

**TECHNICAL ARRANGEMENT ON MAINTENANCE BETWEEN THE CIVIL AVIATION
AUTHORITY OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN
IRELAND AND THE CIVIL AVIATION AUTHORITY OF SINGAPORE**

The Civil Aviation Authority of the United Kingdom of Great Britain and Northern Ireland (UKCAA) and the Civil Aviation Authority of Singapore (CAAS) (each an “Authority” and collectively as “the Authorities”),

Considering the Memorandum of Understanding (MoU) signed on 18 December 2020, which provides for Technical Arrangements on specific technical areas of co-operation and activities,

Confirming the intention of the Authorities, after taking into account their obligations under their respective regulations, standards, practices, procedures and systems, to establish a cooperation framework on maintenance organisations,

Willing to reduce the economic burden imposed on the aviation industry by technical inspections,

Considering that they have conducted technical assessments and developed an understanding of each other’s regulations, standards, practices, procedures and systems with regard to airworthiness approvals and maintenance certification of civil aeronautical products, approval and monitoring of maintenance organisations and approval of persons,

Considering that their respective national laws, regulations, standards, practices, procedures and systems for the approval and performance of aviation maintenance, and approved maintenance organisations, are sufficiently comparable to permit the mutual acceptance of maintenance certification systems, subject to the procedures described in this Technical Arrangement for Maintenance,

Have agreed to conclude this Technical Arrangement on Maintenance ("TA-M") as follows:

1. DEFINITIONS

For the purposes of this TA-M:

'Accountable manager' means the manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by the Authorities.

"Aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the Earth's surface.

"Approved Maintenance Organisation ("AMO") means the holder of a SAR-145 certificate or a UKCAA Part 145 certificate, as the case may be.

"Civil aeronautical product" means any civil aircraft, or aircraft engine, propeller, appliance, part or component to be installed thereon.

"Convention" means the Convention on International Civil Aviation signed in Chicago on 7 December 1944.

"Customer" is the legal or natural person who contracts with the AMO to perform work on the aircraft or engine.

"Maintenance" means the performance of tasks required to ensure the continued airworthiness of a civil aeronautical product, including anyone, or combination of the following:

(a) overhaul,

- (b) inspection, replacement,
- (c) defect rectification;
- (d) the embodiment of a modification or repair.

"Maintenance Organisation Exposition (MOE)" is a document approved by the respective Authority that sets out the procedures, means and methods of the AMO.

"Overseeing Authority" means the Authority having jurisdiction over an AMO performing maintenance functions covered by this TA-M.

"Responsible Authority" means the Authority having responsibility pursuant to the Convention for the airworthiness of a civil aeronautical product maintained pursuant to this TA-M, or a civil aeronautical product upon which parts that have undergone maintenance pursuant to this TA-M are to be installed.

"SAR" means Singapore Airworthiness Requirements.

"SAR-145 certificate" means a certificate issued under the Singapore Air Navigation Order, for the continuing airworthiness of civil aeronautical products.

"Sampling Inspection System (SIS)" means the periodic surveillance by an Authority to determine continuing compliance with the appropriate standards.

"Singapore aircraft" means an aircraft which is registered in the Republic of Singapore.

"Supplement" means a document appended to the MOE which defines the requirements that the AMO must comply with in order to participate in the TA-M.

"UK aircraft" means an aircraft which is registered in the United Kingdom of Great Britain and Northern Ireland.

“UKCAA Part 145 approval” means an approval issued under Annex II to Regulation (EU) 1321/2014, for the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of AMOs and personnel involved in these tasks (Regulation 1321/2014) as applicable in UK law pursuant to the UK’s European Union (Withdrawal) Act 2018 and amended by the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019.

2. OBJECTIVE

- (a) The objective of this TA-M is to outline the provisions and conditions for the reciprocal acceptance and recognition by the Authorities of each other’s aviation safety programme with regard to the performance and certification of aircraft maintenance.
- (b) Nothing in this TA-M is intended to create a binding legal agreement, or to supersede, prejudice or otherwise derogate from the respective laws and regulations, administrative practices or procedures, or administrative or adjudicative decision-making of the Authorities. This TA-M will not affect the rights and commitments of the Authorities under other international instruments.

3. RECOGNITION OF VALIDITY

- (a) In order to avoid duplication of inspections and evaluations to the maximum extent, each Authority may give the same validity to:
 - (i) The other Authority’s inspection and evaluation findings for the approval of maintenance organisations as to its own inspection and evaluation findings; and

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

4. SUB-SECTIONS

- (a) The Authorities understand that this TA-M is sub-divided into three Sections:
 - (i) Section A: outlines the Authority interaction between UKCAA and CAAS;
 - (ii) Section B: outlines the steps necessary for a UKCAA Part 145 AMO with its principal place of business located in UK to maintain civil aeronautical products under the regulatory control of CAAS; and
 - (iii) Section C: outlines the steps necessary for a SAR-145 AMO located in Singapore to maintain civil aeronautical products under the regulatory control of UKCAA.

5. SCOPE

- (a) The Authorities understand that this TA-M applies to:
 - (i) The approval and monitoring of AMOs;
 - (ii) The reciprocal approval of civil aeronautical product maintenance for AMOs that meet the conditions as defined in Section B and C of this TA-M;

- (iii) The exchange of information regarding maintenance standards and maintenance oversight systems;
 - (iv) Co-operation and assistance with respect to maintenance of civil aeronautical products; and
 - (v) Provisions for periodic evaluations, also described as Sampling Inspection System (SIS), of the working relationship between them.
- (b) The Authorities understand that:
 - (i) The acceptance of maintenance work under this TA-M will only apply in respect of work performed by AMOs which have their principal place of business within the territorial boundaries of the Overseeing Authority;
 - (ii) An AMO approved by an Authority to perform maintenance on that Authority's civil aeronautical products, or sign a maintenance release after the maintenance, will not perform maintenance on the other Authority's civil aeronautical products, or sign a maintenance release after the maintenance, within the territorial boundaries of the other Authority, unless otherwise agreed in writing;
 - (iii) The territorial boundaries mentioned in 5(b)(ii) means, in relation to the United Kingdom, the territory of Great Britain and Northern Ireland and in relation to Singapore, the Republic of Singapore; and
 - (iv) The certification of maintenance performed on civil aeronautical products under this TA-M will be carried out in accordance with the requirements of the UKCAA Part 145 and SAR-145, which provide for equivalent outcomes. The AMO performing maintenance under

this TA-M will issue a UKCAA Form 1 for the certification of maintenance performed on civil aeronautical products under the jurisdiction of the UKCAA, or a Form CAAS(AW)95 for the certification of maintenance performed on civil aeronautical products under the jurisdiction of the CAAS.

SECTION A: AUTHORITY INTERACTION

1. BILATERAL ARRANGEMENT FOR PROMOTION OF AVIATION SAFETY

The Authorities recommend that AMOs and personnel maintaining civil aeronautical products under their respective jurisdictions be familiar with and follow this TA-M.

2. AUTHORISATION

- (a) Unless they jointly decide otherwise in writing, an Authority will not issue approvals to AMOs located within the territory of the other Authority, except as provided for in this TA-M.
- (b) Unless otherwise decided by the Authorities, this TA-M only applies to AMOs that are located within the territorial boundary of each Authority.
- (c) The Authorities may allow emergency or non-routine maintenance on civil aeronautical products to be performed outside the territories specified in this TA-M.
- (d) In the case of a line station that resides outside of the territorial boundary of the UK or Singapore, the Authorities will determine acceptability of the line station under this TA-M on a case-by-case basis.

3. ACCOUNTABILITY

- (a) The Director, Safety and Airspace Regulation Group of the UKCAA and the Senior Director (Safety Regulation Group) of the CAAS, or any person acting in such capacity or holding an equivalent position in the respective

Authority, will be the responsible persons for the administration and implementation of the provisions of this TA-M.

(b) The Authorities designate the following as their offices for the technical implementation and coordination of this TA-M:

(i) for the UKCAA:

Civil Aviation Authority
Safety & Airspace Regulation Group Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR
UK
Telephone: +44 03301383196
BilateralSafetyArrangements@caa.co.uk

(ii) for CAAS:

Flight Standards Division
Civil Aviation Authority of Singapore
Singapore Changi Airport
P O Box 1
Singapore 918141
Telephone: +65 6542 1122
CAAS_AM@caas.gov.sg

(c) Any disagreement regarding the interpretation or application of this TA-M will be resolved at the first instance by consultation between staff of the Authorities, and if there is no resolution, be escalated to the head of the

department in charge of the implementation of the TA-M of the respective Authority.

4. COMMUNICATION AND INFORMATION

(a) Periodic Meetings

- (i) The Authorities will discuss the implementation of this TA-M every 2 years or as jointly decided upon. Such discussions may also address the resolution of technical issues, continued improvements to the process, ongoing projects and changes in the AMOs, any revisions to the requirements, technical assistance requests and any other matters relevant to this TA-M.
- (ii) Such discussions may be conducted by meetings in person, virtually, by teleconference, or any other method, depending on the prevailing circumstances.

(b) Notification of Changes

- (i) The Authorities will notify each other of proposed significant revisions to their relevant national laws and certification systems insofar as these revisions may have an impact on this TA-M.
- (ii) To the maximum extent practicable, the Authorities will offer each other an opportunity to comment on such revisions and will give due consideration to the comments. Accordingly, upon notice of such changes each Authority may request a meeting to review the need for amendment to this TA-M.

- (iii) The Authorities will also advise each other of any significant changes to their organisations that affect the administration and implementation of the provisions of this TA-M, including the identity of the persons identified in Section A, Paragraph 3(b).

(c) Urgent / Unusual Situations

Where urgent or unusual situations develop that are within the scope of this TA-M but are not specifically addressed herein arise, the Authorities will review and consult each other, and upon mutual consent, take appropriate action, including amending this TA-M where required.

(d) Request for Information

Each Authority may request the disclosure or review of any data concerning any AMOs participating in the TA-M from the other Authority from time to time. Disclosure of information is subject to applicable statutory or other requirements relating to privacy or confidentiality, or both.

(e) Notification of Interested Parties

- (i) To advise potential UK clients, CAAS will make public on the CAAS website (<https://www.caas.gov.sg/operations-safety/aircraft/maintenance-repair-overhaul>) a list of Singapore AMOs recognised or approved under the provisions of this TA-M, for maintenance of civil aeronautical products under the jurisdiction of the UKCAA, with the information of the scope of ratings and limitations;
- (ii) To advise potential Singapore clients, the UKCAA will, on the UKCAA website (<https://www.caa.co.uk/Commercial->

industry/Aircraft/Airworthiness/Organisation-and-maintenance-programme-approvals/List-of-approved-organisations/) publish a list of UK organisations approved under the provisions of this TA-M, for maintenance of civil aeronautical products under the jurisdiction of CAAS, with the information of the scope of ratings and limitations.

(f) Information to Public

The Authorities will circulate the publications they respectively develop to:

- (i) Inform the public of the provisions of this TA-M, its appendices and any amendment thereto;
- (ii) Outline the regulatory requirements and special conditions necessary for the AMOs and personnel thereof to perform maintenance under this TA-M.

5. TECHNICAL CO-OPERATION

(a) Technical Assistance

The Authorities will, as far as possible, provide to each other such technical assistance as are within the scope of this TA-M and subject to the availability of resources, and upon request, to further the purposes and objectives of this TA-M. Such areas of assistance may include but are not limited to:

- (i) Information and support regarding maintenance of civil aeronautical products performed under this TA-M;

- (ii) Conducting and reporting on investigations at the request of the other Authority;
 - (iii) Obtaining and providing data for reports where requested; and
 - (iv) Co-development of standards, policies and practices related to maintenance.
- (b) Inspections and Audits
 - (i) The Authorities will by mutual consent, and with reasonable prior notice, allow each Authority to observe the other Authority's inspections and audits of any AMOs that are participating this TA-M.
 - (ii) Subject to reasonable prior notification, the Authorities will allow each Authority to conduct independent inspections on the other Authority's AMOs to investigate safety issues and confirm the effective application of this TA-M.
- (c) Investigation and Enforcement
 - (i) The Authorities have decided, subject to applicable laws and regulations, to provide mutual co-operation and assistance in any investigation or enforcement proceedings of any alleged or suspected violation of any laws or regulations under the scope of this TA-M. In addition, each Authority will notify the other Authority promptly of any investigations when mutual interests are involved.
 - (ii) The Authorities retain the right to take enforcement action on the AMOs within their jurisdiction participating in this TA-M. However, in some cases, an Authority may choose to review a remedial action

taken by the other Authority. The enforcement consultation process under this TA-M will be subject to a regular joint review by the Authorities.

(d) Joint Investigation

Where it is not otherwise inappropriate to do so, the Authorities may jointly investigate any serious maintenance issues, including major defects and maintenance related incidents and accidents arising out of maintenance services provided under this TA-M, by mutual consent, and with reasonable prior notice.

(e) Participation in this TA-M

- (i) The Authorities will notify each other of non-compliances with regulations and requirements set out in this TA-M that affect the ability of an AMO to comply with its provisions. The Authorities have decided that non-compliances will be corrected in a timely manner.
- (ii) The approval granted to an AMO to participate in this TA-M may be revoked by the Overseeing Authority at the request of the Responsible Authority, if the Responsible Authority determines, on reasonable grounds, that the AMO is not maintaining the safety standards required under its airworthiness regulations.
- (iii) The approval granted to an AMO to participate in this TA-M will be suspended when its UKCAA Part 145 or SAR-145 certificate has been suspended by the Overseeing Authority. The suspension will be lifted when the Overseeing Authority reinstates the AMO's UKCAA Part 145 or SAR-145 certificate.

- (iv) The approval granted to an AMO to participate in this TA-M will be automatically revoked when its UKCAA Part 145 or SAR-145 certificate has been revoked by the Overseeing Authority.
- (f) UKCAA and CAAS will notify each other promptly of any investigation or enforcement action, including limitation, revocation or suspension of UKCAA Part 145 or SAR-145 approval in respect of AMOs approved in accordance with this TA-M.

6. SAMPLING INSPECTION SYSTEM

- (a) The Authorities will develop a system to monitor the application of this TA-M and further their mutual understanding of each other's systems.

7. TA-M SUPPLEMENT REQUIREMENTS

- (a) The Authorities will require an AMO to ensure that its Maintenance Organisation Exposition (MOE) satisfies the conditions in Section B or C (as the case may be) of this TA-M;
- (b) The Supplement and the privileges associated with it will remain in effect unless, surrendered, suspended or revoked by either Authority;
- (c) Activities conducted in accordance with the Supplement need to be part of the AMO's regulatory oversight and surveillance schedule; and
- (d) The Supplement will be produced in the English language.

8. COST RECOVERY