European Union Aviation Safety Agency

Notice of Proposed Amendment 2023-101(#5)

in accordance with Article 6 of MB Decision No 01-2022

Alignment with Annex Ib (Part 21 Light) Acceptable means of compliance and guidance material to Commission Regulation (EU) No 1321/2014

Package #5 — Continuing airworthiness

RMT.0727 SUBTASK 1

EXECUTIVE SUMMARY

The objective of the proposed amendments to the acceptable means of compliance (AMC) and guidance material (GM) to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to Commission Regulation (EU) No 1321/2014 is to support the implementation of the amendments to the continuing airworthiness requirements, which result from the introduction of Annex Ib (Part 21 Light) to Commission Regulation (EU) No 748/2012.

Part 21 Light provides a lighter approach to the certification of general aviation aircraft and introduces the possibility for a declaration of design compliance as an alternative to certification. Part 21 Light also provides for the possibility to demonstrate design and production capabilities through a declaration, instead of an approval, and for certain production activities the demonstration of production capabilities is not required at all. These new possibilities in the field of initial airworthiness are now reflected in the field of continuing airworthiness through Commission Implementing Regulation (EU) 2022/1360 of 28 July 2022 amending Regulation (EU) No 1321/2014 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.

The proposed amendments to the AMC and GM to Part-M, Part-145, Part-66, Part-ML, Part-CAMO and Part-CAO are expected to support the implementation of the amended continuing airworthiness requirements as regards Part 21 Light, and ensure consistency within the airworthiness regulatory framework.

Domain:	Continuing airworthiness		
Related rules:	AMC & GM to Commission Regulation (EU) No 1321/2014		
Affected stakeholders:	Continuing airworthiness organisations; competent authorities; aircraft maintenance licence holders		
Driver:	Efficiency and proportionality	**Rulemaking group:**	No
Impact assessment:	Light		

EASA rulemaking procedure milestones

Start Terms of Reference	**Advisory Body consultation** *Package #5*	**Decision** Certification Specifications, Detailed Specifications, Acceptable Means of Compliance, Guidance Material
28.8.2019	9.5.2023	2023/Q2

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1. About this NPA

1.1. How this NPA was developed

The European Union Aviation Safety Agency (EASA) developed this Notice of Proposed Amendment (NPA) in line with Regulation (EU) 2018/1139[1] (the Basic Regulation) and the Rulemaking Procedure[2]. Rulemaking task (RMT) 0727 is included in the European Plan for Aviation Safety (EPAS) for 2023–2025[3]. The scope and timescales of the task were defined in the related Terms of Reference (ToR)[4]. The content of this NPA was developed by EASA.

The NPA shall be consulted with the EASA Advisory Bodies (ABs) in accordance with Article 6(3) of MB Decision No 01-2022.

The AMC and GM related to the adoption of Part 21 Light will be consulted in thematic packages as described below in order to allow stakeholders to focus their review based upon their interest in the topics.

Package number	Generic title	AMC and GM to…
#1	Initial airworthiness	Part 21 Light Subparts A, B, C and P
#2	Design and production organisations	Part 21 Light Subparts G, J and R
#3	Design changes and repair designs	Part 21 Light Subparts D, E, F, M and N
#4	Airworthiness and noise certificates and parts and markings	Part 21 Light Subparts H, I, K and Q
#5	Continuing airworthiness	Part-M, Part-145, Part-66, Part-ML, Part-CAMO, and Part-CAO

The major milestones of this RMT are presented on the cover page.

[1] Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139).

[2] EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 (https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-01-2022-rulemaking-procedure-repealing-mb).

[3] https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-2023-2025

[4] ToR RMT.0727 'Alignment of Part 21 of Regulation (EU) No 748/2012 with Regulation (EU) 2018/1139 (including simple and proportionate rules for GA)' (https://www.easa.europa.eu/en/document-library/terms-of-reference-and-group-compositions/tor-rmt0727).

1.2. How to comment on this NPA

Please submit your comments via email to **Maint_AB@easa.europa.eu**.

The deadline for the submission of comments is **23 May 2023**.

1.3. The next steps

Following the consultation of the draft amendments to the AMC and GM (Package #5), EASA will review all the comments received and will duly consider them in the further progress of this RMT.

When issuing the decision to amend the AMC and GM to Regulation (EU) No 1321/2014[5], EASA will also provide feedback to the commentators who provided comments during the consultation of the draft amendments, which comments were received, how such consultation was used in rulemaking, and how their contribution was considered.

[5] Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1) (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R1321&qid=1681803651128).

2. In summary — why and what

2.1. Why we need to amend the AMC and GM — issue/rationale

Part 21 did not provide sufficient proportionality to the nature and risks associated with certain products and activities, such as aircraft primarily used for sports and recreational purposes. As a consequence, the European Commission, based upon EASA's Opinion No 05/2021[6], adopted Implementing Regulation (EU) 2022/1361[7] and Delegated Regulation (EU) 2022/1358[8], which amended Regulation (EU) No 748/2012[9] and introduced Part 21 Light.

Furthermore, also based upon EASA's Opinion No 05/2021, the European Commission adopted Implementing Regulation (EU) 2022/1360[10] in order to amend Regulation (EU) No 1321/2014 and reflect in the field of continuing airworthiness the new possibilities introduced by Part 21 Light in the field of initial airworthiness.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This NPA will contribute to achieving the overall objectives by addressing the issues described in Section 2.1.

The specific objective of this proposal is to facilitate the implementation of the amended continuing airworthiness requirements introduced with the adoption of Implementing Regulation (EU) 2022/1360, and in particular to reflect the data, the information and the organisations established in accordance with new Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.

2.3. What are the expected benefits and drawbacks of the proposed amendments

The proposed amendments to the AMC and GM contained in Chapter 3 are not expected to have any additional impact to those that were already described in NPA 2021-102, and the only purpose they serve is to provide greater clarity of what is required by Implementing Regulation (EU) 2022/1360 as regards the introduction of Part 21 Light.

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6 Opinion No 05/2021 'Part 21 Light — Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations' (https://www.easa.europa.eu/en/document-library/opinions/opinion-052021).

7 Commission Implementing Regulation (EU) 2022/1361 of 28 July 2022 amending Regulation (EU) No 748/2012 as regards the certification, oversight and enforcement tasks of the competent authorities in the implementation of the rules concerning the organisations involved in the design and production of aircraft used for sport and recreational aviation (OJ L 205, 5.8.2022, p. 127) (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1361&qid=1678272149669).

8 Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation (OJ L 205, 5.8.2022, p. 7) (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1358&qid=1678272247617).

9 Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (recast) (OJ L 224, 21.8.2012, p. 1) (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0748&qid=1681805283542).

10 Commission Implementing Regulation (EU) 2022/1360 of 28 July 2022 amending Regulation (EU) No 1321/2014 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation (OJ L 205, 5.8.2022, p. 115) (https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1360&qid=1681466158779).

3. Proposed amendments

The amendment is arranged to show deleted, new, and unchanged text as follows:

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue;

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

Where necessary, the rationale is provided in *italics.*

3.1. Draft acceptable means of compliance and guidance material (draft EASA decision)

ANNEX I (PART-M)

[…]

AMC M.A.202(a) Occurrence reporting

Accountable persons or organisations should ensure that the type certificate (TC) holder or the declarant of a declaration of design compliance receives adequate reports of occurrences for that aircraft type, to enable it to issue appropriate service instructions and recommendations to all owners or operators.

Liaison with the TC holder or the declarant of a declaration of design compliance is recommended to establish whether published or proposed service information will resolve ~~the~~ a problem or to obtain a solution to a particular problem.

[…]

GM M.A.301(i) Continuing airworthiness tasks

MAINTENANCE CHECK FLIGHTS (MCFs)

[…]

(1) The aircraft maintenance manual (AMM), or any other maintenance data issued by the design approval holder or the declarant of a declaration of design compliance, requires that an MCF be performed before completion of the maintenance ordered.

[…]

AMC M.A.302 Aircraft maintenance programme

BASIC PRINCIPLES

[…]

3. The details of the maintenance programme ~~details~~ should be reviewed at least annually. As a minimum, revisions of documents affecting the programme basis need to be considered by the owner or operator for inclusion in the maintenance programme during the annual review.

Applicable mandatory requirements for compliance with Part-21 or Part 21 Light should be incorporated into the aircraft maintenance programme as soon as possible.

[…]

AMC M.A.302(d) Aircraft maintenance programme

AMP BASIS AND ASSOCIATED PROGRAMMES

[…]

2. […] These instructions may be issued by the competent authority in the following cases:

— in the absence of specific recommendations of the Type Certificate Holder or the declarant of a declaration of design compliance.

— […]

[…]

7. Alternate and/or additional instructions to those defined in points~~paragraphs~~ M.A.302(d)(1) and (2), proposed by the owner or the operator, may include but are not limited to the following:

— […]

— More restrictive intervals than those proposed by the TC holder or the declarant of a declaration of design compliance as a result of the reliability data or because of a more stringent operational environment.

— […]

AMC M.A.304 Data for modifications and repairs

A person or organisation repairing an aircraft or component should assess the damage against published approved repair data and the action to be taken if the damage is beyond the limits or outside the scope of such data. This could involve any one or more of the following options:~~;~~ repair by replacement of damaged parts, requesting technical support from the type certificate holder, the declarant of a declaration of design compliance or from an organisation approved in accordance with Part-21 and finally Agency approval of the particular repair data.

AMC M.A.305(c)2 Aircraft continuing airworthiness record system

MODIFICATIONS AND REPAIRS

[…]

(c) The status of modifications should be sufficiently detailed to identify any installed loadable software aircraft part used for operating or controlling the aircraft, the part number of which evolves independently of its associated aircraft hardware component, as identified in the maintenance data of the relevant design approval holder~~s~~ or the declarant of a declaration of design compliance.

[…]

(d) For the purpose of this point~~paragraph~~, a component replaced by a fully interchangeable alternate component is not considered a modification if this condition is published by the design approval holder or the declarant of a declaration of design compliance.

[…]

GM M.A.305(d) Aircraft continuing airworthiness record system

LIFE-LIMITED PARTS AND TIME-CONTROLLED COMPONENTS

[…]

(b) The following table provides a summary of the records~~'~~ requirements related to life-limited parts and time-controlled components:

Maintenance task from the maintenance schedule of the AMP		Type of component	Continuing airworthiness records
Mandatory instructions (and associated airworthiness limitations) in accordance with Part 21 or Part 21 Light affecting a component	[…]	[…]	[…]
	[…]	[…]	[…]

GM M.A.305(d)(2) Aircraft continuing airworthiness record system

TASKS CONTROLLED AT COMPONENT LEVEL

(a) The maintenance schedule of the aircraft maintenance programme may include tasks controlled at component level coming from a mandatory requirement in accordance with Part 21 or Part 21 Light and to be performed in a workshop, such as:

[…]

(b) When a component is affected by a maintenance task contained in the aircraft maintenance programme (AMP) that is recommended by the design approval holder (DAH) or the declarant of a declaration of design compliance and controlled at component level, although such component does not qualify as a time-controlled component, the status of the component may be needed to show that all the maintenance due on the aircraft according to the aircraft maintenance programme has been carried out. There is no ~~a~~ specific requirement to keep the EASA Form 1 or equivalent or any other detailed maintenance records.

[...]

(d) The following table provides a summary of the records' requirements related to components subjected to primary maintenance process, including components without an EASA Form 1 in accordance with point 21.A.307(c) of Part 21 or point 21L.A.193(c) of Part 21 Light:

	Primary maintenance process	Continuing airworthiness records
[…]		[…]
ELA2 aircraft: any component that is fitted without an EASA Form 1 in accordance with 21.A.307(c) or 21L.A.193(c)		[…]

AMC M.A.305(e)(3) Aircraft continuing airworthiness record system

[…]

(b) Conservative methods to manage missing historical periods are acceptable to establish the current status of the life-limited part. In the case of use of a conservative method, the supporting documents should be endorsed. Recommendations from the design approval holder or the declarant of a declaration of design compliance on the procedures to record or reconstruct the in-service history should be considered.

GM1 M.A.401(b)(3) and (b)(4) Maintenance data

(a) The maintenance data referred to in M.A.401(b)(3) and (4) may have been prepared by various organisations, but in any case it needs to be issued by, referenced by, or acceptable to the organisation responsible for the design in accordance with Part 21 or Part 21 Light (e.g. type certificate holder (TCH), supplemental type certificate holder (STCH), ETSO holder, repair design approval holder or declarant of a declaration of design compliance).

[…]

(c) With respect to aircraft maintenance, applicable maintenance data issued by the aircraft TCH or the design approval holder (DAH) typically includes the following documents ~~issued by the aircraft TCH or the design approval holder (DAH)~~: […]

[…]

(e) With respect to maintenance of components other than engine/APU, applicable maintenance data typically includes the component maintenance (and/or repair) manual, troubleshooting manual and other maintenance instructions produced by the component manufacturer, when they are acceptable to the TCH of the product in which the component is to be installed, ~~or~~ to the DAH or to the declarant of a declaration of design compliance, or when they form part of (or are referenced together with) the product's ICA. In the case of propellers, maintenance data includes its ICA. […]

(f) With respect to maintenance considered to be specialised services (such as non-destructive testing (NDT)), applicable maintenance data typically includes non-destructive testing or inspection manual, and all applicable specialised service(s) process instructions issued or specified by the DAH or the declarant of a declaration of design compliance.

GM1 M.A.401(b)(4) Maintenance data

COMPONENT MANUFACTURER MAINTENANCE INSTRUCTIONS

The maintenance instructions published by the component manufacturers may be considered acceptable to the DAH or to the declarant of a declaration of design compliance – and hence may be used as maintenance data for maintenance on components approved for installation by the DAH or the declarant of a declaration of design compliance – when they are referenced as additional or optional maintenance information together with the ICA, or when documented by a list by that DAH (GM3 21.A.7(a)) or GM3 21L.A.9(a)) or that declarant of a declaration of design compliance (GM3 21L.A.9(a)).

GM M.A.402(h) Performance of maintenance

Several data sources may be used for the identification of critical maintenance tasks, such as:

— information from the design approval holder or the declarant of a declaration of design compliance;

— […]

GM1 M.A.501(a)(1) Classification and installation

Point ~~(b) of~~ 21.A.307(b) of Annex I (Part 21) and point 21L.A.193(b) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify~~ies~~ new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point ~~(c) of~~ 21.A.307(c) of Annex I (Part 21) and point 21L.A.193(c) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify~~ies~~ the conditions for the document accompanying the component.

AMC1 M.A.501(a)(4) Classification and installation

STANDARD PARTS

[…]

(b) To designate a part as a standard part, the TC holder or the declarant of a declaration of design compliance may issue a standard parts manual accepted by the competent authority of the original TC holder or the declarant of a declaration of design compliance or may make reference in the parts catalogue to the specification to be met by the standard part. […]

AMC2 M.A.501(a)(4) Classification and installation

STANDARD PARTS

For sailplanes and powered sailplanes, non-required instruments and/or equipment that are certified or declared (in accordance with Part 21 Light Subpart C) under the provision of CS 22.1301(b), if those instruments or equipment, when installed, functioning, functioning improperly or not functioning at all, do not in themselves, or by their effect upon the sailplane and its operation, constitute a safety hazard.

[…]

AMC M.A.501(a)(5) Classification and installation

MATERIAL

[…]

(e) An EASA Form 1 or equivalent should not be issued for such materials and, therefore, none should be expected. The material specification is normally identified in the data issued by the (S)TC holder~~'s~~ or the declarant of a declaration of design compliance ~~data~~ except in the case where the Agency or the competent authority has agreed otherwise.

GM1 M.A.501(b) Classification and installation

[…]

(c) The following list, although not exhaustive, contains typical checks to be performed:

[...]

(5) verify that the release certificate accompanying each new component satisfies the release requirements established in point 21.A.307 of Annex I (Part 21) and point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 as applicable in relation to the particular product on which the component is being installed.

[…]

AMC M.A.801 Aircraft certificate of release to service after embodiment of a Standard Change or a Standard Repair (SC/SR)

1. Release to service and eligible persons

[…]

Since the design of the SC/SR does not require specific approval, the natural or legal person releasing the aircraft to service after the embodiment of the change or repair takes the responsibility that the applicable ~~C~~certification ~~S~~specifications within CS-STAN are fulfilled while being in compliance with Part-M, Part-145 and/or Part-CAO and not in conflict with the data issued by the TC holder~~s'~~ or the declarant of a declaration of design compliance ~~data~~. […]

2. Parts and appliances to be installed as part of a SC/SR

[…]

Eligibility for installation of parts and appliances belonging to a SC/SR is subject to compliance with the related provisions of Part -21, ~~and~~ Part-M, Part-145 and Part-CAO ~~related provisions~~, and the situation varies depending on the aircraft in/on which the SC/SR is to be embodied, and who the installer is. The need for an EASA Form 1 is addressed in Part -21, Part 21 Light and Part-M. […]

3. Parts and appliances identification

The parts modified or installed during the embodiment of the SC/SR need to be permanently marked in accordance with ~~Part-21~~ Subpart Q of Part 21 or Subpart Q of Part 21 Light.

[…]

AMC M.A.801(f) Aircraft certificate of release to service

INCOMPLETE MAINTENANCE

[…]

4. Certain maintenance data issued by the design approval holder or the declarant of a declaration of design compliance (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. […]

GM M.A.901 Airworthiness review

Responsibilities of airworthiness review staff:

The following is a summary of the requirements contained in M.A.901 as well as the associated AMC and Appendices, in relation to the responsibilities of the airworthiness review staff:

[…]

— Airworthiness review staff are responsible for the items checked during the airworthiness review. However, they do not take over the responsibilities of the CAMO, maintenance organisation, DOA, POA or any other organisations, not being responsible for problems not detected during the airworthiness review or for the possibility that the approved or declared maintenance programme may not include certain recommendations from the design approval holder or the declarant of a declaration of design compliance. […]

[…]

AMC M.A.901(d) Aircraft airworthiness review

[…]

(g) Statement

A statement signed by the airworthiness review staff recommending the issue of an airworthiness review certificate.

The statement should confirm that the aircraft in its current configuration complies with the following:

— airworthiness directives up to the latest published issue, and;

— type certificate data sheet or airworthiness data sheet (for aircraft subject to a declaration of design compliance);

— maintenance programme;

— limitation for life-limited parts and time-controlled components;

— the valid weight and centre of gravity schedule reflecting the current configuration of the aircraft;

— Part -21 or Part 21 Light, as applicable, for all modifications and repairs;

— the current flight manual including supplements, and;

— operational requirements.

The above items should clearly state the exact reference of the data used in establishing compliance; for instance, the number and issue of the type certificate data sheet or airworthiness data sheet (for aircraft subject to a declaration of design compliance) used should be stated.

The statement should also confirm that all ~~of~~ the above is properly entered ~~and certified~~ in the aircraft continuing airworthiness record system and/or in the operator's technical log.

AMC M.A.904(b) Airworthiness review of aircraft imported into the EU

CONTENT OF RECOMMENDATION

[…]

(c) Documents accompanying the recommendation

— […]

— Reference to the Part -21 approval or Part 21 Light approval/declaration ~~reference~~ for all modifications and repairs.

[…]

AMC M.B.301(c) Maintenance Programme

1. Approval of an aircraft maintenance programme through a procedure established by a CAO/CAMO should require the organisation to demonstrate to the competent authority that it has competence, procedures and record-keeping provisions, which will enable the organisation to analyse aircraft reliability, the instructions issued by the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~, and other related operating and maintenance criteria.

[…]

AMC to Appendix VIII — Limited Pilot-~~O~~-owner Maintenance

[…]

4. Inspection tasks/checks of any periodicity included in an approved maintenance programme can be carried out providing that the specified tasks are included in the generic lists of Parts A to D of this AMC and remain~~s~~ compliant with Part M Appendix VIII basic principles.

   The content of periodic inspections/checks, as well as their periodicity, is not regulated or standardised in an aviation specification. It is the decision of the manufacturer/Type Certificate Holder (TCH) / declarant of a declaration of design compliance to recommend a schedule for each specific type of inspection/check.

   […]

Part D/ PILOT-OWNER MAINTENANCE TASKS for BALLOONS/AIRSHIPS

PILOT-OWNER MAINTENANCE TASKS for BALLOONS/AIRSHIPS			
Area and Task	**Hot Air Airship**	**Hot Air Balloon**	**Gas Balloon**
A) ENVELOPE			
1- Fabric repairs - excluding complete panels (as defined in, and in accordance with, the instructions issued by the Type Certificate holder~~s'~~ or the declarant of a declaration of design compliance ~~instructions~~) not requiring load tape repair or replacement.	Yes	Yes	No
[…]			

Appendix I to AMC M.A.302 and AMC M.B.301(b) — Content of the maintenance programme

[…]

1.1.13. If applicable, details of specific structural maintenance programmes including~~,~~ but not limited to:

(a) (~~s~~Supplemental) structural inspection programmes ((S)SIPs or (supplemental) structural inspection documents (S)SIDs) issued by the design approval holder or the declarant of a declaration of design compliance.

(b) Corrosion prevention and control programmes (CPCPs) taking into account the baseline CPCP issued by the design approval holder or the declarant of a declaration of design compliance.

(c) For large aeroplanes, maintenance data arising from compliance with the ageing structure requirements of point 26.370 of Annex I (Part-26) to Regulation (EU) 2015/640.

[…]

1.1.19. A statement that practices and procedures to satisfy the programme should be to the standards specified in the maintenance instructions issued by the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~Maintenance Instructions~~. In the case of approved practices and procedures that differ, the statement should refer to them.

1.1.20. Each maintenance task quoted should be defined in a definition section of the programme.

2. Programme basis

2.1. An owner or a CAMO aircraft maintenance programme should normally be based upon the MRB report, where applicable, and the maintenance planning document or Chapter 5 of the maintenance manual from the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~maintenance planning document or Chapter 5 of the maintenance manual,~~ (i.e. the manufacturer's recommended maintenance programme).

[…]

2.2. For a new~~ly type-certificated~~ aircraft where no previously approved maintenance programme exists, it will be necessary for the owner or the CAMO to comprehensively appraise the manufacturer's recommendations (and the MRB report where applicable), together with other airworthiness information, in order to produce a realistic programme for approval.

[…]

3. Amendments

Amendments (revisions) to the approved maintenance programme should be made by the owner or the CAMO, to reflect changes in the recommendations, modifications, service experience of the TC holder~~'s~~ or the declarant of a declaration of design compliance

~~recommendations, modifications, service experience~~, or as required by the competent authority.

[…]

5. Periodic review of maintenance programme contents

5.1. The owner- or the CAMO-approved maintenance programmes should be subject to periodic review to ensure that they reflect current recommendations issued by the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~recommendations~~, revisions to the MRB report if applicable, mandatory requirements and the maintenance needs of the aircraft.

[…]

6. Reliability Programmes

[…]

6.5.4.3. In addition to the normal primary~~e~~ sources of information, due account should be taken of continuing airworthiness and safety information promulgated under Part -21 or Part 21 Light.

[…]

Appendix III to GM1 M.B.303(b) — KEY RISK ELEMENTS

	Title	Description
A. AIRCRAFT CONFIGURATION		
A.1	Type design and changes to type design	The type design is the part of the approved configuration of a product, as laid down in the TCDS, common to all products of that type. With the exception of changes contained in the certification specifications referred to in ~~Part 21~~ point 21A.90B ~~or 21A.431B~~ of ~~the~~ Annex I (Part 21), or points 21L.A.62 or 21L.A.102 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, any changes to type design shall be approved or if relevant, declared and, for those embodied, shall be recorded with the reference to the approval or declaration.
A.2	Airworthiness limitations	[…]
A.3	Airworthiness Directives	An Airworthiness Directive means a document issued or adopted by the Agency, which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised. (Part 21 point 21.A.3B or Part 21 Light point 21L.A.4)
B. AIRCRAFT OPERATION		
B.1	Aircraft documents	Aircraft certificates and documents necessary for operations.
B.2	Flight Manual	A manual, associated with the certificate of airworthiness, containing limitations within which operation of the aircraft is to be considered airworthy and, instructions and information necessary to the flight crew members for the safe operation of the aircraft.
B.3	Mass & balance	Mass and balance data is required to make sure that the aircraft is capable of operating within the approved envelope.
B.4	Markings & placards	Markings and placards are defined in the individual aircraft type design. Some information may also be found in the Type Certificate Data Sheet, the Supplemental Type Certificates, the Flight Manual, the Aircraft Maintenance Manual, the Illustrated Parts Catalogue, airworthiness data sheet (for aircraft subject to a declaration of design compliance), etc.
B.5	Operational requirements	Items required to be installed to perform a specific type of operation.
B.6	Defect management	Defect management requires a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is captured. This system should be properly documented. It may include, amongst others, the Minimum Equipment List system, the Configuration Deviation List system and deferred defects management.

	Title	Description
C. AIRCRAFT MAINTENANCE		
C.1	Aircraft Maintenance Programme	A document which describes or incorporates by reference the specific scheduled maintenance tasks and their frequency of completion, the associated maintenance procedures and related standard maintenance practices necessary for the safe operation of those aircraft to which it applies.
C.2	Component control	The component control should consider a twofold objective for component~~s~~ maintenance: — maintenance for which compliance is mandatory; — maintenance for which compliance is recommended.
C.3	Repairs	All repairs and unrepaired damage/degradations need to comply with the instructions of the appropriate maintenance manual (e.g. the SRM, the AMM, the CMM). With the exception of repairs contained in the certification specifications referred to in ~~Part 21~~ point ~~21A.90B or~~ 21A.431B of ~~the~~ Annex I (Part 21) or points 21L.A.202 or 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, all repairs not defined in the appropriate maintenance manual need to be appropriately approved and recorded with the reference to the approval. This includes any damage or repairs to the aircraft/engine(s)/propeller(s), and their components.
C.4	Records	Continuing Airworthiness records are defined in M.A.305 and M.A.306 and related AMC.

A.1	Type design and changes to type design	The type design is the part of the approved configuration of a product, as laid down in the TCDS, or the declared configuration of a product, as laid down in the airworthiness data sheet (for aircraft subject to a declaration of design compliance), common to all products of that type. With the exception of changes contained in the certification specifications referred to in ~~Part 21~~ point 21A.90B ~~or 21A.431B~~ of ~~Annex (~~Part 21~~)~~ or points 21L.A.62 or 21L.A.102 of Part 21 Light, any changes to type design shall: • be approved and, for those embodied, shall be recorded with the reference to the approval; or~~.~~ • be subject to a declaration of design compliance and, for those embodied, shall be recorded with the reference to the declaration of design compliance.
Supporting information		**Typical inspection items**
[…]		1. Use the current type certificate data sheets or airworthiness data sheet (airframe, engine, propeller as applicable) and check that the aircraft conforms to its type design (correct engine installed, seat configuration, etc.). 2. Check that changes have been properly approved ~~properly~~ (approved data is used~~, and a direct relation to the approved data~~) or declared (declared data is used). 3. Check for unintentional deviations from the approved type design or from the design subject to a declaration of design compliance, sometimes referred to as concessions, divergences, or non-conformances, Technical Adaptations, Technical Variations, etc. 4. Check cabin configuration (LOPA). 5. Check for embodiment of STC's, and, if any Airworthiness Limitations Section (ALS)/ FM/MEL/WBM and revisions are needed, they have been approved and complied with. a. Aircraft S/N applicable b. Applicable engines c. Applicable APU d. Max. certified or declared weights e. Seating configuration f. Exits 6. Check that the individual aircraft design/configuration is properly established and used as a reference.
		— 21.A.31 — 21.A.41 — ~~21.A.61~~

	— 21.A.90A — 21.A.90B — 21L.A.26 — 21L.A.46 — 21L.A.61 — 21L.A.62 — 21L.A.101 — 21L.A.102 — M.A.304 — M.A.305 — M.A.401

A.2	Airworthiness limitations	An airworthiness limitation is a boundary beyond which an aircraft or a component thereof must not be operated, unless the instruction(s) associated with this airworthiness limitation is complied with.
Supporting information		**Typical inspection items**
[…]		1. Check that the Aircraft Maintenance Programme (AMP) reflects airworthiness limitations and associated instructions (standard or alternative) issued by the relevant design approval holders or the declarant of a declaration of design compliance and is approved by the competent authority, if applicable. 2. Check that the aircraft and the components thereof comply with the approved AMP. 3. Check the current status of life-limited parts. The current status of life-limited parts is to be maintained throughout the operating life of the part. […]
Reference documents: EASA		— 21.A.31 — 21.A.7~~61~~ — 21L.A.9 — 21L.A.26 — CS 22.1529 — […]

A.3	Airworthiness Directives	An Airworthiness Directive means a document issued or adopted by the Agency, which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised (Part 21 point 21A.3B or Part 21 Light point 21L.A.4).

Supporting information	**Typical inspection items**
[…]	[…]
Reference documents: EASA	— 21.A.3B — 21.B.60 — 21.B.326 — 21.B.327 — 21L.A.4 — 21L.B.23 — 21L.B.162 — M.A.303 — […]

B.1	Aircraft documents	Aircraft certificates and documents necessary for operations.
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		— Part-21 Subpart H — Part 21 Light Subpart H — 21.A.175 — 21.A.177 — 21.A.182 — 21L.A.144 — 21L.A.145 — Part-21 Subpart I — Part 21 Light Subpart I — Part-21 Subpart P — Part 21 Light Subpart P — Part-21 Subpart Q — Part 21 Light Subpart Q — 21.A.801 — 21.A.807 — 21L.A.253 — M.A.201(a)(3) — M.A.801

B.2	Flight Manual	A manual, associated with the certificate of airworthiness, containing operational limitations, instructions and information necessary for the flight crew members for the safe operation of the aircraft.
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		— 21.A.174(b)2(iii), (b)3(ii) — 21.A.204(b)1(ii), (b)2(i) — 21L.A.143 — 21L.A.163 — M.A.305, AMC M.A.305(d) — […]

B.3	Mass & balance	Mass and balance data is required to make sure that the aircraft is capable of operating within the approved envelope.
Supporting information		**Typical inspection items**
The mass and balance report needs to reflect the actual configuration of the aircraft. When it does not, the aircraft might be operated outside the certified or declared operating envelope.		[….]
Reference documents: EASA		[…]

B.4	Markings & placards	Markings and placards are defined in the individual aircraft type design. Some information may also be found in the TCDS, data sheet for airworthiness (Part 21 Light Subpart C), the Supplemental Type Certificates (STCs), the FM, the AMM, the IPC, etc.
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		— 21.A.175 — 21.A.715 — 21.A.801 — 21.A.803 — 21.A.804 — 21.A.805 — 21.A.807 — 21L.A.253 — 21L.A.254 — 21L.A.255 — relevant CS for the aircraft type being inspected — […]

B.5	Operational requirements	Requirements for the type of operation are complied with (e.g. equipment, documents, approvals).
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		— M.A.201(a)(2) — Part-21 Subpart I — Part 21 Light Subpart I — Part-CAT, Part-NCC, Part-NCO, Part-SPO Subpart D ‘Instruments, Data and Equipment’.

B.6	Defect management	Defect management requires a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is captured. This system should be properly documented. It includes, amongst others, the MEL system, the CDL system and deferred defects management.
Supporting information		**Typical inspection items**
This KRE addresses the effectiveness of defect management, it should also consider defects found during the physical inspection.		1. Check that the deferred defects have been identified, recorded, and rectified/deferred in accordance with approved procedures and within approved time limits. 2. Check that operations outside published approved or declared (in accordance with Part 21 Light Subpart C) data have only been performed under a Permit to Fly or under flexibility provisions (Article 71 of Regulation (EU) 20~~0~~18/1139). Sample on: a. TLB and hold item list, b. maintenance task cards, c. engine shop report, d. (major) component shop report, e. maintenance/repair/modification working party files after embodiment of modifications or repairs, f. occurrence reporting data, g. communications between the user of maintenance data and the maintenance data author in case of inaccurate, incomplete, ambiguous procedures and practices. 3. Check that the consequences of the deferral have been managed with Operation/Crew. 4. Check that defects are being deferred in accordance with approved or declared (in accordance with Part 21 Light Subpart C) data (current revision of the MEL, CDL, aircraft maintenance programme). 5. Compare physical location of parts/serial numbers with recorded locations to identify undocumented parts swaps for troubleshooting.
Reference documents: EASA/EU		[…]

C.1	Aircraft Maintenance Programme	A document which describes the specific scheduled maintenance tasks and their frequency of completion, related standard maintenance practices and the associated procedures necessary for the safe operation of those aircraft to which it applies.
Supporting information		**Typical inspection items**
The Aircraft Maintenance Programme (AMP) is intended to include scheduled maintenance tasks, the associated procedures and standard maintenance practi~~s~~ces. It also includes the reliability programme, when required. Tasks included in the maintenance programme can originate from: — tasks for which compliance is mandatory: instructions specified in repetitive Airworthiness Directives (AD), or in the Airworthiness Limitations Section (ALS), which may include Certification Maintenance Requirements (CMRs). The ALS is included in the Instructions for Continuing Airworthiness (ICA) of a design approval holder or a declarant of a declaration of design compliance; — tasks for which compliance is recommended: additional instructions specified in the Maintenance Review Board Report (MRBR), the Maintenance Planning Document (MPD), Service Bulletins (SB), or any other non-mandatory continuing airworthiness information issued by the design approval holder or the declarant of a declaration of design compliance; — additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302(e).~~;~~ The AMP shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.	[…]	
Reference documents: EASA		— M.A.302 and its AMC~~.~~ — M.A.708(b)(1), (b)(2) and (b)(4) — M.A.803 and its AMC

C.2	Component control	The component control should consider a twofold objective for component~~s~~ maintenance: — maintenance for which compliance is mandatory~~;~~ — maintenance for which compliance is recommended.
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		— 21.A.805 — 21L.A.252 — M.A.302 — M.A.305 — M.A.501 — M.A.503 — M.A.710

C.3	Repairs	All repairs and unrepaired damage/degradations need to comply with the instructions of the appropriate maintenance manual (e.g. the SRM, the AMM, the CMM). With the exception of repairs contained in the certification specifications referred to in ~~Part 21~~ point ~~21A.90B or~~ 21A.431B of ~~the Annex (~~Part 21~~)~~ or points 21L.A.202 or 21L.A.222 of Part 21 Light, all repairs not defined in the appropriate maintenance manual need to be appropriately approved and recorded with the reference to the approval. This includes any damage or repairs to the aircraft/engine(s)/propeller(s), and their components.
Supporting information		**Typical inspection items**
The data substantiating repairs should include~~,~~ but ~~is~~ not be limited to~~,~~ the damage assessment, the rationale for the classification of the repair, the evidence that the repair has been designed in accordance with approved or declared (in accordance with Part 21 Light Subpart C) data, i.e. by reference to the appropriate manual, procedure or to a Part 21 or Part 21 Light repair design approval (or if relevant, the declaration), the drawings/material and accomplishment instructions, as well as the maintenance and operational instructions. […[		[…]
Reference documents: EASA		— 21.A.431A — 21.A.431B — 21L.A.201 — 21L.A.202 — 21L.A.221 — 21L.A.222 — M.A.304 — […]

C.4	Records	Continuing Airworthiness records are defined in M.A.305 and M.A.306 and related AMC.
Supporting information		**Typical inspection items**
[…]		1. Check the aircraft continuing airworthiness record system: M.A.305 and M.A.306, as applicable, require that certain records are kept for defined periods. Pay attention to the continuity, integrity and traceability of records: a. integrity: Check that the data recorded is legible, b. continuity: Check that records are available for the applicable retention period, c. traceability: Check the link between operator/CAMO and maintenance documentation, traceability to approved or declared (in accordance with Part 21 Light Subpart C) data, traceability to appropriate release documents, etc. […]
Reference documents: EASA		[…]

[…]

ANNEX II (PART-145)

[…]

AMC 145.A.30(f) Personnel requirements

1. Continued airworthiness non-destructive testing means such testing specified by the type certificate holder or the declarant of a declaration of design compliance, ~~/~~aircraft or engine or propeller manufacturer, in accordance with the maintenance data as specified in 145.A.45 for in service aircraft/aircraft components for the purpose of determining the continued fitness of the product to operate safely.

[…]

GM1 145.A.42(a)(i) Components

Point ~~(b) of~~ 21.A.307(b) of Annex I (Part 21) and point 21L.A.193(b) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify~~ies~~ the new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point ~~(c) of~~ 21.A.307(c) of Annex I and point 21L.A.193(c) of Annex Ib to Regulation (EU) No 748/2012 specify~~ies~~ the conditions for the document accompanying the component.

AMC1 145.A.42(a)(iv) Components

STANDARD PARTS

[…]

(b) To designate a part as a standard part, the TC holder or the declarant of a declaration of design compliance may issue a standard parts manual accepted by the competent authority of the original TC holder, or the declarant of a declaration of design compliance, or may make reference in the parts catalogue to the specification to be met by the standard part. […]

[…]

AMC2 145.A.42(a)(iv) Components

STANDARD PARTS

For sailplanes and powered sailplanes, non-required instruments and/or equipment that are certified or declared (in accordance with Part 21 Light Subpart C) under ~~the provision of~~ CS 22.1301(b), if those instruments or equipment, when installed, functioning, functioning improperly or not functioning at all, do not in themselves, or by their effect upon the sailplane and its operation, constitute a safety hazard.

[…]

AMC1 145.A.42(a)(v) Components

MATERIAL

[…]

(e) An EASA Form 1 or equivalent should not be issued for such materials and, therefore, none should be expected. The material specification is normally identified in the data issued by the (S)TC holder~~'s~~ or the declarant of a declaration of design compliance ~~data~~ except in the case where the Agency or the competent authority has agreed otherwise.

GM2 145.A.42(b)(i) Components

EXAMPLES OF SUPPLIERS

A supplier could be any source that provides components, standard parts or materials to be used for maintenance. Possible sources could be: Part-145 organisations, Part 21 Subpart G or Part 21 Light Subpart G organisations, operators, stockists, distributors, brokers, aircraft owners/lessees, etc.

GM3 145.A.42(b)(i) Components

SUPPLIER EVALUATION

[…]

(c) Supplier evaluation may depend on different factors, such as the type of component, whether or not the supplier is the manufacturer of the component, the TC holder or the declarant of a declaration of design compliance or a maintenance organisation, or even specific circumstances such as aircraft on ground. […]

AMC1 145.A.42(b)(iii) Components

FABRICATION OF PARTS FOR INSTALLATION

[…]

(c) All necessary data to fabricate the part should be approved either by the Agency or the type certificate (TC) holder, or Part 21 design organisation approval holder, or supplemental type certificate (STC) holder, or should be declared by the declarant of a declaration of design compliance or, if applicable for a minor change, by a Part 21 design organisation approval holder.

[…]

(f) […]. Where special processes or inspection procedures are defined in the approved or declared (in accordance with Part 21 Light Subpart C) data, which are not available at the organisation, the organisation cannot fabricate the part unless the TC/STC holder or the declarant of a declaration of design compliance gives an approved alternative.

[…]

(h) Where a TC holder or declarant of a declaration of design compliance, or an approved or declared (in accordance with Part 21 Light Subpart G) production organisation, or a production organisation using Part 21 Light Subpart R is prepared to make available complete data which is not referred to in the aircraft manuals or service bulletins but provides manufacturing drawings for items specified in parts lists, the fabrication of these items is not considered to be within the scope of an approval unless agreed otherwise by the competent authority in accordance with a procedure specified in the exposition.

(i) Inspection and identification

Any locally fabricated part should be subject to inspection before, separately, and preferably independently from any inspection of its installation. The inspection should establish full compliance with the relevant manufacturing data, and the part should be unambiguously identified as fit for use by stating conformity to the approved or declared (in accordance with Part 21 Light Subpart C) data. […]

AMC1 145.A.45(d) Maintenance data

[…]

Important Note: Critical Design Configuration Control Limitations (CDCCL) are airworthiness limitations. Any modification of the maintenance instructions linked to CDCCL constitutes a change to a (restricted) type certificate that should be approved in accordance with Part -21 or Part 21 Light.

AMC2 145.A.48(c)(2) Performance of maintenance

CRITICAL MAINTENANCE TASKS

[…]

(b) The procedure should describe which data sources are used to identify critical maintenance tasks. Several data sources may be used, such as:

(1) information from the design approval holder or the declarant of a declaration of design compliance;

[…]

AMC 145.A.50(b) Certification of maintenance

[…]

3. The certificate of release to service should relate to the task specified in the instructions issued by the (S)TC holder~~'s~~ or the declarant of a declaration of design compliance or operator~~'s instructions~~ or in the aircraft maintenance programme which itself may cross-refer to maintenance data.

[…]

AMC2 145.A.50(d) Certification of maintenance

[…]

2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the TC holder or the declarant of a declaration of design compliance or original manufacturer as appropriate. This work order should be referenced in block 12.

AMC1 145.A.50(e) Certification of maintenance

[…]

4. Certain maintenance data issued by the design approval holder or the declarant of a declaration of design compliance (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, an appropriately authorised certifying staff should release the incomplete maintenance before the flight on behalf of the maintenance organisation. […]

AMC1 145.A.55(a)(3) Record-keeping

'Associated maintenance data' refers to specific information such as data pertaining to embodiment of a repair or modification data. This does not necessarily require the retention of all Aircraft Maintenance Manual, Component Maintenance Manual, IPC, etc. issued by the TC holder, ~~or~~ the STC holder or the declarant of a declaration of design compliance. Maintenance records should refer to the revision status of the data used.

AMC2 145.A.60 Occurrence reporting

The organisation should share relevant safety-related occurrence reports with the design approval holder or the declarant of a declaration of design compliance of the aircraft or component in order to enable it to issue appropriate service instructions and recommendations to all relevant parties. Liaison with the design approval holder or the declarant of a declaration of design compliance is recommended to establish whether published or proposed service information will resolve a ~~the~~ problem or to obtain a solution to a particular problem.

GM1 145.A.60(b) Performance of maintenance

Depending on the case, the organisation responsible for the design of the aircraft or component can be:

(a) the 'design approval holder': ~~will be~~ it may be the holder of a type certificate, a restricted type certificate, a supplemental type certificate, a European Technical Standard Order (ETSO) authorisation, a major repair design approval, a major change design approval or any other relevant approval or authorisation for products, parts and appliances deemed to have been issued under Commission Regulation (EU) No 748/2012; ~~.~~

(b) the declarant of a declaration of design compliance made under Subpart C of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.

AMC1 145.A.200(a)(3) Management system

SAFETY MANAGEMENT KEY PROCESSES

[…]

(b) Risk management processes

(1) […]

Note: The severity of the consequence should be evaluated to the best knowledge and engineering judgement of the organisation, and this evaluation may require collecting information from the competent authority, incident/accident investigation reports, the design approval holder, the declarant of a declaration of design compliance, etc.

[…]

GM3 145.B.125(b) Information to the Agency

OCCURRENCES WHERE THE AGENCY IS THE COMPETENT AUTHORITY

Occurrences related to organisations or products, certified by the Agency or subject to a declaration of design compliance (in accordance with Part 21 Light Subpart C), should be notified to the Agency if:

(a) the occurrence is defined as a reportable occurrence in accordance with the applicable regulation;

(b) the organisation responsible for addressing the occurrence is either certified or subject to oversight by the Agency; and

(c) the Member State competent authority has come to the conclusion that:

(1) the organisation certified or subject to oversight by the Agency to which the occurrence relates has not been informed of the occurrence; or

(2) the occurrence has not been properly addressed or has been left unattended by the organisation certified or subject to oversight by the Agency.

[…]

Appendix IV to AMC5 145.A.30(e) and AMC2 145.B.200(a)(3) — Fuel Tank Safety Training

[…]

E. Guidelines for preparing the content of Phase 2 courses.

[…]

The training should include a representative number of examples of defects and the associated repairs as required by the maintenance data issued by the TC/STC holder~~s'~~ or the declarant of a declaration of design compliance ~~maintenance data~~.

[…]

ANNEX III (PART-66)

[…]

GM 66.A.70(d) Conversion provisions

[…]

This person would be issued a Part-66 aircraft maintenance licence in the L1C subcategory, with the following limitations:

— complex maintenance tasks described in Appendix VII to Annex I (Part-M), standard changes described in ~~Part 21~~ point 21.A.90B of Part 21 or points 21L.A.62 or 21L.A.102 of Part 21 Light, and standard repairs described in ~~Part 21~~ point 21.A.431B of Part 21 or points 21L.A.202 or 21L.A.222 of Part 21 Light.

[…]

ANNEX VB (PART-ML)

[…]

AMC1 ML.A.202 Occurrence reporting

Accountable persons or organisations should ensure that the design approval holder (DAH) or the declarant of a declaration of design compliance receives adequate reports of occurrences for that aircraft or component, to enable the DAH or the declarant of a declaration of design compliance to issue appropriate service instructions and recommendations to all owners or operators.

Accountable persons or organisations should ~~establish a liaison~~ liaise with the DAH or the declarant of a declaration of design compliance to determine whether published or proposed service information will resolve ~~the~~ a problem or to obtain a solution to a particular problem.

AMC-20 'General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances' provides further details on occurrence reporting (AMC 20-8).

GM1 ML.A.301(f) Continuing airworthiness tasks

MAINTENANCE CHECK FLIGHTS (MCFs)

[…]

(b) Depending on the aircraft defect and the status of the maintenance activity performed before the flight, different scenarios are possible and are described below:

(1) The aircraft maintenance manual (AMM), or any other maintenance data issued by the DAH or the declarant of a declaration of design compliance, requires that an MCF be performed before completion of the maintenance ordered. In this scenario, a certificate after incomplete maintenance, when in compliance with ML.A.801(f) or 145.A.50(e), should be issued and the aircraft can be flown for this purpose under its airworthiness certificate.

[…]

AMC1 ML.A.302 Aircraft maintenance programme

(a) The aircraft should only be maintained according to a single ~~one~~ maintenance programme at a given point in time. Where an owner wishes to change from one programme to another (e.g. from an AMP based on minimum inspection programme (MIP) to an AMP based on the data issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~data~~), certain additional maintenance may need to be carried out on the aircraft to implement this transition.

[…]

AMC2 ML.A.302 Aircraft maintenance programme

EASA FORM AMP

The following EASA Form AMP may be used to produce the AMP:

Part-ML aircraft maintenance programme (AMP)			
Aircraft identification			
1	Registration(s):	Type:	Serial no(s):
	Owner:		
Basis for the maintenance programme			
2	~~Design approval holder (DAH)~~ Instructions for continuinged~~ed~~ airworthiness (ICA) ☐	Minimum inspection programme (MIP) as detailed in the latest revision of AMC1 ML.A.302(d) ☐ Other MIP complying with ML.A.302(d) ☐ (List the tasks in Appendix A)	
~~Design approval holder (DAH)~~ Instructions for continuing airworthiness (ICA)			
3	Equipment manufacturer and type	Applicable ICA reference (revision/date not required assuming the latest revision will always be used)	
For aircraft other than balloons			
3a	Aircraft (other than balloons)		
3b	Engine (if applicable)		
3c	Propeller (if applicable)		
For balloons			
3d	Envelope (only for balloons)		
3e	Basket(s) (only for balloons)		
3f	Burner(s) (only for balloons)		
3g	Fuel cylinders (only for balloons)		

Additional maintenance requirements to the ~~DAH's~~ ICA or to the MIP (applicable to all AMPs)			
4	Indicate ~~if~~ whether any of the following types of repetitive maintenance are included in the AMP (when replying 'YES', list the specific requirements in Appendix B)	Yes	No
	Maintenance due to specific equipment and modifications		
	Maintenance due to repairs		
	Maintenance due to life-limited components (ŧThis should be completed only if the MIP is used. Otherwise, this data is already part of the data issued by the DAH'~~s~~ or the declarant of a declaration of design compliance ~~data~~ used as a basis for the AMP.)		
	Maintenance due to mandatory continuing airworthiness information (airworthiness limitations (ALIs), certification maintenance requirements (CMRs), specific requirements in the TCDS, etc.)		
	Maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letters, and other non-mandatory service information		
	Maintenance due to repetitive ADs		
	Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)		
	Maintenance due to the type of operation or operational approvals		
	Other		
Maintenance tasks alternative to the ~~DAH's~~ ICA (not less restrictive than the MIP)			
5	Indicate ~~if~~ whether there is any maintenance task alternative to the ~~DAH's~~ ICA (when replying 'YES', list the specific alternative maintenance tasks in Appendix C)	Yes	No
Pilot-owner maintenance (only for balloons not operated under Subpart-ADD, or sailplanes not operated under Subpart-DEC, or other aircraft operated under Part-NCO)			

Remark: pilot-owner maintenance is not allowed for aircraft operated by a commercial ATO/DTO			
6	Does the pilot-owner perform pilot-owner maintenance (ref. ML.A.803)? If yes, enter the name of the pilot-owner(s) authorised to perform such maintenance: Pilot-owner name:_(NOTE)_____Licence number: (NOTE)_____ Signature: _____Date: _____ NOTE: It is possible to refer to a list in the case of jointly owned aircraft.	Yes	No
Approval/declaration of the maintenance programme (select the appropriate option)			
7	Declaration by the owner: ☐	Approval by the contracted CAMO/CAO: ☐	
	'I hereby declare that this is the maintenance programme applicable to the aircraft referred to in block 1, and I am fully responsible for its content and, in particular, for any alternatives tasks to the data issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~data~~.' Signature/name/date:	Approval reference no of the CAMO/CAO: Signature/name/date:	
Certification statement			
8	'I will ensure that the aircraft is maintained in accordance with this maintenance programme and that the maintenance programme will be reviewed and updated as required.' Signed by the person/organisation responsible for the continuing airworthiness of the aircraft according to ML.A.201: Owner/Lessee/operator ☐ CAMO/CAO ☐ Name of owner/lessee/operator or CAMO/CAO approval number: Address: Telephone/fax: Email: Signature/date:		
9	Appendices attached: Appendix A YES ☐ NO ☐ Appendix B YES ☐ NO ☐ Appendix C YES ☐ NO ☐ Appendix D YES ☐ NO ☐		

Appendix A — Minimum inspection programme (MIP) **(only applicable if a MIP different from the one described in AMC1 ML.A.302(d) is used — see Section 2 above)**
Detail the tasks and inspections contained in the MIP being used.

Appendix B — Additional maintenance requirements **(include only if necessary — see Section 4 above)**		
This appendix is supposed to include only the tasks which are included in the AMP, either at the recommended interval or at a different one. *(All repetitive maintenance tasks not included here, or the interval differences, should be kept by the CAMO/CAO (when contracted) in their files with their corresponding justifications. Appendix D may optionally be used. Nevertheless, the owner/CAMO/CAO is responsible for taking into account all instructions, even if they are not adopted and listed here. The person performing the AR, if reviewing the AMP, is not responsible for the completeness of this appendix, but may do some sampling as part of the investigations and the findings discovered during the physical review).*		
Task description	References	Interval

		(tick box if the selected interval differs from that required in the referenced document)
Maintenance due to specific equipment and modifications		
		☐
		☐
Maintenance due to repairs		
		☐
		☐
Maintenance due to life-limited components (This should be only completed if the MIP is used. Otherwise, this data is already part of the ~~DAH's~~ data used as the basis for the AMP.)		
		☐
		☐
Maintenance due to mandatory continuing airworthiness instructions (ALIs, CMRs, specific requirements in the TCDS, etc.)		
		☐
		☐
Maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information		
		☐
Emergency locator transmitters and personal locator beacon — annual testing	EASA SIB 2019-09	1 Year ☐
(if not using MIP or equivalent ICA task) Transponder test	EASA SIB 2011-15	2 Years ☐
		☐
Maintenance due to repetitive ADs		
		☐
		☐
Maintenance due to specific operational/airspace directives/requirements (altimeter, compass, transponder, etc.)		
		☐
		☐
Maintenance due to the type of operation or operational approvals		
		☐
		☐
Other		
		☐
		☐

Appendix C — Maintenance tasks alternative to the ~~DAH's~~ ICA (not less restrictive than the MIP) **(include only if necessary — see Sections 5 above)**			
Task description	Recommended interval	Alternative inspection/task	Amended interval
When the ~~DAH's~~ ICA are used as the basis for the AMP, this appendix is used to include the tasks alternative to the ~~DAH's~~ ICA, which are included in the AMP. *(When a CAMO/CAO is contracted, all elements justifying the deviations from the ~~DAH's~~ ICA should be kept by the CAMO/CAO and the organisation should provide a copy of these justifications to the owner.)*			

Appendix D — Additional information (optional)
This appendix may optionally be used to provide additional information, such as the complete list of AMP tasks or the list of documents (e.g. service bulletins) considered during the development of the AMP.

EASA Form AMP, Issue ~~1~~2

GM1 ML.A.302 Aircraft maintenance programme

The responsibilities associated with maintenance programmes developed in accordance with ML.A.302 are the following:

(a) If the owner has contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, this organisation is responsible for developing and approving a maintenance programme which:

(1) indicates whether this programme is based on data from the DAH or the declarant of a declaration of design compliance, or based on the MIP described in ML.A.302(d);

(2) identifies the owner and the specific aircraft, engine, and propeller (as applicable);

(3) includes all mandatory continuing airworthiness information and any additional tasks derived from the assessment of the instructions issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~;

(4) justifies any deviations from the instructions issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~; when ~~the DAH's~~ those instructions are the basis for the AMP development, these deviations should not fall below the requirements of the MIP; and

(5) is customised to the particular aircraft type, configuration and operation, in accordance with ML.A.302(c)(5).

(b) If the owner has not contracted a CAMO or CAO in order to manage the continuing airworthiness of the aircraft, then the owner is responsible for developing and declaring the maintenance programme, assuming full responsibility for its content, and for any deviations from the instructions issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~ (ref. ML.A.201(f) and ML.A.302(c)(7)) and the possible consequences of such deviations. In this case, these deviations do not need to be justified, but are to be identified in the AMP. However, the maintenance programme still needs to comply with the requirements

contained in ML.A.302(c), in particular with the obligation to not fall below the requirements of the MIP and to comply with the mandatory continuing airworthiness information.

[…]

(f) Since the maintenance programme has to identify the alternatives tasks to the instructions issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~, the ARs and ACAM inspections can place emphasis on the inspection of the areas affected by those deviations in order to make sure that the maintenance programme is effective.

[…]

GM2 ML.A.302 Aircraft maintenance programme

The following table provides a summary of the provisions contained in ML.A.302 in relation to the content of the maintenance programme, its approval, and its link with the AR:

	OPTION 1	OPTION 2
Responsibility for developing the AMP	Contracted CAMO or CAO	Owner (if allowed under ML.A.201(f))
Approval/declaration of the maintenance programme	Approved by the CAMO or CAO, or none required in the case of compliance with ML.A.302(e)	Declaration by the owner or none required in the case of compliance with ML.A.302(e)
Basis for the maintenance programme	MIP (not applicable to rotorcraft and airships), or ICA issued by the DAH or declarant of a declaration of design compliance	
Deviations from the ~~DAH's~~ ICA	Deviations from the ~~DAH's instructions~~ ICA are justified. The CAMO/CAO keeps a record of the justifications and provides a copy of them to the owner.	Deviations do not need to be justified.
AMP annual review	In conjunction with the AR, by the AR staff or, if not performed in conjunction with the AR (e.g. in case of ARC extension), by the CAMO or CAO.	

AMC1 ML.A.302(c) Aircraft maintenance programme

When evaluating an alternative to a maintenance task issued or recommended by the DAH or the declarant of a declaration of design compliance, such as the extension of TBO intervals, or when considering not to include a maintenance task issued or recommended by the DAH or the declarant of a declaration of design compliance, a risk-based approach should be taken, considering aspects such as the operation of aircraft, type of aircraft, hours and years in service, maintenance of the aircraft, compensating measures, redundancy of components, etc.

[…]

The above information may be useful for CAMOs and CAOs when developing and approving maintenance programmes, and for the AR staff performing ARs and reviewing the effectiveness of the declared maintenance programme. It may also be useful for the owner in order to take an informed decision before introducing deviations from the recommendations issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~recommendations~~. Nevertheless, as allowed by

ML.A.302(c)(7) and explained in GM ML.A.302, when the owner issues a declaration for the maintenance programme, ~~they do~~ it does not need to justify such deviations.

AMC1 ML.A.302(c)(9) Aircraft maintenance programme

ANNUAL REVIEW OF THE AMP

(a) During the annual review of the maintenance programme, as required by point ML.A.302(c)(9), the following should be taken into consideration:

(1) the results of the maintenance performed during that year, which may reveal that the current maintenance programme is not adequate;

(2) the results of the AR performed on the aircraft, which may reveal that the current maintenance programme is not adequate;

(3) revisions introduced on the documents affecting the programme basis, such as the ML.A.302(d) MIP or the data issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~data~~;

(4) changes in the aircraft configuration, and type and specificity of operation;

(5) changes in the list of pilot-owners; and

(6) applicable mandatory requirements for compliance with Part 21 or Part 21 Light, such as airworthiness directives (ADs), airworthiness limitations, certification maintenance requirements and specific maintenance requirements contained in the type certificate data sheet (TCDS) or airworthiness data sheet (for aircraft subject to a declaration of design compliance).

(b) When reviewing the effectiveness of the AMP, the AR staff (or the CAMO/CAO staff if the review of the AMP is not performed in conjunction with an AR) may need to review the maintenance carried out during the last 12 months, including unscheduled maintenance. To this end, he or she should receive the records of all the maintenance performed during that year from the owner/CAMO/CAO.

(c) When reviewing the results of the maintenance performed during that year and the results of the AR, attention should be paid as to whether the defects found could have been prevented by introducing in the maintenance programme certain recommendations issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~recommendations~~, which were initially disregarded by the owner, CAMO or CAO.

GM1 ML.A.302(c)(2)(b) Aircraft maintenance programme

'DAH' refers to the holder of a type certificate (TC), restricted type certificate, supplemental type certificate (STC), European Technical Standard Order (ETSO) authorisation, repair or change to the type design.

'Declarant' refers to the natural of legal person who has submitted a declaration of design compliance in accordance with Part 21 Light.

The 'instructions for continuing airworthiness ('ICA') issued by the design approval holder ('DAH')' or the declarant do not include the data issued by another original equipment manufacturer (OEM), except when the ICA issued by the DAH~~'s~~ or the declarant make~~s~~ clear reference to such OEM data.

Tasks or intervals (e.g. escalations) alternative to those of the ICA issued by the DAH~~'s~~ or the declarant ~~ICA~~ and selected by the CAMO or CAO for the AMP do not need to be approved by the competent authority. Justification of these deviations are to be kept by the CAMO or CAO.

GM1 ML.A.302(c)(3) Aircraft maintenance programme

ALTERNATIVE MAINTENANCE ACTIONS

'Maintenance actions alternative to those referred to in point (c)(2)(b)' refer to when the ICA issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~ICA~~ are used as the basis for the AMP development and the CAMO, CAO or owner (as applicable), when developing the AMP, decides to deviate from certain of these instructions issued by the DAH~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~, introducing, for example, a less frequent interval than or a different task type (inspection instead of check) ~~than~~ from the one established by the ICA.

[…]

GM1 ML.A.302(c)(4) Aircraft maintenance programme

MANDATORY CONTINUING AIRWORTHINESS INFORMATION OTHER THAN ADS

'Mandatory continuing airworthiness information' other than ADs may be different from one aircraft to another, depending on the type certification basis used. The aircraft may have been certified before the term 'ALS (Airworthiness Limitations Section)' was introduced in the certification specification (or airworthiness code). However, the intent is that the AMP (whether based on MIP or not) includes all mandatory scheduled maintenance requirements identified during the initial airworthiness activity, by the TC holder, STC holder, declarant of a declaration of design compliance and, if applicable, engine TC holder. […]

In case of doubt, it is advised to check the TCDS or airworthiness data sheet or contact the DAH or the declarant of a declaration of design compliance.

[…]

GM1 ML.A.501(a) Classification and installation

Point ~~(b) of~~ 21.A.307(b) of Annex I (Part 21) and point 21L.A.193(b) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify~~ies~~ new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point ~~(c) of~~ 21.A.307(c) of Annex I (Part 21) and point 21L.A.193(c) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify~~ies~~ the conditions for the document accompanying the component.

AMC1 ML.A.801 Aircraft certificate of release to service

AIRCRAFT CERTIFICATE OF RELEASE TO SERVICE (CRS) AFTER EMBODIMENT OF A STANDARD CHANGE OR A STANDARD REPAIR (SC/SR)

1. Release to service and eligible persons

[…]

Since the design of the SC/SR does not require specific approval, the natural or legal person releasing the embodiment of the change or repair takes the responsibility that the applicable certification specifications within CS-STAN are fulfilled while being in compliance with Part-ML/ Part-M Subpart F/Part-CAO and/or Part-145 and not in conflict with the data issued by the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~data~~. This includes responsibility in respect of an adequate design, the selection/manufacturing of suitable parts and their identification, documenting the change or repair, generation or amendment of aircraft manuals and instructions as needed, embodiment of the change/repair, releasing the aircraft to service and record-keeping.

[…]

2. Parts and appliances to be installed as part of a SC/SR

[…]

Eligibility for installation of parts and appliances belonging to a SC/SR is subject to compliance with the Part 21, Part 21 Light and Part-ML and maintenance-organisation-related provisions, and the situation varies depending on the aircraft in/on which the SC/SR is to be embodied, and who the installer is. The need for an EASA Form 1 is addressed in Part 21, Part 21 Light and Part-ML, while less restrictive rules may, for instance, apply for ELA1 and ELA2 aircraft parts (e.g. 21.A.307) and sailplane parts (e.g. AMC 21.A.303 of the 'AMC and GM to Part 21') or point 21L.A.193 of Part 21 Light. Furthermore, Part-M Subpart F, Part-CAO and Part-145 contain provisions (i.e. M.A.603(c), CAO.A.020(c) and 145.A.42(c)) that allow maintenance organisations to fabricate certain parts to be installed in/on the aircraft as part of their maintenance activities.

3. ~~Parts' and appliances' i~~Identification of parts and appliances

The parts modified or installed during the embodiment of the SC/SR need to be permanently marked in accordance with Part 21 Subpart Q or Part 21 Light Subpart Q.

[…]

EASA Form 123 — Standard Change/Standard Repair (SC/SR) embodiment record

EASA Form 123 — Standard Change/Standard Repair (SC/SR) embodiment record	1. SC/SR number(s):
2. SC/SR title & description:	
3. Applicability:	
4. List of parts (description/Part-No/Qty):	

5. Operational limitations/affected aircraft manuals. Copies of these manuals are provided to the aircraft owner:
6. Documents used for the development and embodiment of this SC/SR: * Copies of the documents marked with an asterisk are ~~handed~~ provided to the aircraft owner.
7. Instructions for continuing airworthiness. Copies of these manuals are provided to the aircraft owner:
8. Other information:
9a. ☐ This SC complies with the criteria established in 21.A.90B(a) of Part 21, or in 21L.A.62 or 21L.A.102 of Part 21 Light, and with the relevant paragraphs of CS-STAN.
9b. ☐ This SR complies with the criteria established in 21.A.431B(a) of Part 21, or in 21L.A.202 or 21L.A.222 of Part 21 Light, and with the relevant paragraphs of CS-STAN.

10. Date of SC/SR embodiment:	11. Identification data and signature of the person responsible for the embodiment of the SC/SR:

12. Signature of the aircraft owner. This signature attests that all relevant documentation ~~is~~ has been handed over from the issuer of this form to the aircraft owner, and, therefore, the latter has become~~s~~ aware of any impact or limitations on operations or additional continuing airworthiness requirements which may apply to the aircraft due to the embodiment of the change/repair.

Form 123 Issue ~~00~~2

[…]

AMC1 ML.A.801(e) Aircraft certificate of release to service

[…]

(b) The CRS should relate to the task specified in the instruction issued by the DAH~~'s~~, the declarant of a declaration of design compliance or the operator,~~'s instruction~~ or in the AMP which itself may cross-refer to ~~a~~ an instruction issued by the DAH~~'s~~/declarant of a declaration of design compliance/operator~~'s instruction~~ in a maintenance manual, service bulletin, etc. This should indicate the revision status of the maintenance instruction used.

[…]

AMC1 ML.A.801(f) Aircraft certificate of release to service

Certain maintenance data issued by the DAH or the declarant of a declaration of design compliance (e.g. AMM) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, the person authorised to certify the maintenance per ML.A.801 should release the incomplete maintenance before this flight. […]

AMC1 ML.B.201 Responsibilities

Template that can be used by the owner, CAO or CAMO upon request by the competent authority to collect information about the AMP

<table>
<tr><th colspan="4">Part-ML aircraft maintenance programme (AMP)</th></tr>
<tr><th colspan="4">Aircraft identification</th></tr>
<tr><td rowspan="2">1</td><td>Registration(s):</td><td>Type:</td><td>Serial no(s):</td></tr>
<tr><td colspan="3">Owner:</td></tr>
<tr><th colspan="4">Which basis is used for the maintenance programme?</th></tr>
<tr><td rowspan="2">2</td><td colspan="2">~~Design approval holder (DAH)~~ ICA ☐

Tasks alternative to ICA introduced in AMP?
Yes ☐ No ☐</td><td>Minimum inspection programme (MIP) as detailed in the latest revision of AMC ML.A.302(d) ☐
Other MIP complying with ML.A.302(d) ☐</td></tr>
<tr><td colspan="3">Additional maintenance requirements to ICA or MIP: deviations introduced?
Yes ☐ No ☐ Not applicable ☐</td></tr>
<tr><th colspan="4">Approval/declaration of the maintenance programme (select the appropriate option)</th></tr>
<tr><td>3</td><td colspan="3">☐ AMP declared by the owner
☐ Default AMP (ML.A.302(e))
☐ Approved by the contracted CAMO/CAO. Approval reference of the organisation:
_____</td></tr>
</table>

AMC1 to Appendix II to Part-ML — Limited pilot-owner maintenance

[…]

(e) Inspection tasks/checks of any periodicity included in an approved maintenance programme can be carried out provided that the specified tasks are compliant with the basic principles of Appendix II to Part-ML.

The content of periodic inspections/checks, as well as their periodicity, is not regulated or standardised in an aviation specification. It is the decision of the DAH or the declarant of a declaration of design compliance to recommend a schedule for each specific type of inspection/check.

[…]

Part D — PILOT-OWNER MAINTENANCE TASKS FOR BALLOONS/AIRSHIPS

Area and task	Hot-air airship	Hot-air balloon	Gas balloon
(A) ENVELOPE			
(1) Fabric repairs — excluding complete panels (as defined in, and in accordance with, the instructions issued by the TC holder~~'s~~ or the declarant of a declaration of design compliance ~~instructions~~) not requiring load tape repair or replacement	Yes	Yes	NO
[…]	Yes	n/a	n/a

ANNEX VC (PART-CAMO)

[…]

AMC2 CAMO.A.160 Occurrence reporting

The organisation should share relevant safety-related occurrence reports with the design approval holder or the declarant of a declaration of design compliance of the aircraft in order to enable it to issue appropriate service instructions and recommendations to all owners or operators. Liaison with the design approval holder or the declarant of a declaration of design compliance is recommended to establish whether published or proposed service information will resolve ~~the~~ a problem or to obtain a solution to a particular problem.

GM1 CAMO.A.160(b) Occurrence reporting

DESIGN APPROVAL HOLDER OR DECLARANT OF A DECLARATION OF DESIGN COMPLIANCE

Depending on the case, the 'organisation responsible for the design of the aircraft' will be the holder of a type -certificate, a restricted type -certificate, a supplemental type -certificate, a European Technical Standard Order (ETSO) authorisation, an approval for a repair or a change to the type design or any other relevant approval or authorisation or declaration of compliance for products, parts and appliances deemed to have been issued or submitted under Commission Regulation (EU) No 748/2012.

AMC1 CAMO.A.315(c) Continuing airworthiness management

[…]

(g) Special attention should be paid to procedures and responsibilities to ensure that all maintenance work is performed, service bulletins are analysed, and decisions are taken on their accomplishment, airworthiness directives are accomplished on time and that all work, including non-mandatory modifications, is carried out to approved or declared (in accordance with Part 21 Light Subpart C) data and to the latest standards.

(h) Appendix IV to AMC1 CAMO.A.315(c) gives further details on the subject.

Appendix II to AMC1 CAMO.A.125(d)(3) — Subcontracting of continuing airworthiness management tasks

[…]

2.13. Defect control

Where the CAMO has subcontracted the day-to-day control of technical log deferred defects, this should be specified in the contract and should be adequately described in the appropriate procedures. The operator's minimum equipment list (MEL)/configuration deviation list (CDL) provides the basis for establishing which defects may be deferred and the associated limits. The

procedures should also define the responsibilities and actions to be taken for defects such as aircraft on ground (AOG) situations, repetitive defects, and damage beyond the limits established by the type certificate holder~~'s~~ or the declarant of a declaration of design compliance ~~limits~~.

[…]

Appendix IV to AMC1 CAMO.A.315(c) — Contracted maintenance

[…]

2.12. Supply of parts

The contract should specify whether a particular type of material or component is supplied by the CAMO or by the maintenance organisation, which type of component is pooled, etc. The contract should clearly state that it is the maintenance organisation's responsibility to be satisfied that the component in question meets the approved or declared (in accordance with Part 21 Light Subpart C) data/standard and to ensure that the aircraft component is in a satisfactory condition for installation. Additional guidance on the acceptance of components is provided in M.A.501, ML.A.501 and 145.A.42.

[…]

ANNEX VD (PART-CAO)

[…]

AMC1 CAO.A.020(c) Terms of approval

FABRICATION

[…]

(c) The approved data necessary to fabricate the part is that approved by either the Agency, the type certificate (TC) holder, the Part 21 design organisation approval holder, or the supplemental type certificate (STC) holder. Alternatively, the data can be declared by the declarant of a declaration of design compliance (in accordance with Part 21 Light Subpart C).

[…]

(f) […]. Where special processes or inspection procedures are defined in the approved or declared (in accordance with Part 21 Light Subpart C) data, which are not available at the approved maintenance organisation, that organisation cannot fabricate the part unless the TC/STC holder or the declarant of a declaration of design compliance gives an approved alternative.

[…]

(h) Where a TC holder or declarant of a declaration of design compliance or an approved or declared (in accordance with Part 21 Light Subpart G) production organisation, or a production organisation using Part 21 Light Subpart R is prepared to make available complete data which is not referred to in aircraft manuals or service bulletins, but provides manufacturing drawings for items specified in parts lists, the fabrication of these items is not considered to be within the scope of a CAO approval unless agreed otherwise by the competent authority in accordance with a procedure specified in the CAE.

(i) Inspection and identification

[…]. The inspection should establish full compliance with the relevant manufacturing data, and the part should be unambiguously identified as fit for use by stating conformity to the approved or declared (in accordance with Part 21 Light Subpart C) data. […]

Appendix II to AMC1 CAO.A.100(f) — Organisational review

[…]

2. Maintenance data

— Check that the maintenance data is present and up to date for the ongoing maintenance activity.

— Check that no change has been made to the maintenance data from the design approval holder (DAH) or the declarant of a declaration of design compliance without the DAH or declarant being notified.

[…]

14. Aircraft maintenance programme (AMP) development and control

— For Part-ML aircraft, ensure that the AMP has been approved by the CAO and has been subject to annual review.

— For Part-M aircraft, check that all revisions to the DAH or the declarant of a declaration of design compliance instructions for continuing airworthiness (ICA), since the last review, have been (or are planned to be) incorporated in the maintenance programme, unless otherwise approved by the competent authority.

— Has the maintenance programme taken into account all modifications or repairs?

— Have all maintenance programme amendments been approved at the right level (CAO, competent authority or indirect approval)?

— Does the status of compliance with the maintenance programme reflect the latest approved maintenance programme?

— How has the organisation managed:

  – the tolerances (variations) to the AMP intervals?

  – the deviations from the maintenance tasks to be performed in accordance with the AMP?

— Have the deviations from the DAH or the declarant of a declaration of design compliance ICA in the development of the AMP been properly justified and recorded?

[…]

4. References

4.1. Related EU regulations

— Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1)

4.2. Related EASA decisions

— ED Decision 2015/029/R of 17 December 2015 issuing acceptable means of compliance and guidance material to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), and Annex IV (Part-147) to Regulation (EU) No 1321/2014 and repealing ED Decision 2003/19/RM of 28 November 2003 'AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2'

— ED Decision 2020/002/R of 13 March 2020 amending the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to as well as to the articles of Commission Regulation (EU) No 1321/2014, and issuing Acceptable Means of Compliance and Guidance Material to Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to that Regulation

5. Quality of the NPA

To continuously improve the quality of its documents, EASA welcomes your feedback on the quality of this NPA with regard to the following aspects:

5.1. The regulatory proposal is of technically good/high quality

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.2. The text is clear, readable and understandable

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.3. The regulatory proposal is well substantiated

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.4. The regulatory proposal is fit for purpose (capable of achieving the objectives set)

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.5. The impact assessment (IA), as well as its qualitative and quantitative data, is of high quality

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.6. The regulatory proposal applies the 'better regulation' principles[1]

Please choose one of the options below and place it as a comment in the Comment Form; if you disagree or strongly disagree, please provide a brief justification.
Fully agree / Agree / Neutral / Disagree / Strongly disagree

5.7. Any other comments on the quality of this NPA (please specify)

Note: Your comments on Chapter 5 will be considered for internal quality assurance and management purposes only and will not be published in the related CRD.

[1] For information and guidance, see:
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox_en
- https://ec.europa.eu/info/law/law-making-process/planning-and-proposing-law/better-regulation-why-and-how/better-regulation-guidelines-and-toolbox/better-regulation-toolbox_en