Draft ANNEX I to draft COMMISSION DELEGATED REGULATION (EU) …/…
on the continuing airworthiness of certified unmanned aircraft systems and their components, and on the approval of organisations and personnel involved in these tasks

ANNEX I

(Part-ML.UAS)

CONTENTS

ML.UAS.1

(a) For the purposes of this Annex, 'competent authority' shall be the authority specified in point AR.UAS.GEN.010(a) of Annex I (Part-AR.UAS) to Implementing Regulation (EU) …/… [*competent authority requirements for the certification, oversight and enforcement of the continuing airworthiness of certified UAS*].

(b) For the purposes of this Annex, 'owner of the UA' shall mean, as the case may be:

(1) the registered owner of the UA, which may be the UAS operator itself; or

(2) the UAS operator being the lessee of the UA, provided point ML.UAS.201(b) applies.

SUBPART A

GENERAL

ML.UAS.101 Scope

This Annex establishes the measures to be taken to ensure that the UAS operated in the 'specific' category as defined in Article 5 of Implementing Regulation (EU) 2019/947, and for which an airworthiness certificate has been or will be issued to the UA in accordance with Article 7(2) of Implementing Regulation (EU) 2019/947, is airworthy. It also specifies the conditions to be met by the persons or organisations involved in the tasks related to the airworthiness of that UAS.

SUBPART B

ACCOUNTABILITY

ML.UAS.201 Responsibilities

(a) The owner of the UA shall be accountable for the continuing airworthiness of the UAS and shall ensure that no flight takes place unless all the following requirements are met:

(1) the UAS is maintained in an airworthy condition;

(2) any operational and emergency equipment fitted to the UAS is correctly installed and serviceable, or if that equipment is unserviceable, it is clearly identified as such;

(3) the UA airworthiness certificate is valid.

(b) By way of derogation from point (a), when the UA is leased, the accountability set out in point (a) shall apply to the lessee, provided that the lessee is identified in the registration document of the UA or such transfer of accountability is detailed in the leasing contract.

(c) Any person or organisation that performs maintenance on the UAS and its components shall be responsible for the maintenance tasks performed.

(d) The UAS operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. The person carrying out that inspection on behalf of the UAS operator shall be qualified for that purpose. The pre-flight inspection need not be carried out by an approved maintenance organisation or by certifying staff.

(e) In addition to the requirements laid down in point (a), the owner of the UA shall ensure that:

(1) the tasks associated with the continuing airworthiness management of the UAS are performed by an organisation that is approved in accordance with Annex II (Part-CAO.UAS) and has its principal place of business in a territory to which the Treaties apply.

If a Part-CAO.UAS organisation is contracted by the owner of the UA as regards the performance of those tasks, a written contract shall be established in accordance with Appendix 1. That contracted organisation shall assume responsibility for the proper performance of those tasks;

(2) unless otherwise specified in Subpart E, the maintenance of the UAS and the components for installation thereto is performed by an organisation that is approved in accordance with Annex II (Part-CAO.UAS) and has its principal place of business in a territory to which the Treaties apply.

(f) To determine whether the UAS complies with the requirements of this Annex, the owner of the UA shall ensure that access to the UAS and UAS records is granted to any person authorised by the competent authority.

SUBPART C

CONTINUING AIRWORTHINESS

ML.UAS.301 Continuing airworthiness tasks

The continuing airworthiness of the UAS and the serviceability of operational and emergency equipment shall be ensured by the following:

(a) the accomplishment of pre-flight inspections of the UA;

(b) the performance of unscheduled maintenance and the rectification of defects (including damages) in accordance with the data specified in points ML.UAS.401 and ML.UAS.304, as applicable, while taking into account the minimum equipment list (MEL) and the configuration deviation list (CDL), when they exist;

(c) the accomplishment of all scheduled maintenance in accordance with the UAS maintenance programme referred to in point ML.UAS.302;

(d) compliance with any applicable:

(1) airworthiness directive (AD) issued or adopted by the Agency;

(2) operational requirements with a continuing airworthiness impact;

(3) continuing airworthiness requirements mandated by the Agency;

(4) measure required by the competent authority in immediate reaction to a safety problem;

(e) the accomplishment of modifications and repairs in accordance with point ML.UAS.304;

(f) maintenance check flights (MCFs), when necessary;

(g) the availability of the mass and balance statement reflecting the current configuration of the UA, when such information is produced by the UA manufacturer.

ML.UAS.302 UAS maintenance programme

(a) The scheduled maintenance of the UAS shall be organised in accordance with an UAS maintenance programme.

(b) The UAS maintenance programme, and any subsequent amendments to it, shall be approved by the Part-CAO.UAS organisation that is responsible for managing the continuing airworthiness of the UAS.

(c) The UAS maintenance programme shall comply with:

(1) the mandatory continuing airworthiness information, such as repetitive ADs, the airworthiness limitations section (ALS) of the instructions for continuing airworthiness (ICAs), and specific maintenance requirements contained in the type-certificate data sheet (TCDS);

(2) the ICAs issued by the design approval holder (DAH);

(d) Notwithstanding point (c)(1), by way of derogation from point (c)(2), the UAS maintenance programme may deviate from the ICAs, based on data obtained from reviews performed in accordance with point (f).

(e) The UAS maintenance programme shall take into account the UAS configuration, and the type and specificities of operations.

(f) The UAS maintenance programme shall be reviewed at least annually in order to assess its effectiveness while considering new or modified ICAs.

ML.UAS.303 Airworthiness directives (ADs)

Any applicable AD must be applied according to the requirements of that AD unless otherwise specified by the Agency.

ML.UAS.304 Modifications and repairs

(a) Any damage to an UAS or to a component for installation thereto shall be assessed before being repaired.

(b) Carrying out modifications and repairs on the UAS or its components shall require such modifications and repairs to be either:

(1) approved by the Agency; or

(2) approved by a design organisation that complies with Annex I (Part 21) to Regulation (EU) No 748/2012; or

(3) contained in the requirements of point 21.A.90B or point 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012.

ML.UAS.305 UAS continuing airworthiness record system

(a) For each UAS (as identified by the UA registration and CMU type and serial number), a system shall be established to record continuing airworthiness information of the UAS. That system shall be used by the remote pilot and the person(s) involved in the continuing airworthiness of the UAS.

(b) The UAS continuing airworthiness record system shall record the following:

(1) the date of the entry and the corresponding total usage, in the parameter(s) relevant to the UAS (e.g. flight hours, calendar time or cycles);

(2) details of the maintenance performed on the UAS, in particular all certificates of release to service (CRSs) required by points ML.UAS.801 or ML.UAS.803;

(3) details of the CMU installation, in particular the certificate of release to service (CRS) required by point ML.UAS.805, when such installation is prescribed by the design approval holder (DAH);

(4) evidence confirming the satisfactory accomplishment of the UA pre-flight inspection;

(5) information considered necessary to ensure continued flight safety;

(6) the current mass and balance statement, when such information is produced by the UA manufacturer;

(7) any other data necessary to demonstrate compliance with point (g).

(c) With respect to components subject to airworthiness limitations, in addition to the authorised release document (EASA Form 1 or equivalent), the following information shall be entered in the record system:

(1) the designation and identification of the component(s);

(2) the type, serial number and registration, as appropriate, of the UA, the CMU or the component to which the particular component has been fitted, along with the reference to the maintenance records relevant to its installation and removal;

(3) the date of the entry and the corresponding component’s accumulated total usage, in the parameter(s) relevant to the particular component;

(d) Each entry shall be made as soon as possible following the completion of the task so that it provides an up-to-date status to the remote pilot.

(e) All entries made in the UAS continuing airworthiness records shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.

(f) The record system shall include logs for the UA, the CMU and, as appropriate, for the components that are subject to airworthiness limitations.

(g) The UAS continuing airworthiness record system shall be able to provide:

(1) the current status of ADs and measures mandated by the competent authority in immediate reaction to a safety problem;

(2) the current status of modifications and repairs;

(3) the current status of compliance with the UAS maintenance programme;

(4) the current status of components that are subject to airworthiness limitations;

(5) the current list of deferred maintenance.

(h) The records shall be kept for the periods specified below:

(1) for the records specified in points (b)(2) and (b)(3), until the time the information contained in the records is superseded by new information equivalent in scope and detail but not less than 36 months after the maintenance or, as applicable, the CMU installation, has been released;

(2) for the records specified in points (b)(1), (b)(7) and point (c), for at least 12 months after the UAS or the component has been permanently withdrawn from service;

(3) for the records specified in points (b)(4) to (b)(6), not less than 36 months after the entry into the record system;

(4) if not superseded, the records referred to in point (h)(1) shall be kept for 12 months after the UA or the CMU has been permanently withdrawn from service.

ML.UAS.307 Transfer of UAS continuing airworthiness records

(a) When an UA is permanently transferred from one owner to another, the relevant continuing airworthiness records referred to in point ML.UAS.305 shall also be transferred.

(b) When the owner of the UA contracts the continuing airworthiness management tasks to a Part-CAO.UAS organisation, the owner of the UA shall ensure that the continuing airworthiness records referred to in point ML.UAS.305 are transferred to the contracted organisation.

(c) The periods for the retention of the records set out in point ML.UAS.305(h) shall continue to apply to the new owner or Part-CAO.UAS organisation.

SUBPART D

MAINTENANCE STANDARDS

ML.UAS.401 Maintenance data

(a) Maintenance on the UAS shall require the use of and adherence to current applicable maintenance data.

(b) For the purposes of this Annex, ‘applicable maintenance data’ means any of the following:

(1) any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;

(2) any applicable AD;

(3) the applicable ICAs and other maintenance instructions issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;

(4) for components approved for installation by the design approval holder (DAH), the applicable maintenance instructions published by the component manufacturer and acceptable to the DAH.

ML.UAS.403 UAS defects

(a) Any UAS defect that seriously endangers the flight safety shall be rectified before further flight.

(b) The following persons may decide that a defect does not seriously endanger flight safety, and may defer its rectification accordingly:

(1) the remote pilot or the authorised certifying staff in respect of defects that affect non-required UAS equipment;

(2) the remote pilot or the authorised certifying staff when using the MEL or the CDL in respect of defects that affect required UAS equipment;

(3) the authorised certifying staff in respect of defects other than those referred to in points (b)(1) and (b)(2).

(c) Any UAS defect that does not seriously endanger flight safety shall be rectified as soon as practicable from the date on which the defect was first identified and within the time limits specified in the maintenance data or the MEL.

(d) Any defect that is not rectified before flight shall be recorded in the UAS continuing airworthiness record system referred to in point ML.UAS.305, and a record shall be made available to the remote pilot.

SUBPART E

COMPONENTS

ML.UAS.501 Installation of UA components

(a) Unless otherwise specified in Annex II (Part-CAO.UAS) or in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, a component may be fitted to an UA only if all the following conditions are met:

(i) it is in a satisfactory condition;

(ii) it has been appropriately released to service using an EASA Form 1 as set out in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014, or equivalent;

(iii) it has been marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012.

(b) Prior to the installation of a component on an UA, the maintenance organisation shall ensure that the particular component is eligible to be fitted taking into account the UA configuration and any applicable AD.

(c) Standard parts shall be fitted to an UA or to a component only when the maintenance data specifies those particular standard parts, when accompanied by evidence of conformity to the applicable standard, and when they have appropriate traceability.

(d) Raw or consumable materials shall only be used on an UA or a component provided that:

(i) the aircraft or component manufacturer allows for the use of such raw or consumable materials in relevant maintenance data;

(ii) such materials meet the required material specifications and have appropriate traceability;

(iii) such materials are accompanied by documentation that clearly relates to those particular materials and contains a statement of conformity to applicable specifications, and also the manufacturing and supplier source.

ML.UAS.502 Maintenance of UA components

(a) The maintenance of UA components shall be certified in accordance with the following table:

	Certified using an EASA Form 1 (*as set out in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014*)	**Certified together with UA maintenance in accordance with point ML.UAS.801** (*not possible to issue an EASA Form 1*)
Components maintained in accordance with component maintenance data (data issued by the component manufacturer)		
Maintenance other than overhaul	For engines: Engine-rated maintenance organisations For other components: component-rated maintenance organisations	UA maintenance organisations
Overhaul of components other than engines	Component-rated maintenance organisations	Not possible
Overhaul of engines	Engine-rated maintenance organisations	UA maintenance organisations if foreseen by the design approval holder
Components maintained in accordance with UA maintenance data (data issued by the UA manufacturer)		
All components and all types of maintenance	Engine-rated (for engines) or component-rated (for other components) maintenance organisations	UA maintenance organisations

(b) The components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (a), the maintenance of those components shall be released with a 'declaration of maintenance accomplished' issued by the person or organisation that has performed the maintenance. The 'declaration of maintenance accomplished' shall contain at least basic details of the maintenance performed, the date on which the maintenance was completed, and the identification of the organisation or the person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.

ML.UAS.504 Segregation of components

(a) Unserviceable and unsalvageable components shall be segregated from serviceable components, standards parts, and materials.

(b) A component shall be considered unserviceable in any of the following circumstances:

(1) expiry of the component's limitation as defined in the UAS maintenance programme;

(2) non-compliance with applicable ADs and other continuing airworthiness requirements mandated by the Agency;

(3) absence of the necessary information to determine the airworthiness status of the component or its eligibility for installation;

(4) evidence of component defects or malfunctions;

(5) involvement of the component in an incident or accident that has likely affected its serviceability.

(c) Components which have reached their certified life limits or contain a non-repairable defect or malfunction shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless their certified life limits have been extended or a repair solution has been approved in accordance with point ML.UAS.304.

ML.UAS.520 Installation and maintenance of CMU components

(a) Components shall be installed on a CMU only when the maintenance data specifies those components and when they are in a satisfactory condition.

(b) Notwithstanding point (a), CMU components referred to in point 21.A.308(a) of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be installed on the CMU only if accompanied by an EASA Form 1 or equivalent, and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012.

(c) Notwithstanding point (a), CMU components other than those referred to in point (b) shall be installed on the CMU only if accompanied by the declaration specified in point 21.A.308(b) of Annex I (Part 21) to Regulation (EU) No 748/2012, or equivalent.

(d) The maintenance of CMU components referred to in point 21.A.308(a) of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by a maintenance organisation approved in accordance with Annex II (Part-CAO.UAS) and shall be certified on an EASA Form 1 as set out in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014.

(e) CMU components other than those referred to in point (d) may be maintained by any person or organisation. The maintenance of those components shall be released with a 'declaration of maintenance accomplished' issued by the person or organisation that has performed the maintenance. That declaration shall contain at least basic details of the maintenance performed, the date on which the maintenance was completed, and the identification of the organisation or the person that issues it. It shall be considered a maintenance record and equivalent to the declaration referred to in point 21.A.308(b) of Annex I (Part 21) to Regulation (EU) No 748/2012 for the purpose of installation.

(f) By way of derogation from points (d) and (e), where the CMU components are subject to maintenance while they are installed on, or temporarily removed from, the CMU, such maintenance may be certified together with the CMU maintenance in accordance with point ML.UAS.803.

SUBPART H

CERTIFICATE OF RELEASE TO SERVICE (CRS)

ML.UAS.801 Certification of UA maintenance

(a) When completed, the maintenance performed on an UA shall be certified on a 'certificate of release to service' (CRS) by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly

performed taking into account the availability and use of the maintenance data specified in point ML.UAS.401.

(b) A CRS shall contain at least the following:

(1) basic details of the UA maintenance performed;

(2) the date on which the UA maintenance was certified;

(3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;

(4) the limitations to airworthiness or operations, if any.

(c) By way of derogation from point (a), and notwithstanding point (d), when ordered maintenance cannot be completed, a CRS may be issued within the approved UA limitations. In that case, the CRS shall indicate that the maintenance could not be completed, and also indicate any applicable airworthiness or operations limitations as part of the information required in point (b)(4).

(d) A CRS shall not be issued in the case of any known non-compliance with the requirements of this Annex which endangers flight safety.

ML.UAS.802 Certification of UA component maintenance

(a) When completed, the maintenance performed on an UA component shall be certified by a certifying staff except for the cases covered by point ML.UAS.502(b). The certification shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in point ML.UAS.401 and that the component is in a satisfactory condition.

(b) That certification shall be established on an EASA Form 1, as set out in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014, except when such maintenance is certified together with UA maintenance, as indicated in point ML.UAS.502(a).

(c) The EASA Form 1 referred to in point (b) shall be filled in according to the instructions provided in Appendix 3. It may be generated from a computer database.

ML.UAS.803 Certification of CMU maintenance

(a) When completed, the maintenance performed on the CMU that involves any component which is critical for the UAS operation as determined by the DAH, shall be certified on a CRS by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in point ML.UAS.401.

(b) A CRS shall contain at least the following:

(1) basic details of the CMU maintenance performed;

(2) the date on which the CMU maintenance was certified;

(3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;

(4) the limitations to airworthiness or operations, if any.

(c) A CRS shall not be issued in the case of any known non-compliance with the requirements of this Annex which endangers flight safety.

ML.UAS.804 Certification of CMU component maintenance

(a) When completed, the maintenance performed on a CMU component in accordance with point ML.UAS.520(d) shall be certified by a certifying staff. The certification shall be issued when that certifying staff has verified that all the maintenance that was ordered has been properly performed taking into account the availability and use of the maintenance data specified in point ML.UAS.401 and that the component is in a satisfactory condition.

(b) That certification shall be established on an EASA Form 1, as set out in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014, except when such maintenance is certified together with CMU maintenance, as indicated in point ML.UAS.520(f).

(c) The EASA Form 1 referred to in point (b) shall be filled in according to the instructions provided in Appendix 3. It may be generated from a computer database.

ML.UAS.805 Certification of CMU installation

(a) If prescribed by the DAH, the installation of the CMU, when completed, shall be certified on a 'certificate of release to service' (CRS) by a certifying staff. The CRS shall be issued when that certifying staff has verified that all the current applicable installation and testing instructions issued by the DAH have been properly complied with, taking into account the CMU component installation requirements laid down in point ML.UAS.520.

(b) A CRS shall include all the following:

(1) a reference to the CMU installation instructions;

(2) the date on which the CMU installation was certified;

(3) the approval reference of the maintenance organisation and certifying staff issuing the CRS;

(4) the limitations to airworthiness or operations, if any.

(c) A CRS shall not be issued in the case of any known non-compliance with the requirements of this Annex which endangers flight safety.

SUBPART I

AIRWORTHINESS REVIEW CERTIFICATE (ARC)

ML.UAS.901 Airworthiness review of the UA — General

To ensure the validity of the airworthiness certificate of an UA, the UA shall periodically undergo an airworthiness review in accordance with point ML.UAS.903.

(a) An ARC is issued in accordance with Appendix 2 (EASA Form 15d) upon completion of a satisfactory airworthiness review. The ARC shall be valid for 1 year.

(b) The airworthiness review shall be performed and the ARC issued in accordance with point ML.UAS.903 by:

(1) either airworthiness review staff acting on behalf of the competent authority; or

(2) airworthiness review staff acting on behalf of any Part-CAO.UAS organisation approved to conduct the airworthiness review of such UA.

(c) The validity of an ARC may be extended two consecutive times maximum, for a period of 1 year each time, by the Part-CAO.UAS organisation that manages the continuing airworthiness of the UAS, subject to the following conditions:

(1) the UAS has been continuously managed by one or several Part-CAO.UAS organisations since the last issue or extension of the ARC;

(2) the UAS has been maintained for the previous 12 months by an approved Part-CAO.UAS maintenance organisation;

(3) the Part-CAO.UAS organisation does not have any evidence or reason to believe that the UAS is not airworthy.

The extension of the ARC by a Part-CAO.UAS organisation is possible regardless of which staff or organisation, as provided for in point (b), has initially issued the ARC.

(d) By way of derogation from point (c), the extension of the ARC may be anticipated for a maximum period of 30 days, without losing the continuity of the airworthiness review pattern.

(e) When the competent authority performs the airworthiness review and issues the ARC itself, the owner of the UA shall, upon request and as necessary, provide the competent authority with:

(1) the documentation required by the competent authority;

(2) suitable accommodation at the appropriate location for its staff;

(3) the support of appropriate certifying staff.

ML.UAS.902 Validity of the UA airworthiness review certificate (ARC)

(a) An ARC shall become invalid if any of the following circumstances occurs:

(1) the ARC is suspended or revoked;

(2) the airworthiness certificate is invalid;

(3) the UA is not in the aircraft register of a Member State;

(4) the type certificate under which the airworthiness certificate has been issued is suspended or revoked.

(b) An UA shall not fly if the ARC is invalid, or if any of the following circumstances are present:

(1) the continuing airworthiness of the UA, the CMU or any component fitted to the UAS does not meet the requirements of this Annex;

(2) the UA is intended to be operated with a CMU for which a non-compliance has been identified in respect of point ML.UAS.903(b) and has not been eliminated;

(3) the UA or the CMU does not remain in conformity with the type design approved by the Agency;

(4) the UA has been operated beyond the limitations of the approved flight manual or airworthiness certificate, without appropriate action being taken;

(5) the UA has been involved in an accident or incident that affects its airworthiness, without subsequent appropriate action taken to restore its airworthiness;

(6) a modification or repair to the UAS or to any component fitted to the UAS does not comply with Annex I (Part 21) to Regulation (EU) No 748/2012.

ML.UAS.903 Airworthiness review process

(a) The airworthiness review of an UA shall include a documented review of the UA continuing airworthiness records and a physical survey of the UA.

(b) The airworthiness review referred to in point (a) shall also include a documented review of the records and a physical survey of the CMU(s) used to operate the UA, unless such CMU has been included in the airworthiness review of an UA of the same type in the last 6 months.

(c) Through the documented review of the UA and the CMU continuing airworthiness records, it shall be ensured that:

(1) the data required by point ML.UAS.305(b)(1) has been properly recorded;

(2) the flight manual is applicable to the UAS configuration and reflects the latest revision status;

(3) all the maintenance due on the UAS according to the UAS maintenance programme has been performed;

(4) all known defects have been rectified or deferred in accordance with point ML.UAS.403;

(5) all applicable ADs have been applied and properly included in the UAS records;

(6) all modifications and repairs made to the UAS have been included in the UAS records and comply with point ML.UAS.304;

(7) all components that are subject to airworthiness limitations and installed on the UAS are properly identified, included in the UAS records, and have not exceeded their approved airworthiness limitations;

(8) from the time the UA or the CMU falls within the scope of this Regulation, all maintenance has been certified in accordance with the appropriate Annex to this Regulation;

(9) the current mass-and-balance statement reflects the configuration of the UA and is valid;

(10) the UA and the CMU comply with the current applicable revision of their type design approved by the Agency;

(11) the airworthiness certificate is valid, unless an application for a new airworthiness certificate has been made pursuant to point ML.UAS.906A or ML.UAS.906B and has not been issued yet at the time of the review.

(12) the noise certificate corresponds to the configuration of the UA and is valid, if such certificate has been issued in compliance with Subpart I of Annex I (Part 21) to Regulation (EU) No 748/2012.

(d) Through the physical survey of the UA and the CMU, it shall be ensured that:

(1) all required markings and placards are properly installed;

(2) the UAS complies with its approved flight manual;

(3) the UAS configuration complies with the approved documentation;

(4) no evident defect can be found that has not been addressed according to point ML.UAS.403;

(5) no inconsistencies can be found between the UAS and the documented review of records as referred to in point (c).

(e) As regards the physical survey referred to in point (d), airworthiness review staff not appropriately authorised as certifying staff shall be assisted by such qualified personnel.

(f) By way of derogation from point ML.UAS.901(a), the airworthiness review may be anticipated for a maximum period of 90 days, without losing the continuity of the airworthiness review pattern.

(g) The ARC (EASA Form 15d) set out in Appendix 2 shall only be issued:

(1) by appropriately authorised airworthiness review staff;

(2) when the airworthiness review has been completely performed and all actions to eliminate the detected non-compliance have been implemented.

(g) Any ARC issued or extended for an UA shall also be sent to the Member State of registry of the particular UA within 10 days.

(h) Airworthiness review tasks shall not be subcontracted.

ML.UAS.905 Transfer of an UA registration within the Union

(a) When transferring an UA registration within the Union, the applicant shall:

(1) firstly, provide the former Member State of registry with the name of the Member State in which the aircraft will be registered;

(2) subsequently, apply to the new Member State of registry for the issue of a new airworthiness certificate in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012.

(b) Notwithstanding point (a)(3) of point ML.UAS.902, the former ARC shall remain valid until its expiry date.

(c) Notwithstanding point (b), an airworthiness review shall be performed satisfactorily in accordance with point ML.UAS.903 if any of the following circumstances occurs:

(1) the aircraft was in a non-airworthy condition in the former Member State;

(2) the former ARC is invalid or has expired.

ML.UAS.906A Airworthiness review of UA imported into the Union

(a) When importing an UA into a Member State's register from a third country or from a regulatory system where Regulation (EU) 2018/1139 does not apply, the applicant shall:

(1) apply to the competent authority of the Member State of registry for the issue of a new airworthiness certificate in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;

(2) for other than new UA, have an airworthiness review performed satisfactorily in accordance with point ML.UAS.903;

(3) have all maintenance performed to comply with the approved UAS maintenance programme.

(b) If the UA complies with the relevant requirements, the competent authority or the organisation performing the airworthiness review, as provided for in point ML.UAS.901(b), shall issue an ARC.

(c) The owner of the UA shall ensure that access to the UAS is granted for inspection by the competent authority of the Member State of registry.

(d) A new airworthiness certificate shall be issued by the competent authority of the Member State of registry provided that the UA complies with Annex I (Part 21) to Regulation (EU) No 748/2012.

ML.UAS.906B Airworthiness review following changes in UAS operations

(a) If changes in the UAS operations in the 'specific' category result in the need to issue an airworthiness certificate in accordance with Article 7(2) of Implementing Regulation (EU) 2019/947, the owner of the UA shall:

(1) apply to the competent authority of the Member State of registry for the issue of an airworthiness certificate in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;

(2) have an airworthiness review performed satisfactorily in accordance with point ML.UAS.903;

(3) have all maintenance performed to comply with the approved UAS maintenance programme.

(b) If the UA complies with the relevant requirements, the competent authority or the organisation performing the airworthiness review, as provided for in point ML.UAS.901(b), shall issue an ARC.

(c) The owner of the UA shall ensure that access to the UAS is granted for inspection by the competent authority of the Member State of registry.

(d) The airworthiness certificate shall be issued by the competent authority of the Member State of registry provided that the UA complies with Annex I (Part 21) to Regulation (EU) No 748/2012.

ML.UAS.907 Findings

Following receipt of the notification of findings from the competent authority in accordance with point AR.UAS.GEN.351 of Annex I (Part-AR.UAS) to Implementing Regulation (EU) …/… [*Competent authority requirements for the certification, oversight and enforcement of the continuing airworthiness of certified UAS*], the person or organisation responsible for the UAS continuing airworthiness pursuant to point ML.UAS.201 shall, within the period agreed with the competent authority, define a corrective action plan (to eliminate the finding(s) and prevent its (their) reoccurrence) and demonstrate the implementation of that plan to the competent authority.

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Appendix 1

Continuing airworthiness management contract

(a) When an owner of an UA contracts in accordance with point ML.UAS.201 a Part-CAO.UAS organisation to perform continuing airworthiness management tasks, the contract signed by both parties shall be made available, upon request, to the competent authority of the Member State of registry.

(b) The contract shall be developed taking into account the requirements of this Annex and shall define the obligations of the signatories in relation to the continuing airworthiness of the UAS.

(c) It shall contain, as a minimum, the following information:

(1) the UA registration, type and serial number, and the details of the CMU;

(2) the UA owner's or registered lessee's name or company details, including the address;

(3) details of the contracted Part-CAO.UAS organisation, including its address;

(4) the type of operation.

(d) It shall state the following:

'The owner of the UA entrusts the Part-CAO.UAS organisation with the management of the continuing airworthiness of the UAS, the development and approval of the UAS maintenance programme, and the organisation of the maintenance of the UAS according to that UAS maintenance programme.

According to the present contract, both signatories undertake to discharge the respective obligations laid down in this contract.

The owner of the UA declares, to the best of its knowledge, that all the information provided to the Part-CAO.UAS organisation concerning the continuing airworthiness of the UAS is and will be accurate, and that the UAS will not be repaired or modified without the prior agreement of the Part-CAO.UAS organisation.

In case of any non-conformity with this contract by either of the signatories, the contract will be cancelled. In such a case, the owner of the UA will retain full responsibility for every task linked to the continuing airworthiness of the UAS, and the owner of the UA will inform the competent authoritie(s) of the Member State of registry within 2 weeks about the cancellation of the contract.'

(e) When an owner of an UA contracts a Part-CAO.UAS organisation in accordance with point ML.UAS.201, the obligations of each party shall be established as follows:

(1) **Obligations of the Part-CAO.UAS organisation:**

(i) have the type of UA and CMU included in its scope of work;

(ii) respect all the conditions listed below with regard to managing the continuing airworthiness of the UAS:

(A) develop and approve the UAS maintenance programme;

(B) once it has been approved, make the UAS maintenance programme available to the owner of the UA, as well as the justifications for any deviations according to point ML.UAS.302(d);

(C) establish and order the necessary maintenance to ensure appropriate bridging with the former UAS maintenance programme;

(D) organise that all maintenance be performed by an approved maintenance organisation;

(E) organise that all applicable ADs be applied;

(F) organise that all defects discovered during maintenance, airworthiness reviews or reported by the owner of the UA be corrected by an approved maintenance organisation;

(G) coordinate scheduled maintenance, the application of ADs, the maintenance of components subject to airworthiness limitations, and component inspection requirements;

(H) inform the owner of the UA each time the UAS is to be made available to an approved maintenance organisation;

(I) manage and archive all UAS continuing airworthiness records;

(iii) organise the approval of any modification to the UAS in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012 before the particular modification is embodied;

(iv) organise the approval of any repair to the UAS in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012 before the particular repair is performed;

(v) inform the competent authority of the Member State of registry whenever the UAS is not made available by the owner for maintenance as requested by the contracted Part-CAO.UAS organisation;

(vi) inform the competent authority of the Member State of registry whenever the contract has not been respected;

(vii) ensure that the airworthiness review of the UA is performed, when necessary, and ensure that the ARC is issued;

(viii) provide any ARC issued or extended to the competent authority of the Member State of registry within 10 days;

(ix) perform occurrence reporting mandated by applicable regulations;

(x) inform the competent authority of the Member State of registry whenever the contract is denounced by either party.

(2) **Obligations of the owner of the UA:**

(i) have a general understanding of the UAS maintenance programme;

(ii) have a general understanding of this Annex;

(iii) make the UAS available for maintenance as requested by the contracted Part-CAO.UAS organisation;

(iv) not modify the UAS without first consulting the contracted Part-CAO.UAS organisation;

(v) inform the contracted Part-CAO.UAS organisation of all maintenance exceptionally performed without the knowledge and control of the contracted Part-CAO.UAS organisation;

(vi) report to the contracted Part-CAO.UAS organisation through the logs all defects found during operations;

(vii) inform the competent authority of the Member State of registry whenever the contract is denounced by either party;

(viii) inform the competent authority of the Member State of registry and the contracted Part-CAO.UAS organisation whenever the UA is sold;

(ix) perform occurrence reporting mandated by applicable regulations;

(x) inform on a regular basis the contracted Part-CAO.UAS organisation about the UA flying hours and any other utilisation data, as agreed with the contracted Part-CAO.UAS organisation;

(xi) inform the Part-CAO.UAS organisation of any non-compliance with operational requirements that may affect the continuing airworthiness of the UAS;

(xii) inform the Part-CAO.UAS organisation of any operational requirement (e.g. specific approvals) necessary to be fulfilled in order to maintain the UAS in the required configuration.

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Appendix 2

Airworthiness review certificate (EASA Form 15d)

AIRWORTHINESS REVIEW CERTIFICATE (ARC)

(for unmanned aircraft (UA) that comply with Part-ML.UAS)

ARC reference: ……..

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council,

[NAME OF THE COMPETENT AUTHORITY]

hereby certifies that:

☐ it has performed an airworthiness review, in accordance with Annex I (Part-ML.UAS) to Commission Delegated Regulation (EU) …/…, of the following UA:

[or]

☐ the following new UA:

UA manufacturer:…… UA manufacturer designation: ……

UA registration: …….. UA serial number: ……..

(and this aircraft) is considered airworthy at the time of the review.

Date of issue: ..... Expiry date: ……

UA flight hours (FHs) on the date of the review: ……

Signed: ..... Authorisation No (if applicable): …….....

[OR]

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE] (*)

hereby certifies that it has performed an airworthiness review, in accordance with Annex I (Part-ML.UAS) to Commission Delegated Regulation (EU) .../…, of the following UA:

UA manufacturer: …… UA manufacturer designation: …….

UA registration: …… UA serial number: ……

and this aircraft is considered airworthy at the time of the review.

Date of issue: ..... Expiry date: ……

UA flight hours (FHs) on the date of the review:…….

Signed: ..... Authorisation No (if applicable): …….....…

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First extension: The UA complies with the conditions of point ML.UAS.901(c) of Annex I (Part-ML.UAS) to Commission Delegated Regulation (EU) .../....

Date of issue: ..... Expiry date: ..……

UA flight hours (FHs) on the date of issue: …..……

Signed: .....…… Authorisation No: …….....

Name of approved organisation: ..... Approval reference: ……

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Second extension: The UA complies with the conditions of point ML.UAS.901(c) of Annex I (Part-ML.UAS) to Commission Delegated Regulation (EU) .../....

Date of issue: ..... Expiry date:……

UA flight hours (FHs) on the date of issue: ..……

Signed: ..... Authorisation No: …….....

Name of approved organisation: ..... Approval reference: ……

(*) The issuer of the form may tailor it to their needs by deleting the name, the certifying statement, the reference to the subject aircraft and the issuance details that are not relevant for their use.

EASA Form 15d — Issue 1

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Appendix 3

EASA Form 1 fill-in instructions

These instructions relate only to the use of the EASA Form 1, as specified in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014, for UAS maintenance purposes.

Attention is drawn to the instructions specified in Appendix II to Annex I (Part-M) to Regulation (EU) No 1321/2014 which cover the use of the EASA Form 1 for maintenance purposes in manned aviation, and the instructions specified in Appendix I to Annex I (Part 21) to Regulation (EU) No 748/2012 which cover the use of the EASA Form 1 for production purposes.

1. PURPOSE AND USE

1.1. The primary purpose of the certificate is to declare the airworthiness of the maintenance work performed on UAS components (hereafter referred to as 'item(s)').

1.2. Correlation must be established between the certificate and the item(s). The originator must retain the certificate in a form that allows the verification of the original data.

1.3. The certificate is acceptable to many airworthiness authorities, but may be dependent on the existence of bilateral agreements and/or the policy of a particular airworthiness authority.

1.4. The certificate is not a delivery or shipping note.

1.5. UA are not to be released using the certificate.

1.6. The certificate does not constitute approval to install the item(s) but helps the end user determine its (their) airworthiness approval status.

1.7. A mixture of production- and maintenance-released items is not permitted with the same certificate.

2. GENERAL FORMAT

2.1. The certificate must comply with the defined format, including block numbers, and the location of each block. The size of each block may, however, be amended to suit the individual application, but not to the extent that would render the certificate unrecognisable.

2.2. The certificate must be in 'landscape' orientation, but the overall size may be significantly increased or decreased as long as the certificate remains recognisable and legible. If in doubt, please consult your competent authority.

2.3. The user/installer responsibility statement can be placed on either side of the form.

2.4. All printing must be clear and legible to allow easy reading.

2.5. The certificate may either be pre-printed or computer generated, but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

2.6. The certificate should be in English and, if appropriate, in one or more other languages.

2.7. The details to be entered on the certificate may be either machine/computer printed or handwritten, using capital letters and must allow easy reading.

2.8. Limit the use of abbreviations to a minimum, to aid clarity.

2.9. The space remaining on the reverse side of the certificate may be used by the originator for any additional information, but must not include any certification statement. Any use

of the reverse side of the certificate must be referenced in the appropriate block on the front side of the certificate.

3. ERROR(S) ON A CERTIFICATE

3.1. If an end user finds an error(s) on a certificate, the end user must inform in writing the originator. The originator may issue a new certificate only if the error(s) can be verified and corrected.

3.2. The new certificate must have a new tracking number, signature, and date.

3.3. The request for a new certificate may be honoured without reverification of the item's (items') condition. The new certificate is not a statement of the current condition and should refer to the previous certificate in Block 12 with the following statement: 'This certificate corrects the error(s) in Block(s) [enter block(s) corrected] of the certificate [enter original tracking number] dated [enter original issue date], and does not cover conformity/condition/release to service.'

Both certificates should be retained according to the retention period associated to the first certificate.

4. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1: Approving competent authority / country

State the name and the country of the competent authority under whose jurisdiction this certificate is issued. When the competent authority is the Agency, only 'EASA' must be stated.

Block 2: EASA Form 1 header

'**AUTHORISED RELEASE CERTIFICATE**

EASA FORM 1'

Block 3: Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in Block 4; this may include alphanumeric characters.

Block 4: Organisation Name and Address

Enter the full name and address of the approved organisation that certifies the work covered by this certificate. Logos, etc., are permitted provided they can be contained within the block.

Block 5: Work Order / Contract / Invoice

To facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference number.

Block 6: Item

Enter line item numbers when there is more than one line item. This block allows easy cross-referencing to the *Remarks* in Block 12.

Block 7: Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continuing airworthiness (ICAs) or maintenance data (e.g. illustrated parts catalogue, aircraft maintenance manual, service bulletin, component maintenance manual).

Block 8: Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller, the type designation may be used.

Block 9: Quantity

State the quantity of items.

Block 10: Serial Number

If the item is required by applicable regulations to be identified with a serial number, enter it here. Additionally, any other serial number not required by applicable regulations may also be entered. If there is no serial number identified on the item, enter 'N/A'.

Block 11: Status/Work

The following describes the permissible entries for Block 11. Enter only one of these terms — where more than one may be applicable, use the one that most accurately describes the majority of the work performed and/or the status of the article.

(i)	Overhauled	Means a process that ensures the item is in complete conformity with all applicable service tolerances specified in the maintenance data. The item will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with the data specified above.
(ii)	Repaired	Rectification of defect(s) using an applicable standard ([1]).
(iii)	Inspected/Tested	Examination, measurement, etc., in accordance with an applicable standard ([1]) (e.g. visual inspection, functional testing, bench testing, etc.).
(iv)	Modified	Alteration of an item to conform to an applicable standard ([1]).
([1]) 'Applicable standard' means a manufacturing/design/maintenance/quality standard, method, technique or practice approved by or acceptable to the competent authority. The applicable standard shall be described in Block 12.		

Block 12: Remarks

Describe the work identified in Block 11, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness status of the item(s) in relation to the work being certified. If necessary, a separate sheet may be used and referenced from the main EASA Form 1. Each statement must clearly identify which item(s) in Block 6 it relates to.

Examples of information to be entered in Block 12 are as follows:

(i) maintenance data used, including revision status and reference;

(ii) compliance with airworthiness directives (ADs) or service bulletins (SBs);

(iii) repairs performed;

(iv) modifications performed;

(v) replacement parts installed;

(vi) status of life-limited parts;

(vii) deviations from the customer work order;

(viii) certification statements other than those referred to in point 145.A.50 of Annex II (Part-145) to Regulation (EU) No 1321/2014;

(ix) information needed to support shipment with shortages or reassembly after delivery.

Include the following component CRS statement:

> 'Certifies that, unless otherwise specified in this block, the work identified in Block 11 and described in this block has been accomplished in accordance with the requirements of Annex II (Part-CAO.UAS) to Delegated Regulation (EU) …/…, and in respect to that work the item is considered ready for release to service.'

If printing the data from an electronic EASA Form 1, any appropriate set of data that is not fit for other blocks should be entered in this block.

Blocks 13a–13e

General requirements for Blocks 13a–13e: Not used for maintenance release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

Block 14a

Tick the box 'other regulations specified in Block 12' and enter the Part-CAO.UAS certification statement in Block 12. If the maintenance is also certified by the organisation under Annex II (Part-145) to Regulation (EU) 1321/2014, tick also the box 'Part-145.A.50 Release to Service'.

If other regulations than Part-CAO.UAS and Part-145 are meant with the tick in the box 'other regulations', then these regulations must be identified in Block 12. At least one box must be marked, or both boxes may be marked, as appropriate.

The certification statement 'unless otherwise specified in this block' is intended to address the following cases:

(a) where maintenance could not be completed;

(b) where the accomplishment of the maintenance deviated from the relevant regulatory requirements;

(c) where maintenance has been performed in accordance with a requirement other than those specified in Part-145 or in Part-CAO.UAS; in this case, Block 12 shall specify the particular regulation.

Block 14b: Authorised Signature

This block shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the competent authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 14c: Certificate/Approval Ref. No

Enter the certificate/approval number(s)/reference(s). Such number/reference is issued by the competent authority.

Block 14d: Name

Enter the name of the person that signs Block 14b in a legible form.

Block 14e: Date

Enter the date on which Block 14b is signed; the date must be in the format dd = 2-digit day, mmm = first 3 letters of the month, yyyy = 4-digit year

User/Installer Responsibilities

Place the following statement on the certificate to notify end users that they are not relieved of their responsibilities concerning the installation and use of any item accompanied by the form:

‘This certificate does not automatically constitute authority to install the item(s).

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.’

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