

Annex II to ED Decision 2023/013/R  
**Acceptable Means of Compliance (AMC) and Guidance Material (GM)  
to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014**  
**Issue 2 — Amendment 8**

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

**Note to the reader**

*In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.*

## Table of contents

Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 .....	1
SECTION A — TECHNICAL REQUIREMENTS.....	3
AMC M.A.202(a) Occurrence reporting.....	3
GM M.A.301(i) Continuing airworthiness tasks .....	3
AMC M.A.302 Aircraft maintenance programme .....	3
AMC M.A.302(d) Aircraft maintenance programme.....	4
AMC M.A.304 Data for modifications and repairs .....	4
AMC M.A.305(c)2 Aircraft continuing airworthiness record system .....	4
GM M.A.305(d) Aircraft continuing airworthiness record system .....	5
GM M.A.305(d)(2) Aircraft continuing airworthiness record system .....	5
AMC M.A.305(e)(3) Aircraft continuing airworthiness record system.....	6
GM1 M.A.401(b)(3) and (b)(4) Maintenance data .....	6
GM1 M.A.401(b)(4) Maintenance data .....	7
GM M.A.402(h) Performance of maintenance.....	7
GM1 M.A.501(a)(1) Classification and installation.....	7
AMC1 M.A.501(a)(4) Classification and installation.....	7
AMC2 M.A.501(a)(4) Classification and installation.....	8
AMC M.A.501(a)(5) Classification and installation.....	8
GM1 M.A.501(b) Classification and installation .....	8
AMC M.A.801 Aircraft certificate of release to service after embodiment of a Standard Change or a Standard Repair (SC/SR) .....	9
AMC M.A.801(f) Aircraft certificate of release to service .....	9
GM M.A.901 Airworthiness review .....	9
AMC M.A.901(d) Aircraft airworthiness review .....	10
AMC M.A.901(k) Aircraft airworthiness review .....	11
AMC M.A.904(b) Airworthiness review of aircraft imported into the EU .....	11
SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES .....	12
AMC M.B.301(c) Maintenance Programme .....	12
AMC TO APPENDICES TO ANNEX I (PART-M).....	13
AMC to Appendix VIII — Limited Pilot-Owner Maintenance .....	13
APPENDICES TO AMC AND GM TO ANNEX I (PART-M) .....	14
Appendix I to AMC M.A.302 and AMC M.B.301(b) — Content of the maintenance programme .	14
Appendix III to GM1 M.B.303(b) — KEY RISK ELEMENTS .....	16

Annex I to Decision 2015/029/R is amended as laid down in this Annex.

## SECTION A — TECHNICAL REQUIREMENTS

[...]

### 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 or declared 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 holders 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<sup>2</sup> 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 <b>or Part 21 Light</b> 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<sup>2</sup> 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) <b>or 21L.A.193(c)</b>		[...]

### 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)~~: [...]
- (d) With respect to engine maintenance, applicable maintenance data typically includes the engine maintenance and/or overhaul manual including the airworthiness limitations section, wiring diagrams, parts catalogue, troubleshooting manual issued by the engine TCH (or aircraft TCH if the engine is certified as part of the aircraft), ~~or by~~ the DAH **or by the declarant of a declaration of design compliance**. [...]
- (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 specifies 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 specifies 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 holders~~ 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, Part 21 Light, 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.901(k) Aircraft airworthiness review

### FULL DOCUMENTED REVIEW

1. A full documented review is a check of at least the following categories of documents:
  - [...]
  - aircraft, engine and propeller TC data sheets or airworthiness data sheet (for aircraft subject to a declaration of design compliance).

As a minimum, sample checks within each document category should be carried out.

[...]

## 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.

[...]

## SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

[...]

### 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 APPENDICES TO ANNEX I (PART-M)

[...]

### AMC to Appendix VIII — Limited Pilot-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 remains 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 holders <sup>5</sup> or the declarant of a declaration of design compliance instructions) not requiring load tape repair or replacement.	Yes	Yes	No
[...]			

## APPENDICES TO AMC AND GM TO ANNEX I (PART-M)

### 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)upplemental 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 newly 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** 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
<b>A. AIRCRAFT CONFIGURATION</b>		
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 <del>Part 21</del> point 21A.90B or 21A.431B of <del>the</del> 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>B. AIRCRAFT OPERATION</b>		
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
<b>C. AIRCRAFT MAINTENANCE</b>		
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 components maintenance: <ul style="list-style-type: none"> <li>— maintenance for which compliance is mandatory;</li> <li>— maintenance for which compliance is recommended.</li> </ul>
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 <del>Part 21</del> point <del>21A.90B</del> or 21A.431B of <del>the Annex I</del> (Part 21) <del>or points 21L.A.202 or 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012</del> , 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	<p>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:</p> <ul style="list-style-type: none"> <li>• be approved and, for those embodied, shall be recorded with the reference to the approval; or</li> <li>• be subject to a declaration of design compliance and, for those embodied, shall be recorded with the reference to the declaration of design compliance.</li> </ul>
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		<ol style="list-style-type: none"> <li>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.).</li> <li>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).</li> <li>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.</li> <li>4. Check cabin configuration (LOPA).</li> <li>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.             <ol style="list-style-type: none"> <li>a. Aircraft S/N applicable</li> <li>b. Applicable engines</li> <li>c. Applicable APU</li> <li>d. Max. certified or declared weights</li> <li>e. Seating configuration</li> <li>f. Exits</li> </ol> </li> <li>6. Check that the individual aircraft design/configuration is properly established and used as a reference.</li> </ol>
		— 21.A.31 — 21.A.41

		<del>21.A.61</del> — 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.
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		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. [...]
<b>Reference documents: EASA</b>		— 21.A.31 — 21.A.761 — 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).
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— 21.A.3B</li> <li>— <del>21.B.60</del></li> <li>— 21.B.326</li> <li>— 21.B.327</li> <li>— 21L.A.4</li> <li>— 21L.B.23</li> <li>— 21L.B.162</li> <li>— M.A.303</li> <li>— [...]</li> </ul>
B.1	Aircraft documents	Aircraft certificates and documents necessary for operations.
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— Part-21 Subpart H</li> <li>— Part 21 Light Subpart H</li> <li>— 21.A.175</li> <li>— 21.A.177</li> <li>— 21.A.182</li> <li>— 21L.A.144</li> <li>— 21L.A.145</li> <li>— Part-21 Subpart I</li> <li>— Part 21 Light Subpart I</li> <li>— Part-21 Subpart P</li> <li>— Part 21 Light Subpart P</li> <li>— Part-21 Subpart Q</li> </ul>

		<ul style="list-style-type: none"> <li>— Part 21 Light Subpart Q</li> <li>— 21.A.801</li> <li>— 21.A.807</li> <li>— 21L.A.253</li> <li>— M.A.201(a)(3)</li> <li>— M.A.801</li> </ul>
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.
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— 21.A.174(b)2(iii), (b)3(ii)</li> <li>— 21.A.204(b)1(ii), (b)2(i)</li> <li>— 21L.A.143</li> <li>— 21L.A.163</li> <li>— M.A.305, AMC M.A.305(d)</li> <li>— [...]</li> </ul>
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>Supporting information</b>		<b>Typical inspection items</b>
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.		[...]
<b>Reference documents: EASA</b>		[...]

B.4	Markings & placards	Markings and placards are defined in the individual aircraft type design. Some information may also be found in the TCDS, <b>data sheet for airworthiness (Part 21 Light Subpart C)</b> , the Supplemental Type Certificates (STCs), the FM, the AMM, the IPC, etc.
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— 21.A.175</li> <li>— 21.A.715</li> <li>— 21.A.801</li> <li>— 21.A.803</li> <li>— 21.A.804</li> <li>— 21.A.805</li> <li>— 21.A.807</li> <li>— <b>21L.A.253</b></li> <li>— <b>21L.A.254</b></li> <li>— <b>21L.A.255</b></li> <li>— relevant CS for the aircraft type being inspected</li> <li>— [...]</li> </ul>
B.5	Operational requirements	Requirements for the type of operation are complied with (e.g. equipment, documents, approvals).
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— M.A.201(a)(2)</li> <li>— Part-21 Subpart I</li> <li>— <b>Part 21 Light Subpart I</b></li> <li>— Part-CAT, Part-NCC, Part-NCO, Part-SPO Subpart D 'Instruments, Data and Equipment'.</li> </ul>

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.
<b>Supporting information</b>		<b>Typical inspection items</b>
This KRE addresses the effectiveness of defect management, it should also consider defects found during the physical inspection.		<ol style="list-style-type: none"> <li>1. Check that the deferred defects have been identified, recorded, and rectified/deferred in accordance with approved procedures and within approved time limits.</li> <li>2. Check that operations outside published approved <b>or declared (in accordance with Part 21 Light Subpart C)</b> data have only been performed under a Permit to Fly or under flexibility provisions (Article 71 of Regulation (EU) 2018/1139). Sample on:                         <ol style="list-style-type: none"> <li>a. TLB and hold item list,</li> <li>b. maintenance task cards,</li> <li>c. engine shop report,</li> <li>d. (major) component shop report,</li> <li>e. maintenance/repair/modification working party files after embodiment of modifications or repairs,</li> <li>f. occurrence reporting data,</li> <li>g. communications between the user of maintenance data and the maintenance data author in case of inaccurate, incomplete, ambiguous procedures and practices.</li> </ol> </li> <li>3. Check that the consequences of the deferral have been managed with Operation/Crew.</li> <li>4. Check that defects are being deferred in accordance with approved <b>or declared (in accordance with Part 21 Light Subpart C)</b> data (current revision of the MEL, CDL, aircraft maintenance programme).</li> <li>5. Compare physical location of parts/serial numbers with recorded locations to identify undocumented parts swaps for troubleshooting.</li> </ol>
<b>Reference documents: EASA/EU</b>		[...]

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.
<b>Supporting information</b>		<b>Typical inspection items</b>
<p>The Aircraft Maintenance Programme (AMP) is intended to include scheduled maintenance tasks, the associated procedures and standard maintenance practices. It also includes the reliability programme, when required.</p> <p>Tasks included in the maintenance programme can originate from:</p> <ul style="list-style-type: none"> <li>— 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;</li> <li>— 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;</li> <li>— additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302(e);</li> </ul> <p>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.</p>		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— M.A.302 and its AMC</li> <li>— M.A.708(b)(1), (b)(2) and (b)(4)</li> <li>— M.A.803 and its AMC</li> </ul>



C.2	Component control	<p>The component control should consider a twofold objective for component maintenance:</p> <ul style="list-style-type: none"> <li>— maintenance for which compliance is mandatory;</li> <li>— maintenance for which compliance is recommended.</li> </ul>
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		[...]
<b>Reference documents: EASA</b>		<ul style="list-style-type: none"> <li>— 21.A.805</li> <li>— 21L.A.252</li> <li>— M.A.302</li> <li>— M.A.305</li> <li>— M.A.501</li> <li>— M.A.503</li> <li>— M.A.710</li> </ul>

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.
<b>Supporting information</b> 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. [...]		<b>Typical inspection items</b> [...]
<b>Reference documents: EASA</b>		— 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.
<b>Supporting information</b>		<b>Typical inspection items</b>
[...]		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: <ol style="list-style-type: none"> <li>a. integrity: Check <b>that</b> the data recorded is legible,</li> <li>b. continuity: Check that records are available for the applicable retention period,</li> <li>c. traceability: Check the link between operator/CAMO and maintenance documentation, traceability to approved <b>or declared (in accordance with Part 21 Light Subpart C)</b> data, traceability to appropriate release documents, etc.</li> </ol> [...]
<b>Reference documents: EASA</b>		[...]