



**Information about various EASA Guidance on EASA website  
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On its website, EASA has a section where you can find some guidance for foreign approval applicants (from third countries) in order to help them cope with the Part-145 rules, within their EASA Part-145 approval (EASA.145.xxx).

See the link of the page here below :

<http://www.easa.europa.eu/easa-and-you/aviation-domain/aircraft-products/continuing-airworthiness-organisations/foreign-part-145-organisations>

Especially, the Annex B of the webpage presents some guidance material on specific technical requirements

Example :

The document with reference **UG.CAO.00024-002** is a user guide that contains useful information and guidance (see Chapter 2 – MOE structure and content) on the purpose, the intent and the content of each paragraph of the MOE.

<http://www.easa.europa.eu/system/files/dfu/approvals-and-standardisation-organisation-approvals-docs-part-145-annex-B-B1.-UG.CAO.00024-Foreign-Part-145-approvals-User-guide-for-MOE.pdf>

The BCAA has no objection on the use of these guidance materials by Belgian Part-145 (BE.145.xxx), provided that their content is used as information only (and not as an absolute reference) and that these elements are kept in mind with regard to the use of these documents:

A/ Precedence of BCAA documents

All information contained in various BCAA publications (such as, but not limited to, Circ AIRW-25) remains applicable and takes precedence on the material published on the EASA webpage (see link above).

B/ Foreign applicants – EASA.145.xxx

The material that is published by EASA is specifically written for foreign applicants (i.e. from third countries, applying at EASA for a foreign Part-145 approval, with a number EASA.145.xxx), with the consequence that :

- some foreign references (such as personnel qualification, language requirements, ...) are not relevant in the case of an applicant – at BCAA – for a Belgian Part-145 approval;
- some items referred to as « not applicable » (i.e. for third countries) are in fact applicable within EASA member states (example : chapter 3.15 & 3.16 of the MOE)

C/ EASA as Competent Authority

The material is written by EASA being /1/ the competent authority for third countries (i.e. taking the role of an European NAA) and also /2/ the superior authority for the implementation of EASA rules.

So, references to EASA contained in the documents may be, upon the case, a reference with regard to its "NAA's role" or a reference with regard to its "superior authority" role.

Consequently, for the case of an applicant in Belgium (BE.145.xxx), a distinction shall be made between the roles of BCAA (competent authority / one of the European NAA's) and EASA (Authority on top of all NAA's).

D/ Requirements of Belgium

On some aspects (layout of documents, ...), the usual requirements of BCAA remain applicable.

Please take contact with your usual contact if any question arise.