying with requirements in the TA-M for providing maintenance services for a UK registered aircraft

1.3 References

Legislation

Legislation is available on the Federal Register of Legislation website [Home Page - Federal Register of Legislation](#)

Table 4: Legislation references

Document	Title
Part 145 of CASR	Continuing airworthiness—Part 145 approved maintenance organisations
Part 42 of CASR	Part 42—Continuing airworthiness requirements for aircraft and aeronautical products
Part 42 MOS	Part 42 Manual of Standards

Advisory material

CASA's advisory materials are available at [Guidance material | Civil Aviation Safety Authority](#)

Table 5: Advisory material references

Document	Title
CASA website	Cooperative arrangements and agreements

Other references

Table 6: Other references

Document	Title
UK Continuing Airworthiness Regulation, Acceptable Means of Compliance, and Guidance Material	UK Regulation (EU) 1321/2014 Continuing Airworthiness
UKCAA CAP2375	Part 145 Maintenance Organisation Exposition Guidance
CAA Form 1-MF/CAO/145	Authorised Release Certificate CAA Form 1

1.4 Forms

CASA's forms are available at [Forms | Civil Aviation Safety Authority](#)

Table 7: Forms

Form number	Title
CASA Form 001	Authorised release certificate

2 Introduction

2.1 Technical arrangement on maintenance

- 2.1.1 On 15 June 2026, CASA signed a technical arrangement on maintenance with the UKCAA (TA-M). The TA-M establishes each Authority's acceptance of the other Authority's approval and oversight of maintenance organisations and acceptance of certificates of release to service issued by maintenance organisations for maintenance of aircraft and aeronautical products.
- 2.1.2 The TA-M provides for:
- a. a Part 145 organisation to provide maintenance services within the scope of the organisation's approval for UK registered aircraft or aeronautical products for UK registered aircraft, subject to compliance with TA-M requirements
 - b. in association with provisions of Part 42 of CASR:
 - i. maintenance to be carried out and a certificate of release to service to be issued outside of Australia for a Part 42 aircraft or an aeronautical product for the aircraft by a UKCAA Part 145 approved maintenance organisation (UK AMO)
 - ii. acceptance of a [CAA Form 1 Authorised Release Certificate](#) for fitting an aeronautical product to a Part 42 aircraft following maintenance carried out on the aeronautical product by a UK AMO.

Notes:

1. For Australian aircraft and aeronautical products to which Part 42 does not apply, refer to regulations 42ZD, 42W, and 42WA of the *Civil Aviation Regulations 1988* regarding maintenance carried out in a contracting State by foreign approved maintenance organisations.
2. The UKCAA provides information on its [website](#) about the provisions and requirements of the TA-M for UK AMOs and owners and operators of UK registered aircraft.

3 Maintenance of UK registered aircraft and aeronautical products by a Part 145 organisation

3.1 Requirements for a Part 145 organisation for maintenance of UK registered aircraft

- 3.1.1 Under the TA-M the UKCAA will accept a certificate of release to service issued by a Part 145 organisation for the maintenance of a UK registered aircraft if the organisation is approved by CASA according to the TA-M.
- 3.1.2 The process for approval according to the TA-M is described in section 3.3 of this AC, and the requirements of the TA-M that a Part 145 organisation must comply with for approval and when providing a maintenance service for a UK registered aircraft are set out in this section of the AC.

3.1.3 Organisational eligibility

To be eligible for approval according to the TA-M the organisation must:

- hold a Part 145 approval that authorises maintenance of aircraft
- have its principal place of business in Australia
- have access to the latest version of the TA-M as provided on the [CASA website](#).

3.1.4 UKCAA supplement

- 3.1.4.1 The Part 145 organisation must establish a UKCAA supplement to the organisation's exposition that contains information and procedures necessary for the organisation to comply with the requirements of the TA-M as described in section 3.1 of this AC when providing maintenance services for UK registered aircraft. See Appendix A of this AC for guidance on preparing a UKCAA supplement.
- 3.1.4.2 The UKCAA supplement must also include a statement signed by the organisation's current Accountable Manager confirming that the organisation's personnel will comply with the policies and procedures in the exposition and UKCAA supplement.

Notes:

1. If any of the required information or procedures exist in the organisation's exposition, then the UKCAA supplement need only include a reference to the location of the information or procedures in the exposition.
2. Appendix A of this AC provides guidance on how to prepare a UKCAA supplement.

3.1.5 Oversight and surveillance

- 3.1.5.1 Organisations that are approved according to the TA-M must provide UKCAA authorised officers access to the organisation to perform oversight and surveillance as requested.

3.1.6 Maintenance locations

- 3.1.6.1 In accordance with the TA-M, a Part 145 organisation may provide maintenance services for UK registered aircraft at facilities within Australia that are approved according to the organisation's exposition including, if applicable, facilities of a sub-contractor. Maintenance services may also be provided for the aircraft at:
- a facility outside of Australia approved according to the organisation's exposition if the use of the facility for providing maintenance services for UK registered aircraft has been determined acceptable by UKCAA and CASA, or
 - another location outside of the UK, when carrying out non-routine maintenance of the aircraft requested by the aircraft operator or customer and if the organisation's exposition has procedures for carrying out the maintenance at such location.

3.1.7 Scope of approval and procedures

- 3.1.7.1 A Part 145 organisation approved according to the TA-M to provide maintenance services for UK registered aircraft must provide the maintenance services:
- within the approval ratings and limitations specified in the organisation's Part 145 approval certificate
 - in compliance with the organisation's exposition and UKCAA supplement.

3.1.8 Work order and maintenance records

- 3.1.8.1 Before carrying out maintenance of a UK registered aircraft, the Part 145 organisation must obtain a detailed and clear work order or contract from the aircraft operator or customer that specifies, as applicable, the inspections, repairs, modifications, overhauls, airworthiness directives, and parts replacement to be carried out on the aircraft.
- 3.1.8.2 The organisation must retain a copy of each work order or contract accompanied by a copy of the maintenance records and certificate of release to service relating to the maintenance carried out on the UK registered aircraft. The documents must be retained for 3 years from the date of issue of the certificate of release to service.

3.1.9 Use of parts

- 3.1.9.1 The Part 145 organisation must ensure that the following parts are fitted to a UK registered aircraft only if an authorised release certificate acceptable to the UKCAA has been issued for the part:
- A new part other than a standard part.
 - A part on which maintenance has been carried and that has not been used in an aircraft since the maintenance was carried out.

Note: Authorised release certificates acceptable to the UKCAA are described on the [UKCAA website](#).

- 3.1.9.2 The organisation must not fit an unserviceable part to a UK registered aircraft under the provisions of subparagraph 42.420(2)(a)(ii) or any other provision of CASR unless the minimum equipment list for the aircraft permits the fitting of an unserviceable part.

3.1.10 Design of modifications and repairs

A modification or a repair that involves a change to the approved design of the aircraft may be carried out on a UK registered aircraft only with approval from the aircraft operator or customer

and must be carried out in accordance with a design for which there is a UK Part 21 approval as described on the UKCAA website:

- <https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/changes-or-modifications-and-repairs-to-aircraft/>
- <https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/>

3.1.11 Certificate of release to service

When issuing a certificate of release to service in relation to maintenance carried out on a UK registered aircraft, the Part 145 organisation must ensure that:

- a. the certificate of release to service is issued in accordance with the Part 145 Manual of Standards (MOS) and the organisation's exposition and UKCAA supplement

Note: Paragraph 145.A.50(a) of the Part 145 MOS requires that the certificate of release to service must be issued in accordance with Part 42 of CASR.

See also related guidance in Section 3.2 of this AC.

- b. personnel who issue the certificate of release to service on behalf of the organisation understand their responsibilities in accordance with CASR Part 145, the TA-M and the organisation's UKCAA supplement
- c. the certificate of release to service includes the organisation's Part 145 approval certificate number, as required by paragraph 42.760(1)(c) of CASR.

3.1.12 Contracting and subcontracting

- 3.1.12.1 If the Part 145 organisation contracts maintenance of a UK registered aircraft to another Part 145 organisation, the contracting organisation must ensure that the other organisation holds a Part 145 approval to provide maintenance services for the aircraft and is approved by CASA according to the TA-M.
- 3.1.12.2 If the Part 145 organisation subcontracts maintenance of a UK registered aircraft to an unapproved organisation, the Part 145 organisation must ensure that the maintenance is carried out in compliance with the Part 145 organisation's exposition and UKCAA supplement and that a certificate of release to service is issued by the Part 145 organisation in relation to the maintenance.

3.1.13 Reporting unairworthy conditions

- 3.1.13.1 A Part 145 organisation approved according to the TA-M is required to report to the UKCAA the discovery and details of a failure, defect or malfunction that affects the safety of a UK registered aircraft for which the organisation is providing a maintenance service. The report must be submitted on the [UKCAA website](#) within 72 hours after the discovery.

3.1.14 Changes to the organisation

- 3.1.14.1 In accordance with the TA-M, the Part 145 organisation must notify CASA of a proposal to change any of the following not later than 3 weeks before the change takes place, including a copy of any consequential amendments to the organisation's UKCAA supplement:
 - the name of the organisation
 - the main and any additional maintenance locations
 - the accountable manager.

Note: The notification to CASA required under the TA-M for the above changes should be in the form of a significant change approval application as required under regulation 145.050 of CASR.

If an application for the approval of a change of the Accountable Manager cannot be submitted by the time specified in the TA-M, the application should be submitted as soon as possible after that time and no later than 7 days after the change as specified in subregulation 145.050(4) of CASR.

3.2 Certificate of release to service issued for a UK registered aircraft by a Part 145 organisation

This section of the AC provides guidance for a Part 145 organisation that is approved according to the TA-M regarding issuing a certificate of release to service for a UK registered aircraft in accordance with requirements of the TA-M.

3.2.1 Background

- 3.2.1.1 According to the TA-M a Part 145 organisation must issue a certificate of release to service for a UK registered aircraft in accordance with the Part 145 MOS and the organisation's exposition and UKCAA supplement.
- 3.2.1.2 For paragraph 145.A.50(a) of the Part 145 MOS, the certificate of release to service must be issued according to regulation 42.745 of CASR which specifies requirements to be met before the certificate of release to service may be issued.
- 3.2.1.3 The organisation's UKCAA supplement contains procedures for compliance with requirements of the TA-M including requirements for how the maintenance of UK registered aircraft must be carried out.

3.2.2 Provision of the CRS for a UK registered aircraft

- 3.2.2.1 For subregulations 42.745(a) and 42.760(2), the Part 145 organisation may include the certificate of release to service in the aircraft technical log for the UK registered aircraft.

3.2.3 Maintenance certification prior to CRS issue

- 3.2.3.1 For subregulation 42.745(c), maintenance certification may be performed for maintenance carried out on the UK registered aircraft in accordance with Part 42 of CASR, the Part 145 MOS and requirements of the TA-M relating to how the maintenance must be carried out.

3.2.4 Notification of aircraft operator or customer

- 3.2.4.1 For paragraphs 42.745(f)(ii) and 42.745(g)(ii) of CASR, notifications relating to a defect in the aircraft or any requested maintenance not carried out may be given to the operator or customer of the UK registered aircraft.

3.3 Approval of a Part 145 organisation according to the TA-M for maintenance of UK registered aircraft

3.3.1 Application

- 3.3.1.1 A Part 145 organisation may apply to CASA for approval according to the TA-M by sending a written request by email to CASA's Airworthiness and Engineering Branch at airworthiness@casa.gov.au.
- 3.3.1.2 The application must be submitted by the Accountable Manager of the organisation and include:
- the name of the Part 145 organisation
 - the number of the organisation's Part 145 approval certificate
 - a copy of the organisation's UKCAA supplement as described at section 3.1.4.

Note: Appendix A of this AC provides guidance on how to prepare a UKCAA supplement.

- 3.3.1.3 If the organisation's Part 145 approval or exposition approves a facility outside of Australia for provision of maintenance services for aircraft other than for carrying out non-routine maintenance as defined in this AC, then:
- a. the organisation's UKCAA supplement should indicate that the organisation will not provide maintenance services for UK registered aircraft at the facility if that is the organisation's intention
- or
- b. regarding section 3.1.6.1 a. above, the application to CASA should include a request for the UKCAA and CASA to determine according to the TA-M that the use of the facility to provide maintenance services for UK registered aircraft is acceptable.
- 3.3.1.4 The applicant does not need to send the application to the UKCAA.

3.3.2 Assessment

- 3.3.2.1 Following receipt of the application and any additional relevant information that CASA may request, CASA will assess the organisation for compliance with the requirements of the TA-M as described in this AC.
- 3.3.2.2 The assessment will include review of the organisation's UKCAA supplement, relevant information in the organisation's exposition, any additional information requested by CASA and may include on-site assessment if necessary.
- 3.3.2.3 If the application includes a request as mentioned at 3.3.1.3 b above about intended use of a maintenance facility outside Australia, then CASA may request additional information from the applicant about the use of the facility and will liaise with the UKCAA as required to make the necessary determination.
- 3.3.2.4 If the UKCAA and CASA determine that the organisation's use of a facility outside of Australia for provision of maintenance services for UK registered aircraft is acceptable, the details of the determination must be included in the organisation's UKCAA supplement. See section A.2.6.3 of Appendix A of this AC.

3.3.3 Approval

- 3.3.3.1 If CASA is satisfied that the requirements of the TA-M have been met, CASA will approve the organisation according to the TA-M to provide maintenance services within the scope of the organisation's Part 145 approval for UK registered aircraft.
- 3.3.3.2 CASA's approval will be in the form of a letter provided to the applicant and will be subject to the organisation's:
- Part 145 approval for maintenance of aircraft remaining in force
 - principal place of business remaining within Australia.
- 3.3.3.3 CASA may revoke the approval of a Part 145 organisation according to the TA-M at the request of the UKCAA based on matters specified in the TA-M.
- 3.3.3.4 CASA will publish in Appendix B of this AC the names of Part 145 organisations that are approved according to the TA-M for maintenance of UK registered aircraft. An organisation's scope of approval can be viewed on the [CASA website](#).

3.3.4 Oversight and surveillance

- 3.3.4.1 CASA's oversight and surveillance of a Part 145 organisation that is approved according to the TA-M will include oversight and surveillance of the organisation's compliance with the requirements of the TA-M and the organisation's UKCAA supplement.
- 3.3.4.2 Subject to reasonable prior notification, CASA will allow the UKCAA to observe CASA's oversight and surveillance or conduct independent inspection of a Part 145 organisation that is approved according to the TA-M.

3.3.5 Approval of an amendment to a UKCAA supplement

- 3.3.5.1 A Part 145 organisation that is approved according to the TA-M must update or amend the organisation's UKCAA supplement as required to remain in compliance with the TA-M. The organisation must apply to CASA for approval of amendments to the UKCAA supplement according to the TA-M.
- 3.3.5.2 An application for approval of an amended UKCAA supplement may be sent by the Accountable Manager of the Part 145 organisation to CASA's Airworthiness and Engineering Branch at airworthiness@casa.gov.au. The application does not need to be sent to the UKCAA.
- 3.3.5.3 The application must include a copy of the organisation's amended UKCAA supplement.
- 3.3.5.4 If the amendment to the UKCAA supplement is due to the organisation adding an approved maintenance facility at a location outside Australia that the organisation proposes to use to provide maintenance services for UK registered aircraft other than for carrying out non-routine maintenance, then the application must also include a request for the use of the facility to be determined acceptable by the UKCAA and CASA according to the TA-M and section 3.1.6.1 a. of this AC.
- 3.3.5.5 If the application includes a request as mentioned at 3.3.5.4 above about intended use of a maintenance facility outside Australia, then CASA may request additional information from the applicant about the use of the facility and will liaise with the UKCAA as required to make the necessary determination.
- 3.3.5.6 If the UKCAA and CASA determine that the organisation's use of a facility outside of Australia for provision of maintenance services for UK registered aircraft is acceptable, the details of the determination must be included in the organisation's UKCAA supplement. See section A.2.6.3 of Appendix A of this AC.
- 3.3.5.7 If CASA is satisfied that the organisation's amended UKCAA supplement meets the requirements of the TA-M, CASA will approve the supplement according to the TA-M.

- 3.3.5.8 CASA's approval of an amended UKCAA supplement will be in the form of a letter provided to the applicant.

3.4 Requirements for a Part 145 organisation for maintenance of aeronautical products for UK registered aircraft

- 3.4.1 Under the TA-M the UKCAA will accept a certificate of release to service issued by a Part 145 organisation for the maintenance of an aeronautical product for a UK registered aircraft subject to the following requirements:
- The organisation must hold a Part 145 approval that authorises maintenance of aeronautical products.
 - The aeronautical product and the maintenance to which the certificate of release to service relates must be within the approval ratings and limitations specified in the organisation's Part 145 approval certificate.
 - The maintenance to which the certificate of release to service relates must be carried out according to the organisation's exposition.
 - The certificate of release to service issued by the organisation must be issued:
 - in accordance with the requirements of the Part 145 Manual of Standards
 - in the form of a CASA Form 1 Authorised Release Certificate.

Note: Paragraph 145.A.50(a) of the Part 145 Manual of Standards requires that the certificate of release to service must be issued in accordance with Part 42 of CASR.

- 3.4.2 The Part 145 organisation is not required to have a UKCAA supplement to the organisation's exposition or to be approved according to the TA-M.
- 3.4.3 Subject to reasonable prior notification, CASA will allow the UKCAA to observe CASA's oversight and surveillance or conduct independent inspection of a Part 145 organisation that is approved for maintenance of aeronautical products.

4 Maintenance of Part 42 aircraft and aeronautical products by a UK AMO

4.1 Maintenance of Part 42 aircraft by a UK AMO outside Australia

4.1.1 Legislation

4.1.1.1 Regulation 42.301 of CASR provides for a foreign approved maintenance organisation, in this case a UK AMO, to carry out maintenance outside of Australia on a Part 42 aircraft. The maintenance must be carried out and certified in accordance with an arrangement between CASA and the applicable national aviation authority. That is, the TA-M between CASA and the UKCAA.

4.1.1.2 For paragraph 42.301(1)(b) of CASR, the United Kingdom is specified in the relevant section of the Part 42 Manual of Standards.

4.1.2 Requirements for the UK Part 145 AMO

4.1.2.1 According to the TA-M, a UK AMO that proposes to carry out and certify maintenance of a Part 42 aircraft must:

- a. hold UKCAA Part 145 approval authorising the maintenance of the aircraft
- a. be approved by the UKCAA according to the TA-M to provide maintenance services for Australian aircraft
- b. have its principal place of business within the UK
- c. provide maintenance services for Part 42 aircraft at approved facilities within the UK, except when using another approved facility outside Australia that is determined acceptable by the UKCAA and CASA or when carrying out non-routine maintenance outside Australia
- d. carry out and certify for the maintenance for the Part 42 aircraft in accordance with UK Part 145 legislation and the maintenance organisation's exposition and CASA supplement to the exposition
- e. ensure that a new or maintained part is fitted to the aircraft only if an authorised release certificate that complies with Part 42 of CASR and the Part 42 Manual of Standards has been issued for the part
- f. ensure that the design of a modification or repair involving a change to the aircraft's approved design to be carried out by the UK AMO is approved according to Part 21 of CASR.

4.1.3 Certificate of release to service issued by UK AMO

4.1.3.1 For regulation 42.301 of CASR, CASA will accept a certificate of release to service issued by a UK AMO for the maintenance of a Part 42 aircraft if the organisation is approved by the UKCAA according to the TA-M.

4.1.3.2 A UK AMO approved according to the TA-M is required to issue a certificate of release to service for a Part 42 aircraft according to UK Part 145 legislation and the maintenance organisation's exposition and CASA supplement to the exposition.

- 4.1.3.3 UK Part 145 legislation requires the maintenance organisation to give a copy of each certificate of release to service to the aircraft operator or customer, together with a copy of any detailed maintenance record associated with the maintenance carried out.
- 4.1.3.4 The person responsible for continuing airworthiness for the Part 42 aircraft should ensure that the certificate of release to service issued by the UK AMO is included in the aircraft's flight technical log.
- 4.1.3.5 For further information, UK Part 145 AMOs issue a certificate of release to service for an aircraft according to the following UK Part 145 legislation and guidance information:
- 145.A.50 - Certification of maintenance.
 - AMC 145.A.50(b) - Information to be included in a certificate of release to service.
 - CAP2375 - 2.16.1 General requirements of the release to service.
 - 145.A.55(a)(2) - Provision of the certificate of release to service.

Note: Links to the UK legislation and guidance information is provided in section 1.3 of this AC.

4.2 Maintenance of aeronautical products for Part 42 aircraft by a UK AMO outside Australia

4.2.1 Legislation

- 4.2.1.1 Regulation 42.306 of CASR provides for a foreign approved maintenance organisation, in this case a UK AMO, to carry out maintenance outside of Australia on an aeronautical product for a Part 42 aircraft. Where there is an arrangement between CASA and the applicable national aviation authority, in this case the TA-M between CASA and the UKCAA, the maintenance must be carried out and certified in accordance with the arrangement.
- 4.2.1.2 For paragraph 42.306(1)(b) of CASR, the UK is specified in the relevant section of the Part 42 Manual of Standards.

4.2.2 Requirements for the UK Part 145 AMO

- 4.2.2.1 According to the TA-M, a UK AMO that carries out maintenance on an aeronautical product for a Part 42 aircraft must:
- hold UKCAA Part 145 approval authorising the maintenance of the aeronautical product
 - carry out and certify the maintenance in accordance with the organisation's exposition
 - issue a certificate of release to service for the aeronautical product:
 - in accordance with the requirements of UK Part 145
 - in the form of a CAA Form 1 Authorised Release Certificate.

4.2.3 CAA Form 1 Authorised Release Certificate

- 4.2.3.1 For the meaning of authorised release certificate in paragraph 18(2)(d) of Part 2 of the CASR Dictionary, the UK is specified in the relevant section of the Part 42 Manual of Standards.
- 4.2.3.2 Therefore, as a document issued under the law of the UK and that meets the requirements specified in the Part 42 Manual of Standards, a CAA Form 1 Authorised Release Certificate issued for an aeronautical product on which maintenance has been carried out is an authorised release certificate for the purposes of CASR.

- 4.2.3.3 Maintainers of Part 42 aircraft may accept a CAA Form 1 Authorised Release Certificate issued for an aeronautical product on which maintenance has been carried out for the purposes of paragraph 42.420(2)(d) and subparagraph 42.420(5)(b)(i) of CASR when fitting the aeronautical product to a Part 42 aircraft.

Appendix A

Guidance for the UKCAA supplement to a Part 145 organisation's exposition

A.1 Purpose

- A.1.1 This Appendix provides guidance for a Part 145 organisation for the development of a UKCAA supplement to the organisation's exposition. The supplement must include the content described in section 3.1.4 of this AC as required by the TA-M, for the provision of maintenance services for UK registered aircraft.
- A.1.2 An organisation's UKCAA supplement may include procedures based on the sample text in this appendix or other procedures that achieve compliance with the TA-M requirements. Where a procedure in an organisation's UKCAA supplement is based on the sample text, the procedure should be suitable to the organisation and include any additional information or procedure that may be necessary for the organisation to implement the procedure.
- A.1.3 If any of the required information or procedures exist in the organisation's exposition, then the UKCAA supplement need only include a reference to the location of the information or procedures in the exposition.

A.2 UKCAA supplement content

A.2.1 Title page

Sample text:

UKCAA Supplement to <exposition name>

Part 145 organisation name:

Part 145 approval certificate number:

A.2.2 Introduction

This paragraph should explain why the supplement is needed and its purpose.

Sample text:

Under the Technical Arrangement on Maintenance (TA-M) established between the UKCAA and CASA, the UKCAA permits maintenance of a UK registered aircraft to be carried out and certified by a Part 145 organisation that is approved by CASA according to the TA-M.

A requirement of the TA-M for the provision of maintenance services for a UK registered aircraft, is that the Part 145 organisation must have this supplement to the organisation's exposition to ensure that the organisation complies with the requirements of the TA-M for the provision of the maintenance services.

Personnel can view a copy of the TA-M on the CASA website:

[https://www.casa.gov.au/about-us/who-we-work/our-international-partners/list-our-international-partners#UnitedKingdomCivilAviationAuthority\(UKCAA\)](https://www.casa.gov.au/about-us/who-we-work/our-international-partners/list-our-international-partners#UnitedKingdomCivilAviationAuthority(UKCAA))

<https://www.casa.gov.au/sites/default/files/2026-07/technical-arrangement-maintenance-between-australia-uk.pdf>

A.2.3 Accountable Manager's statement

The statement should confirm that the organisation's personnel will comply with the policies and procedures in the organisation's exposition and UKCAA supplement and be signed by the organisation's current Accountable Manager.

Sample text:

The staff and personnel of <Part 145 organisation name> shall comply with the procedures described in the <exposition name> and this UKCAA supplement regarding the organisation's provision of maintenance services for UK registered aircraft according to the Technical Arrangement on Maintenance between the UKCAA and CASA.

Signature:

Name:

Title: Accountable Manager

Date:

A.2.4 Providing access to UKCAA

Sample text:

The organisation will provide UKCAA authorised officers access to the organisation to perform oversight and surveillance as requested by the UKCAA.

A.2.5 Principal place of business

This paragraph should ensure compliance with the TA-M requirement for the organisation's principal place of business to be within Australian Territory.

Note: Principal place of business is defined in the TA-M and this AC.

Sample text.

As required by the TA-M, <Part 145 organisation's name> will retain its principal place of business (PPOB) within Australia. The current PPOB where the organisation exercises its principal financial functions and operational control of activities is at:

<address of principal place of business>

A.2.6 Maintenance locations

A.2.6.1

The UKCAA supplement should describe the organisation's procedures for ensuring that the maintenance services the organisation provides for a UK registered aircraft are provided only at:

- a. the organisation's approved facilities within Australian territory
 - b. an approved facility of the organisation located outside of Australian territory if the use of the facility for providing the maintenance services has been determined acceptable by the UKCAA and CASA according to the TA-M
- or
- c. other locations outside of the UK only for carrying out non-routine maintenance as defined in this advisory circular, and only if:
 - i. the maintenance at the location has been requested by the aircraft operator or customer

- ii. the organisation's exposition has approved procedures for conducting the maintenance at such locations.

A.2.6.2 The UKCAA supplement should identify:

- a. the approved facilities at which the organisation intends to provide maintenance services for UK registered aircraft
- b. the organisation's approved procedures, if any, for conducting non-routine maintenance of aircraft at other locations.

A.2.6.3 If the use of an approved facility outside of Australia for providing the maintenance services has been determined acceptable by UKCAA and CASA, the UKCAA supplement should include reference to the determination and any conditions or limitations specified as part of the determination.

A.2.7 Provision of maintenance services

A.2.7.1 Scope of approval and procedures

Sample text:

- a. *The organisation will provide maintenance services for a UK registered aircraft only while the organisation's Part 145 approval for maintenance of aircraft remains in force, and only if the aircraft and the maintenance to be carried out is within the approval ratings and limitations specified in the organisation's Part 145 approval certificate.*
- b. *The maintenance services for a UK registered aircraft are to be provided in accordance with the procedures in the <name of exposition> and this UKCAA supplement to the exposition. Where applicable, a procedure in the supplement will take precedence over a related procedure in the exposition.*

A.2.7.2 Work order and maintenance records

Sample text:

- a. *Before carrying out maintenance on a UK registered aircraft, the organisation will obtain a detailed and clear work order or contract from the aircraft operator or customer that specifies, as applicable, the inspections, repairs, modifications, overhauls, airworthiness directives, and parts replacement to be carried out on the aircraft.*
- b. *The work order or contract mentioned above, together with a copy of the relevant maintenance record and certificate of release to service for maintenance carried out on a UK registered aircraft will be retained by the organisation for a minimum period of 3 years from the date of issue of the certificate of release to service.*

A.2.7.3 Use of parts

Sample text:

- a. *When carrying out maintenance on a UK registered aircraft, the organisation will ensure that the following parts are fitted to the aircraft only if an authorised release certificate that is acceptable to the UKCAA has been issued for the part:*
 - i. *a new part other than a standard part,*
 - ii. *a part on which maintenance has been carried out and that has not been used in an aircraft since the maintenance was carried out.*

Authorised release certificates acceptable to the UKCAA are described on the UKCAA website:

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/approval-information-and-guidance/guidance-on-acceptance-of-components/>

- b. *The organisation will not fit an unserviceable part to a UK registered aircraft under the provisions of subparagraph 42.420(2)(a)(ii) or any other provision of CASR unless the minimum equipment list for the aircraft permits the fitting of an unserviceable part.*

A.2.7.4 Approval of design of modifications and repairs

Sample text:

The organisation will obtain written approval from the operator or customer of a UK registered aircraft before carrying out on the aircraft a modification or a repair that involves a change to the aircraft's approved design. The organisation will ensure that the design of the modification or repair is approved according to UK Part 21 regulation as described on the UKCAA website:

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/type-design-approvals/changes-or-modifications-and-repairs-to-aircraft/>

<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/>

A.2.7.5 Issue of certificate of release to service for a UK registered aircraft

The UKCAA supplement should describe the organisation's procedures for issuing a certificate of release to service for a UK registered aircraft. The procedures should describe how the organisation will address the following requirements of the TA-M and any procedures specific to UK registered aircraft:

- a. The certificate of release to service must be issued according to the requirements of the Part 145 manual of standards, the organisation's exposition and the organisation's UKCAA supplement.
- b. The certificate of release to service must only be issued on behalf of the organisation by an individual who understands their responsibilities in accordance with the organisation's procedures in the UKCAA supplement.
- c. With consideration for the guidance at section 3.2 of this AC relating to requirements in regulation 42.745 of CASR, the organisation may establish procedures that apply when issuing a certificate of release to service for a UK registered aircraft and that supplement the organisation's existing certificate of release to service procedures. For example, procedures for:
 - i. including the certificate of release to service in the aircraft technical log for the UK registered aircraft
 - ii. notifying the operator or customer of the UK registered aircraft in relation to a defect in the aircraft or any requested maintenance not carried out.

A.2.8 Contracting and subcontracting

The UKCAA supplement should describe the organisation's procedures for ensuring that, if the provision of maintenance services for a UK registered aircraft is contracted to another organisation, the other organisation holds a Part 145 approval to provide maintenance services for the aircraft and is approved by CASA according to the TA-M.

The UKCAA supplement should describe the organisation's procedures for ensuring that, if the organisation subcontracts maintenance of a UK registered aircraft to an unapproved organisation, the maintenance is carried out in compliance with the Part 145 organisation's exposition and UKCAA supplement and that a certificate of release to service is issued by the Part 145 organisation in relation to the maintenance.

A.2.9 Reporting unairworthy conditions

Sample text:

- a. *<Part 145 organisation's name> will report to the UKCAA the discovery and details of any failure, defect or malfunction that affects the safety of a UK registered aircraft for which the organisation is providing a maintenance service.*
- b. *The report will be made within 72 hours of the discovery and will be submitted using the following UKCAA website:
<https://www.caa.co.uk/Our-work/Make-a-report-or-complaint/MOR/Occurrence-reporting/>*

A.2.10 Changes to the organisation

Sample text:

- a. *An application for approval of one of the following significant changes to the organisation will be submitted to CASA not less than 3 weeks before the change takes place:*
 - i. *a change to the organisation's name,*
 - ii. *a change to the location of the organisation's maintenance facility, including the addition of a new maintenance facility,*
 - iii. *a change in the personnel holding the position of accountable manager in the organisation.*
- b. *If an application for approval of a change of accountable manager cannot be submitted at least 3 weeks before the change, the application will be submitted as soon as possible after that time and no later than 7 days after the change.*
- c. *The organisation will amend the UKCAA supplement if required due to changes or proposed changes to the organisation and will submit the amended supplement to CASA for approval according to AC145-07.*

Appendix B

Part 145 organisations approved according to the TA-M to provide maintenance services for UK registered aircraft

Table 8: Part 145 organisations approved according to the TA-M to maintain UK-registered aircraft

Part 145 organisation name	Part 145 approval certificate number	Date of approval according to the TA-M

Note: The scope of approval of a Part 145 organisation can be viewed on the [CASA website](#).