EASA Part 145 Facilities Audit - EASA.145.A.25

Name of Auditee

Date of Audit

Name of Auditor

Audit Standard EASA Part 145 IR, AMC & GM

Additional Guidance is shown in Bold Italics – Basic Questions include Management & Oversight –Ownership of Procedures - Competence & Training "as required" Completeness, Compliance & Validity of Procedures. In all cases identify the reference of MOE and Associated Procedure

Audit Criteria	Compliant Y or N – Provide MOE /Associated Procedure Reference for Compliance or detail Corrective Action Request & Reference
145.A.25 Facility requirements <i>Regulation (EU) No 1321/2014</i>	
The organisation shall ensure that:	
(a) Facilities are provided appropriate for all planned work, ensuring in particular, protection from the weather elements.	
What steps are taken to mitigate environmental extremes? Heat & Cold – Wind & Rain – How is it managed and documented ?	
Specialised workshops and bays are segregated as appropriate, to ensure that environmental and work area contamination is unlikely to occur.	
To Identify segregation – note the use of the word "appropriate" – means the organisation should make a declaration as to what is acceptable and to document it	
For example – Non EASA workshop should be clearly segregated from EASA Workshop (Demarcation is not always a physical barrier – however clear identification and understanding by the work force.	

Other Workshops must be segregated by Purpose – For example Hydraulic & Oxygen
1. For base maintenance of aircraft, aircraft hangars are both available and large enough to accommodate aircraft on planned base maintenance;
2. For component maintenance, component workshops are large enough to accommodate the components on planned maintenance.
Review the anticipated workload for the shops over the forthcoming period – 3 months - 6 Months – 1 Year identify it is acceptable
(b) Office accommodation is provided for the management of the planned work referred to in point (a), and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.
Review the anticipated workload for the shops over the forthcoming period – 3 months - 6 Months – 1 Year identify it is acceptable
(c) The working environment including aircraft hangars, component workshops and office accommodation is appropriate for the task carried out and in particular special requirements observed.
Unless otherwise dictated by the particular task environment, the working environment must be such that the effectiveness of personnel is not impaired:
1. temperatures must be maintained such that personnel can carry out required tasks without undue discomfort.

2. dust and any other airborne contamination are kept to a minimum and not be permitted to reach a level in the work task area where visible aircraft/component surface contamination is evident.	
Where dust/other airborne contamination results in visible surface contamination, all susceptible systems are sealed until acceptable conditions are re-established.	
3. lighting is such as to ensure each inspection and maintenance task can be carried out in an effective manner.	
4. noise shall not distract personnel from carrying out inspection tasks.	
Where it is impractical to control the noise source, such personnel are provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks.	
5. where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions are observed.	
Specific conditions are identified in the maintenance data.	
6. the working environment for line maintenance is such that the particular maintenance or inspection task can be carried out without undue distraction.	
Therefore where the working environment deteriorates to an unacceptable level in respect of temperature, moisture, hail, ice, snow, wind, light, dust/other airborne contamination, the particular maintenance or inspection tasks must be suspended until satisfactory conditions are re-established.	

components, equipment, tools and material.	
Storage conditions ensure segregation of	
serviceable components and material from	
unserviceable aircraft components, material,	
equipment and tools.	
Ensure Segregation of Bonded Stores	
from Unserviceable / Tooling &	
Commercial Stores	
Note it is not necessary to segregate	
within the Bonded Store between EASA	
and other Regulatory Systems – However	
all components must be correctly	
identified	
The conditions of storess are in accordance	
I ne conditions of storage are in accordance	
with the manufacturer's instructions to	
prevent detenoration and damage of stored	
liems.	
Access to storage facilities is restricted to	
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autionseu personnei.	
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Aircraft hangar and component workshop	
structures should prevent the ingress of rain, hail, ice, snow, wind and dust etc.	
Aircraft hangar and component workshop floors should be sealed to minimise dust generation.	
3. For line maintenance of aircraft, hangars are not essential but it is recommended that access to hangar accommodation be demonstrated for usage during inclement weather for minor scheduled work and lengthy defect rectification.	
4. Subject to a risk assessment and agreement by the competent authority, the organisation may use facilities at the approved location other than a base maintenance hangar for certain aircraft base maintenance tasks, provided that those facilities offer levels of weather and environmental protection that are equivalent to those of a base maintenance hangar, as well as a suitable working environment for the particular work package. This does not exempt an organisation from the requirement to have a base maintenance hangar in order to be approved to conduct base maintenance at a given location.	
AMC 145.A.25(b) Facility requirements ED Decision 2015/029/R	
It is acceptable to combine any or all of the office accommodation requirements into one office subject to the staff having sufficient room to carry out the assigned tasks.	
In addition, as part of the office accommodation, aircraft maintenance staff should be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.	

AMC 145.A.25(d) Facility requirements ED Decision 2015/029/R	
1. Storage facilities for serviceable aircraft components should be clean, well-ventilated and maintained at a constant dry temperature to minimise the effects of condensation.	
Manufacturer's storage recommendations should be followed for those aircraft components identified in such published recommendations.	

2. Storage racks should be strong enough to hold aircraft components and provide sufficient support for large aircraft components such that the component is not distorted during storage.		
3. All aircraft components, wherever practicable, should remain packaged in protective material to minimise damage and corrosion during storage.		
All Audit Findings have been transferred to corrective action requests		
Signature Nam	e	
Audit Closed QM Signature		
Date		