

**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

Signed on 18 March 2022 in Tokyo

FOR THE CIVIL AVIATION SAFETY
AUTHORITY OF AUSTRALIA (CASA)

FOR THE JAPAN CIVIL AVIATION BUREAU
(JCAB)



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

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.
