European Union Aviation Safety Agency

Notice of Proposed Amendment 2025-102(C)

issued in accordance with Article 6 of MB Decision 01-2022

Proposed amendments
to the acceptable means of compliance and guidance material
to Regulation (EU) No 748/2012

Table of contents

Proposed amendments

The amendments are arranged as follows to show deleted, new and unchanged text:

— deleted text is ~~struck through~~;

— new text is highlighted in blue;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Draft acceptable means of compliance (AMC)

AMC1 21.A.174(b)(3)(ii)(A) Application

AIRWORTHINESS STATEMENT

(a) The applicant that imports the aircraft should obtain an airworthiness statement, as with it the aviation authority previously responsible for its oversight provides information regarding the aircraft's airworthiness condition. That aviation authority is typically better positioned to conduct an airworthiness assessment, as it has knowledge of the applicable regulatory framework to which the aircraft was subject and keeps the aircraft's historical records.

The airworthiness statement should declare:

(1) compliance with either the Agency's approved design (approved under a type certificate (TC) or a restricted type certificate (RTC), changes to TCs, STCs, an approval of a repair design, an approval of unintentional deviations from the approved type design, sometimes referred to as 'concessions', 'divergences' or 'non-conformances'), or with the design approved by the appropriate authority that was responsible for the oversight of the aircraft; any deviation from the approved design should be indicated;

(2) compliance with either the continuing airworthiness requirements applicable at the time the airworthiness statement was issued or with those specified in Regulation (EU) No 1321/2014 or in Delegated Regulation (EU) 2024/1107, as applicable; any non-compliance with those requirements should be indicated.

A statement that declares that the aircraft is not airworthy without specifying the reasons should, in principle, not be accepted.

An example of an airworthiness statement may be found in ICAO Doc 9760 'Airworthiness Manual', similar to the EASA form 'Export Certificate of Airworthiness' (see GM2 21.A.174(b)(3)(ii)(A)).

(b) In certain exceptional circumstances, an application may be accepted without a current airworthiness statement from the exporting State, as stated in point 21.A.174(d).

These circumstances may include either of the following:

— civil disturbances or war in the territory of the former State of registry;

— discontinuation of the aviation authority in the former State of registry;

— significant and repeated non-compliances with the ICAO minimum airworthiness standards by the former State of registry;

— the absence of procedures by the former aviation authority for issuing airworthiness statements during the export of aircraft;

— airworthiness statement obtained but lacks the necessary information or is older than 60 days.

In some cases, the exporting State may decline to issue an airworthiness statement if the request is made after the aircraft has been deregistered, because once deregistration occurs, that State is no longer responsible for the aircraft's oversight. In such cases, an application without an airworthiness statement may be accepted and considered as an exceptional circumstance, provided that the competent authority that reviews the application is satisfied with the reasons for the inability to obtain the statement. Furthermore, the competent authority should be satisfied that the situation is an isolated case and does not constitute a systematic practice by the applicant.

AMC1 21.A.174(d) Application

EVALUATION PROGRAMME

The process for developing and carrying out an evaluation programme consists of four main steps:

— assessment of applicability and preconditions;

— development of the evaluation programme and obtaining the competent authority's acceptance of the evaluation programme;

— conducting the investigations outlined in the evaluation programme;

— issuance of an evaluation report with conclusions.

All four steps must be followed by a single, appropriately approved organisation or, where applicable, by the competent authority.

Since the airworthiness review is a separate process, it does not need to be conducted by the same approved organisation or competent authority responsible for the evaluation programme.

The evaluation programme should be developed and implemented taking into account the following:

(a) Preconditions to establish an evaluation programme:

(1) previous maintenance programme or, if not available, applicable instructions for continuing airworthiness (ICAs);

(2) sufficient historical records are available to meet the aircraft's continuing airworthiness record system requirements to a level equivalent to that specified in point M.A.305 of Annex I (Part-M) or point ML.A.305 of Annex Vb (Part-ML) to Regulation (EU)

No 1321/2014, or in accordance with point ML.UAS.305 Annex I (Part-UAS) to Delegated Regulation (EU) 2024/1107, as applicable;

(3) journey logs and/or technical logs are available to establish previous aircraft operation, previous aircraft utilisation and previous aircraft operating environment;

(4) lost or destroyed records may be reconstructed by reference to other records which reflect the time in service, research of records maintained by maintenance organisations and reference to records maintained by individual mechanics, etc.; the reconstructed records should be submitted to the competent authority for acceptance; if the records cannot be reconstructed, sufficient activities should be performed to ensure the airworthiness of the aircraft and its components; this may include additional overhauls, additional inspections, including non-destructive testing (NDT), and other activities as agreed upon with the competent authority.

(b) The following factors should be assessed and considered in the development of an evaluation programme:

(1) Review of the aircraft's continuing airworthiness records, with special focus on the period after the issuance or renewal of the last certificate of airworthiness, or equivalent, whichever is more recent.

(2) Aircraft age and ownership history since the issuance or renewal of the last certificate of airworthiness, or equivalent, whichever is more recent (i.e. registrations, owners/ operators).

(3) Visual aircraft condition.

(4) Aircraft storage condition.

(5) Previous aircraft operating environment, and previous aircraft operating profiles.

(6) Any experience relating to the import of aircraft the organisation or the competent authority that develops the evaluation programme had in the past with the previous aircraft owner/operator.

(7) Any experience relating to the import of aircraft the organisation or the competent authority that develops the evaluation programme had in the past with the previous State of registry.

(8) Reasons for the unavailability of the airworthiness statement.

(c) The following content should be included in an evaluation programme to be proposed to the competent authority for acceptance:

(1) The condition of the aircraft's continuing airworthiness records in terms of completeness, accuracy and quality, as well as a description of any reconstructed records.

(2) Identification of all events that may have required unscheduled maintenance (e.g. lightning strikes, hard landings, long-term storage, propeller or rotor overspeed, over-torque, impact on a main rotor blade, etc.) and that have occurred since the issuance or

renewal of the last certificate of airworthiness, or equivalent, whichever is more recent, as well as any relevant events that have occurred throughout the aircraft's lifetime that might require closer attention, such as significant damage to the aircraft. An assessment should be conducted of the aircraft's continuing airworthiness records in relation to the identified events, and the conclusions identified in the evaluation programme with respect to the actions taken, if needed, to restore airworthiness after these events.

(3) The conclusions drawn from the factors listed in point (b).

(4) Proposed physical inspection and investigation activities suitable to:

(i) identify the current aircraft configuration and deviations from the design approved by the Agency;

(ii) identify repairs, unrepaired damage and modifications performed on the aircraft in the past, including inspections due to particular events described in point (c)(2);

(iii) identify unclear or unacceptable design and maintenance standards;

(iv) clarify any ambiguous aspects arising from the conclusions in point (b).

(5) The organisations that are required to determine the current aircraft configuration and determine deviations from an EASA approved design (e.g. POA, DOA, manufacturer, TC/STC holder, CA(M)O, etc.).

(6) The organisations that are required to support inspection and investigation activities. These may include, for example:

(i) maintenance organisations responsible for carrying out inspections, functional tests, panel openings, etc.;

(ii) the organisation responsible for the management of continuing airworthiness, if different from the one developing the evaluation programme.

(7) The documents used for the determination of conformity with a design approved in accordance with Regulation (EU) No 748/2012.

(8) The date and location the proposed inspections and investigations are to be performed.

(d) If the evaluation programme is developed by an organisation, the competent authority should accept it. The competent authority may also wish to be involved in the implementation of the programme, as specified in AMC1 21.B.326(a)(3).

The evaluation programme must be implemented in accordance with what was agreed. Any significant deviations from the accepted evaluation programme should be coordinated with, and compensating measures, if any, agreed by the competent authority of the Member State of registry.

(e) Upon completion of the investigations defined in the evaluation programme, an evaluation report shall be issued and submitted to the person or the organisation that is responsible for the continuing airworthiness of the aircraft. The report should contain, as a minimum, the following information:

(1) reference to the accepted evaluation programme;

(2) a description of the inspection and investigation activities performed;

(3) a description of the inspection and investigation results;

(4) a listing and justification of deviations (if any) from the accepted programme, including the compensating measures agreed with the competent authority.

If necessary and appropriate, assistance should be provided to the person or the organisation that is responsible for the continuing airworthiness of the aircraft, specifically in addressing any airworthiness-related issues identified during the investigations. This may include clarification of the issues detected or recommendations on how to address specific concerns.

AMC2 21.A.174(d) Application

HISTORICAL AIRCRAFT RECORDS

The following aspects relating to the assessment and analysis of historical aircraft records should be considered when developing an evaluation programme:

— Previous flight operations

Assessment of the effects of the previous operating profile. Flights conducted beyond civil flight manual limitations may require support from the design approval holder to address the impact on continuing airworthiness and airworthiness limitations.

— Modifications

Previously made modifications to and equipment installed on the aircraft, such as those used for former operations like firefighting, should be identified and should comply with Regulation (EU) No 748/2012 in order to remain on the aircraft, otherwise they must be permanently removed.

The permanent removal of a modification or equipment should always be carried out in accordance with approved maintenance data, such as a service bulletin issued by the type certificate holder. If no approved maintenance data is available, a Part 21 design organisation should develop suitable approved data to support the removal and ensure compliance with the applicable certification basis. Depending on the complexity of the tasks (such as the removal of wiring), detailed maintenance instructions may be required. Following instructions intended for the temporary removal of equipment may not be appropriate, as this could result in a condition that deviates from the type design (e.g. residual mounting holes).

— Maintenance and certification of maintenance

The certificates issued after maintenance should be reviewed to ensure that the maintenance was performed and certified in accordance with equivalent standards of Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, or Annex I (Part-ML.UAS) to Delegated Regulation (EU) 2024/1107, as applicable. The review should confirm that the maintenance was performed using approved data and by appropriately qualified staff or approved organisations.

The objective is not to verify whether the staff or organisations were appropriately approved, but rather to confirm that they were authorised to perform the work and that the work was within their scope of approval.

— Airworthiness limitations

Assessments should be conducted to ensure that the aircraft, engine(s), propeller(s) and any components do not exceed their airworthiness limitations and that the impact of previous operations on these limits has been considered.

Note: Any changes to the airworthiness limitations should be approved in accordance with Regulation (EU) No 748/2012.

AMC1 21.A.174(d)(2) Application

ACCEPTABLE EVIDENCE OF THE INITIAL BUILT STANDARDS

Evidence as to what approved design the aircraft was initially built may include a certificate of airworthiness for export issued by the State of manufacture, or any other conformity statement issued by the State of manufacture or the production organisation. Such documentation should clearly identify the aircraft, its type design, any changes to its type certificate, and any unintentional deviations from the approved type design (often referred to as concessions, divergences or non-conformances) embodied at the time of initial delivery.

In some cases, obtaining the documents mentioned above may not be possible, for example, for older aircraft types. In such cases, and subject to the competent authority's agreement, the applicant should provide alternative evidence containing sufficient information about the production organisation, the aircraft and its type design.

AMC1 21.B.320(b) Investigation

INVESTIGATIONS REQUIRED FOR THE ISSUANCE OF AN AIRWORTHINESS CERTIFICATE FOR USED AIRCRAFT WITHOUT AN AIRWORTHINESS CERTIFICATE ISSUED UNDER THIS REGULATION

The competent authority should establish a procedure defining the minimum level of investigations necessary to ensure that the documentation provided with the application is accurate and that the aircraft or unmanned aircraft system (UAS), as applicable, conforms to an approved design, is in a condition for safe operation, and meets the applicable requirements of Section A Subpart H of Annex I (Part 21).

The depth of such investigations should be determined using a risk-based approach, considering multiple factors, including but not limited to the following:

— Origin of the aircraft

Assess whether the aircraft has been previously operated under a regulatory system with comparable safety standards. This includes reviewing the safety oversight capabilities of the States where the aircraft was registered, based on the ICAO airworthiness implementation

score. Additionally, verify whether the aircraft was part of an operator included in the EU Air Safety List or originated from a State with operators listed there.

— Previous experience with the organisations involved

Take into account how the organisation responsible for the continuing airworthiness and the airworthiness review certificate / recommendation issuance has previously complied with the applicable requirements.

— Type of previous operations

Consider whether the aircraft was used in commercial air transport, private operations, special operations such as firefighting, or other categories that may influence its airworthiness status.

— Time outside the EU regulatory system

Assess the period the aircraft has been subject to a different regulatory system.

By applying a structured risk assessment, the competent authority can ensure a thorough yet efficient evaluation process, facilitating the safe and compliant transition of aircraft into the EU system while optimising regulatory oversight resources.

For planning purposes, and based on the results of the risk assessment, the competent authority may also consider conducting some of the investigations during the next ACAM inspection, provided it is scheduled to take place within a reasonable period, but no longer than one year.

The assessment of the recommendation for the issuance of the airworthiness review certificate, as per point M.B.902 of Regulation (EU) No 1321/2014, may be conducted in conjunction with the investigations required for the issuance of the airworthiness certificate.

In principle, the competent authority is not expected to issue an airworthiness certificate solely based on the investigations conducted by the organisations involved. Instead, it should independently verify the documentation and conduct a physical investigation of the aircraft, whenever necessary, to ensure its compliance and airworthiness.

If there are doubts about the adequacy of the maintenance performed, including concerns regarding its quality or integrity, it may be necessary to either reperform the maintenance or have it thoroughly inspected by a person or an approved organisation, as applicable under Regulation (EU) No 1321/2014 or Delegated Regulation (EU) 2024/1107, to ensure the aircraft meets the applicable airworthiness standards. This may be required, for example, if the maintenance was performed by organisations with inadequate oversight or if there is evidence indicating that the aircraft has been subject to poor airworthiness standards.

It is encouraged that, when importing an aircraft from a third country with which the competent authority has limited previous experience, the competent authority contact other Member States that have previously imported aircraft from that same third country in order to benefit from their experience and share any relevant information.

It is important to highlight the need for a robust system of investigations for aircraft that receive an airworthiness certificate issued under Part 21, as subsequent airworthiness certificates issued by other Member States for the same aircraft will rely on initial investigations.

AMC1 21.B.326(a)(3) and 21.B.327(a)(3) (Restricted) Certificate of airworthiness

ACCEPTANCE OF THE EVALUATION PROGRAMME BY THE COMPETENT AUTHORITY

When an application for an airworthiness certificate is submitted without a statement reflecting the aircraft's airworthiness status, as specified in point 21.A.174(d), an evaluation programme, if developed by an approved organisation, should be submitted to the competent authority for acceptance.

If the competent authority finds that the proposed evaluation programme is suitable to properly evaluate the aircraft's configuration and maintenance status, it should accept it and notify the applicant about the acceptance and, if applicable, about the involvement of the authority in the proposed investigation activities.

If the competent authority finds that the proposed evaluation programme is insufficient to properly evaluate the aircraft's configuration and maintenance status, it should reject the evaluation programme and provide a justification for its decision to do so.

Draft guidance material (GM)

GM1 21.A.174(b) Application

NEW AIRCRAFT AND USED AIRCRAFT

The process of obtaining an airworthiness certificate for a new aircraft, unlike used aircraft, relies on the assumption that the aircraft has been subject to a controlled manufacturing process. In this context, the issuance of the airworthiness review certificate (without an airworthiness review) may be supported by the statement of conformity referred to in point 21.A.174(b)(2)(i), as no significant deviations are expected in terms of usage, maintenance or design changes following production. However, if the aircraft has been operated for purposes other than production-related check flights or positioning flights or has otherwise been outside the control of the production organisation for a significant period, the statement of conformity may no longer accurately reflect its condition. In such cases, the aircraft should be treated as used and an airworthiness review is required to assess its post-production history and ensure compliance with the applicable requirements.

This means that for the purpose of point 21.A.174(b), an aircraft is normally considered new if it has never been issued with an airworthiness certificate. However, specific cases, such as aircraft that have been stored for extended periods after delivery without any application for an airworthiness certificate, should be assessed on a case-by-case basis by the competent authority. That assessment should take into account factors such as when and how maintenance was performed during the period after the aircraft was manufactured and whether the aircraft has been subjected to any significant usage that could result in deviations from its original production condition.

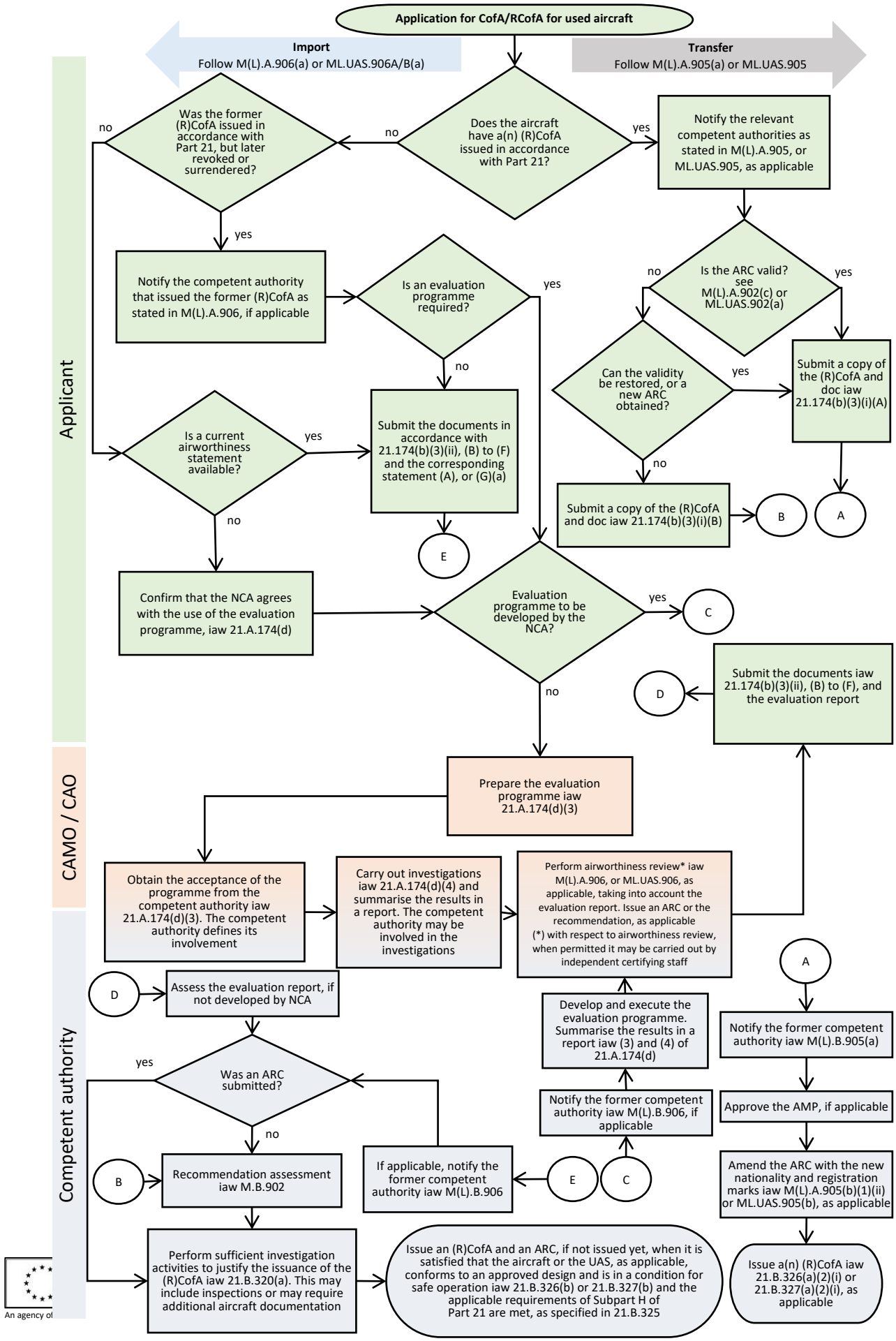
GM1 21.A.174(b)(3) Application

AIRWORTHINESS CERTIFICATE: APPLICATION AND ISSUANCE PROCESS FOR USED AIRCRAFT

(a) A certificate of airworthiness (CofA) or a restricted certificate of airworthiness (RCofA) may only be issued if an airworthiness review has been satisfactory completed, making these processes inherently connected. Consequently, the requirements outlined in points M(L).A.905 and M(L).A.906 of Regulation (EU) No 1321/2014, as well as in points ML.UAS.905 and ML.UAS.906 of Delegated Regulation (EU) 2024/1107 should be followed, as applicable.

It is important to highlight that, in the context of aircraft transfers between Member States, an applicant that wishes to register an aircraft in another Member State and obtain a new airworthiness certificate should first notify both the current competent authority and the authority of the State where the aircraft will be registered. This is to prevent the aircraft from being deregistered before the application for a new airworthiness certificate has begun. If deregistration occurs too early in the transfer process, there may be a period during which no Member State is responsible for the aircraft. This could result in the process being treated as an import rather than a transfer, requiring additional investigations to obtain the airworthiness certificate.

(b) The flow diagram below illustrates the application process for obtaining a CofA or an RCofA for used aircraft.


Application for CofA/RCofA for used aircraft
Import
Follow M(L).A.906(a) or ML.UAS.906A/B(a)
Transfer
Follow M(L).A.905(a) or ML.UAS.905
Applicant
CAMO / CAO
Competent authority
Was the former (R)CofA issued in accordance with Part 21, but later revoked or surrendered?
Does the aircraft have a(n) (R)CofA issued in accordance with Part 21?
Notify the relevant competent authorities as stated in M(L).A.905, or ML.UAS.905, as applicable
Notify the competent authority that issued the former (R)CofA as stated in M(L).A.906, if applicable
Is an evaluation programme required?
Is the ARC valid? see M(L).A.902(c) or ML.UAS.902(a)
Can the validity be restored, or a new ARC obtained?
Submit a copy of the (R)CofA and doc iaw 21.174(b)(3)(i)(A)
Submit a copy of the (R)CofA and doc iaw 21.174(b)(3)(i)(B)
Is a current airworthiness statement available?
Submit the documents in accordance with 21.174(b)(3)(ii), (B) to (F) and the corresponding statement (A), or (G)(a)
Confirm that the NCA agrees with the use of the evaluation programme, iaw 21.A.174(d)
Evaluation programme to be developed by the NCA?
Submit the documents iaw 21.174(b)(3)(ii), (B) to (F), and the evaluation report
Prepare the evaluation programme iaw 21.A.174(d)(3)
Obtain the acceptance of the programme from the competent authority iaw 21.A.174(d)(3). The competent authority defines its involvement
Carry out investigations iaw 21.A.174(d)(4) and summarise the results in a report. The competent authority may be involved in the investigations
Perform airworthiness review* iaw M(L).A.906, or ML.UAS.906, as applicable, taking into account the evaluation report. Issue an ARC or the recommendation, as applicable (*) with respect to airworthiness review, when permitted it may be carried out by independent certifying staff
Develop and execute the evaluation programme. Summarise the results in a report iaw (3) and (4) of 21.A.174(d)
Assess the evaluation report, if not developed by NCA
Was an ARC submitted?
Notify the former competent authority iaw M(L).B.906, if applicable
Notify the former competent authority iaw M(L).B.905(a)
Approve the AMP, if applicable
Amend the ARC with the new nationality and registration marks iaw M(L).A.905(b)(1)(ii) or ML.UAS.905(b), as applicable
Issue a(n) (R)CofA iaw 21.B.326(a)(2)(i) or 21.B.327(a)(2)(i), as applicable
Recommendation assessment iaw M.B.902
If applicable, notify the former competent authority iaw M(L).B.906
Perform sufficient investigation activities to justify the issuance of the (R)CofA iaw 21.B.320(a). This may include inspections or may require additional aircraft documentation
Issue an (R)CofA and an ARC, if not issued yet, when it is satisfied that the aircraft or the UAS, as applicable, conforms to an approved design and is in a condition for safe operation iaw 21.B.326(b) or 21.B.327(b) and the applicable requirements of Subpart H of Part 21 are met, as specified in 21.B.325
yes
no
A
B
C
D
E

GM2 21.A.174(b)(3)(ii) Application

IMPORT OF AIRCRAFT

(a) An application for an airworthiness certificate may be submitted for a used aircraft that does not have an airworthiness certificate issued in accordance with Part 21. This process is commonly referred to as 'import of aircraft' and includes the following cases:

— aircraft previously registered in a third country;

— aircraft used to carry out activities or services as defined in Article 2(3)(a) of Regulation (EU) 2018/1139 (e.g. police, search and rescue, firefighting);

— aircraft that are registered in a Member State, but their regulatory safety oversight has been transferred to a third country, i.e. under the Article 83 *bis* agreement of the Chicago Convention;

— aircraft that were issued with an airworthiness certificate by a Member State in accordance with Part 21, but it has been revoked or surrendered;

— aircraft that were registered in a Member State after being imported from a third country and have not been issued with an airworthiness certificate by a Member State;

— unmanned aircraft that have not been issued with an airworthiness certificate by a Member State under Part 21, as they are not intended to be operated in the 'high-risk' (i.e. SAIL V–VI) operation in the 'specific' category.

In all such cases, the continuing airworthiness requirements set out in Regulation (EU) No 1321/2014 or in Delegated Regulation (EU) 2024/1107, as applicable, may not have been previously applicable, as the aircraft may have been subject to a different regulatory framework. This adds complexity to the import process, requiring all parties involved to ensure that the aircraft complies with all applicable requirements and meets the expected continuing airworthiness standards.

(b) As required by point (a)(3) of point ML.A.906 of Regulation (EU) No 1321/2014 and point ML.UAS.906 of Delegated Regulation (EU) 2024/1107, as applicable, all maintenance must be performed to comply with the approved aircraft maintenance programme (AMP). Among other requirements, the AMP must meet the applicable provisions of Annex I (Part-26) to Regulation (EU) 2015/640. In some cases, particularly when an aircraft originates from a different regulatory framework, additional assessments and approvals may be required, potentially extending the process of obtaining an airworthiness certificate. Therefore, it is recommended that the person or organisation that is responsible for the continuing airworthiness of the aircraft initiate the review of these requirements as early as possible to avoid unnecessary delays in obtaining an airworthiness certificate.

(c) If an aircraft is imported from a third country with which the EU has concluded a bilateral agreement, the application for an airworthiness certificate should follow the provisions outlined in that agreement and the corresponding Technical Implementation Procedures (TIPs).

GM3 21.A.174(b)(3)(ii) Application

AIRWORTHINESS CONSIDERATIONS FOR THE IMPORT OF USED AIRCRAFT

During the process of obtaining an airworthiness certificate for a used aircraft that does not have an airworthiness certificate issued in accordance with Part 21, several distinct but interrelated processes should be followed. Each of these processes has a specific scope and takes place at a different stage of the import process. While their roles are distinct, synergies can be leveraged; for example, the investigations and the respective results from the evaluation programme should be considered during the airworthiness review. This means that credit may be given for certain investigations already performed, whereas areas with identified gaps or uncertainties may require further investigations.

The following key steps are expected to be followed as part of the import process:

(a) Airworthiness statement or evaluation programme

The airworthiness statement issued by the former aviation authority, based on verifications it has conducted, confirms the aircraft's airworthiness status and, where applicable, identifies any deviations. It serves as a reference for the organisation that is responsible for the continuing airworthiness of the aircraft, enabling it to build upon validated records and assessments.

In exceptional cases where an airworthiness statement cannot be obtained, an evaluation programme should be developed and conducted in accordance with points (3) and (4) of point 21.A.174(d). That programme is conducted at the beginning of the import process and is intended to compensate for the absence of verification by the former aviation authority. It should focus on developing a comprehensive understanding of the aircraft's prior condition and operational context.

The evaluation programme is a comprehensive and investigative process that focuses on areas directly affecting the aircraft's condition, aiming to identify and resolve any gaps, inconsistencies or uncertainties. As specified in AMC1 21.A.174(d), the evaluation programme includes but is not limited to the following assessments:

— the aircraft's continuing airworthiness records in terms of completeness, accuracy and quality;

— the former operational environment and profile, ensuring that the airworthiness limitations were updated if the aircraft was operated beyond standard conditions;

— events that required unscheduled maintenance and how they were addressed;

— any unclear changes made to the design or uncertain maintenance standards applied;

— the aircraft's storage conditions.

Some of these assessments may require the involvement or support of a design organisation.

(b) Tasks performed by the person or organisation that is responsible for the continuing airworthiness of the aircraft

The person or organisation that is responsible for the continuing airworthiness of the aircraft should perform all necessary actions to ensure that the aircraft fully complies with the

applicable continuing airworthiness requirements. This includes developing the aircraft maintenance programme (AMP) with details of any bridging checks, ordering the required maintenance, ensuring compliance with applicable ADs, addressing any defects, and confirming that the aircraft is in its current and approved configuration.

Regardless of any investigations conducted by the former aviation authority or during the evaluation programme, the organisation or person that is responsible for the continuing airworthiness of the aircraft remains responsible for verifying and ensuring that the aircraft complies with the applicable continuing airworthiness requirements. The depth and scope of the investigations required to ensure the aircraft complies with the applicable continuing airworthiness requirements may vary depending on the associated risk, including the aircraft's operational and maintenance history, and the extent and quality of any prior investigations already conducted.

As the responsible organisation for the management of the continuing airworthiness of the aircraft, it would also be responsible for the aircraft records.

(c) Airworthiness review

An airworthiness review should be conducted after the person or the organisation that is responsible for the continuing airworthiness of the aircraft has completed all necessary investigations to gain sufficient knowledge of the aircraft to be able to properly manage continuing airworthiness tasks, such as ordering required maintenance. The airworthiness review may start while the aircraft is subjected to maintenance; however, it can only be finalised once it is confirmed that the aircraft is in an airworthy condition, typically after all required maintenance has been completed. The objective of the airworthiness review is to confirm the aircraft's airworthy condition and, where applicable, to identify any shortcomings related to its airworthiness. However, it is not intended to replace the investigations or tasks that the person or organisation that is responsible for the continuing airworthiness of the aircraft is required to carry out.

(d) Involvement of the competent authority

During the process of obtaining an airworthiness certificate, the competent authority to which the application was submitted must conduct its own investigations. They may be conducted in coordination with organisations involved in the process, such as during the evaluation programme, or independently, or both, as deemed necessary.

GM1 21.A.174(b)(3)(ii)(A) Application

EASA Form 27 'EXPORT CERTIFICATE OF AIRWORTHINESS'

This form is used by EASA and competent authorities for cases where an aircraft is to be exported to a third country.

[Competent Authority of a Member State of the European Union or EASA]

EXPORT CERTIFICATE OF AIRWORTHINESS

No

This certificate certifies that the aircraft identified below and particularly described in Specification(s) of the European Union Aviation Safety Agency (EASA), Numbered [INSERT TYPE CERTIFICATE No] has been examined and is considered airworthy in accordance with a comprehensive and detailed type certification basis established by EASA.

Note: This certificate does not attest compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

1. Aircraft:	2. Manufacturer:
3. Engine Model:	4. Propeller Model:
3.1. Engine Manufacturer:	4.1. Propeller Manufacturer:
3.2. Engine MSN:	4.2. Propeller MSN:
5. Manufacturer POA Number (for new aircraft only):	6. Attached EASA Form 52 Number (for new aircraft only):
7. Serial Number:	
☒ 8. New Aircraft	☐ 9. Used Aircraft
10. State to which exported:	

11. Remarks / Exceptions:

For the [Competent Authority of a Member State of the European Union or EASA],

Date of issue: DD Month, YYYY

Signatory

Title

EASA Form 27 — Issue 5

GM1 21.A.174(d)(1) Application

FORMER AVIATION AUTHORITY

When importing an aircraft for which the aviation authority responsible for its oversight has not issued a statement confirming its airworthiness status, it is important to understand the reason for this omission. It should be ensured that the statement was not issued due to airworthiness concerns that may indicate that the aircraft is beyond restoration. If there are known airworthiness issues that have been identified, addressed and properly corrected, the import of aircraft may still be acceptable through the development of an evaluation programme.

Some States do not link the process of aircraft registration with the issuance of airworthiness certificate. In these cases, a statement from the registering State may not be sufficient if the airworthiness condition of the aircraft has not been assessed by the relevant authority. Therefore, information should be obtained from the authority that issued the last airworthiness certificate.

~~GM 21.B.325(a) Airworthiness certificates~~

~~1. Completion of the certificate of airworthiness by a Member State~~

~~Block 5: Insert restrictions developed in accordance with Part 21, including any reference to limitations as indicated in GM 21.B.320(b)(6).~~

~~2. Completion of the restricted certificate of airworthiness by a Member State~~

~~Block 5: Insert restrictions developed in accordance with Part 21, including any reference to limitations as indicated in GM 21.B.320(b)(6).~~

~~GM 21.B.325(b) Completion of the Airworthiness Review Certificate by a Member State~~

~~1. Purpose~~

~~In accordance with the applicable continuing airworthiness requirements a certificate of airworthiness is valid only if a valid airworthiness review certificate is attached to it. For new aircraft, the competent authority will issue the airworthiness review certificate when issuing the certificate of airworthiness.~~

GM1 Appendix V and VI — EASA Form 24 and 25 — (Restricted) Certificate of Airworthiness

COMPLETION OF THE CERTIFICATE OF AIRWORTHINESS (CofA) AND RESTRICTED CERTIFICATE OF AIRWORTHINESS (RCofA)

Block 4: If the certification specification used primarily to certify the aircraft is in the left column, use the corresponding categories identified in the second column of the following table:

Certification specifications	**(R)CofA category (Block 4)**
CS-LSA	Light Sport Aeroplanes
CS-VLA	Very Light Aeroplanes
CS-VLR	Very Light Rotorcraft
CS-22	Sailplanes or Powered Sailplanes
CS-23	Small aeroplane
CS-25	Large Aeroplanes
CS-27	Small Rotorcraft
CS-29	Large Rotorcraft
CS-31HB	Hot Air Balloons
CS-31GB	Gas Balloons
CS-31TGB	Tethered Gas Balloons

If an aircraft is certified in more than one category, all categories should be referenced.

If the certification specification used primarily to certify the aircraft is not in the left column, Member States may refer to the EASA Product list (https://www.easa.europa.eu/en/datasets/easa-product-list) to choose the equivalent CSs for the aircraft concerned and subsequently apply the correspondence shown in the table above.

Block 5: Insert the restrictions developed in accordance with Part 21 or Part 21 Light, including any reference to limitations as indicated in GM 21.B.320(b)(6) or GM1 21L.B.161(a)(6).