Annex V to ED Decision 2023/013/R

Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014

Issue 1 — Amendment 2

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)'.

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SECTION A — TECHNICAL REQUIREMENTS

[…]

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)~~ ~~i~~nstructions for continuing~~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)**~~ **~~i~~nstructions 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'~~ 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 (~~t~~This 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. […]

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

[…]

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="5">Part-ML aircraft maintenance programme (AMP)</th></tr>
<tr><th colspan="5">Aircraft identification</th></tr>
<tr><td rowspan="2">1</td><td colspan="2">Registration(s):</td><td>Type:</td><td>Serial no(s):</td></tr>
<tr><td colspan="4">Owner:</td></tr>
<tr><th colspan="5">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 colspan="2">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="4">Additional maintenance requirements to ICA or MIP: deviations introduced?
Yes ☐ No ☐ Not applicable ☐</td></tr>
<tr><th colspan="5">Approval/declaration of the maintenance programme (select the appropriate option)</th></tr>
<tr><td>3</td><td colspan="4">☐ 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>

AMC TO APPENDICES TO ANNEX VB (PART-ML)

[…]

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