

## ANNEX I

### **Annex I (Part-M) to Regulation (EU) No 1321/2014 is amended as follows:**

1. Point M.2 is added as follows:

#### **M.2**

For the purpose of this Part, the following definitions and acronyms shall apply:

- (a) AD: airworthiness directive;
- (b) AMP: aircraft maintenance programme;
- (c) CAMO: a continuing-airworthiness management organisation approved in accordance with Part-M, Subpart G;
- (d) CRS: certificate of release to service;
- (e) LLP: life-limited part;
- (f) TCC: time-controlled component;
- (g) Part-21: Annex I to Regulation (EU) No 748/2012; and
- (h) Part-M: Annex I to Regulation (EU) No 1321/2014.

2. Point M.A.305 is replaced by the following:

#### **M.A.305 Aircraft continuing-airworthiness record system**

- (a) At the completion of any maintenance, the CRS required by point M.A.801 or point 145.A.50 shall be entered in the aircraft continuing-airworthiness record system. Each entry shall be made as soon as practicable but in no case more than 30 days after the day of the maintenance action.
- (b) The aircraft continuing-airworthiness record system shall contain the following:
  - 1. a record of the date, total in-service life accumulated in the applicable parameter for the aircraft, engine(s) and/or propeller(s);
  - 2. the data described in (c) and (d) below together with the supporting detailed maintenance records described in (e) below; and
  - 3. if required by point M.A.306, the aircraft technical log.
- (c) The aircraft continuing-airworthiness records shall include the current:
  - 1. status of ADs and measures mandated by the competent authority in immediate reaction to a safety problem;
  - 2. status of modifications and repairs;
  - 3. status of compliance with the AMP;

4. mass and balance report; and
  5. status of deferred maintenance tasks and deferred defects rectification.
- (d) The aircraft continuing-airworthiness records shall include the following additional information, specific to components:
1. the current status of LLPs, including the life accumulated by each affected part in relation to the applicable airworthiness limitation parameter; and
  2. the current status of TCCs, including the life accumulated by the affected components in the applicable parameter, since the last accomplishment of scheduled maintenance, as specified in the AMP.
- (e) The owner or operator shall ensure that a system has been established to keep the following documents and data for the periods specified in a form acceptable to the competent authority:
1. Aircraft technical log system: the technical log or other data equivalent in scope and detail, covering the 36 months prior to the last entry, shall be retained.
  2. General data:
    - (i) the CRS and detailed maintenance records demonstrating compliance with ADs and measures mandated by the competent authority in immediate reaction to a safety problem applicable to the aircraft, engine(s), propeller(s) and components fitted thereto, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but not less than 36 months;
    - (ii) the CRS and detailed maintenance records demonstrating compliance with the applicable data in accordance with M.A.304 for current modifications and repairs to the aircraft, engine(s), propeller(s) and any component subject to airworthiness limitations; and
    - (iii) the CRS and detailed maintenance records of all scheduled maintenance or other maintenance required for continuing airworthiness on the aircraft, engine(s), propeller(s), as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but not less than 36 months.
  3. Data specific to certain components:
    - (i) an in-service history record for each LLP based on which the current status of compliance with airworthiness limitations is determined;
    - (ii) the CRS and detailed maintenance records for the last accomplishment of any scheduled maintenance, and any subsequent unscheduled maintenance, on all LLPs and TCCs until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail but not less than 36 months;

(iii) the CRS and owner's acceptance statement for any component that is fitted to an ELA2 aircraft without an EASA Form 1 in accordance with 21.A.307(c) but not less than 36 months.

4. Record-keeping periods when the aircraft is permanently withdrawn from service:

(i) the data required in M.A.305(b)(1) in respect of the aircraft, engine(s), and propeller(s) shall be retained for at least 12 months;

(ii) the last effective status and reports as identified under M.A.305(c) and (d) shall be retained for at least 12 months; and

(iii) the most recent CRS(s) and detailed maintenance records as identified under M.A.305(e)(2)(ii) and (e)(3)(i) shall be retained for at least 12 months.

(f) The person responsible for the management of continuing-airworthiness tasks, pursuant to Section A, Subpart B of Part-M, shall control the records as detailed under this point and present the records to the competent authority upon request.

(g) All entries made in the aircraft continuing-airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.

3. Point M.A.306(c) is deleted:

4. Point M.A.503 is replaced by the following:

**M.A.503 LLPs and TCCs**

(a) Installed LLPs and TCCs shall not exceed the approved limitation as specified in the AMP and ADs, except as provided for in M.A.504(c).

(b) When the approved limitation expires, the component must be removed from the aircraft for maintenance, or for disposal in the case of LLPs.

5. Point M.A.504(b) is replaced by the following:

(b) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such components. Nevertheless, for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 and other-than-complex motor-powered aircraft, the person or organisation that declared the component unserviceable may transfer the custody of the component, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft continuing-airworthiness record system.

6. Point M.A.504(c) is replaced by the following:

- (c) Components that have reached their mandatory life limitation or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system, unless the mandatory life limitation has been extended or a repair solution has been approved in accordance with point M.A.304.

7. Point M.A.614(b) is replaced by the following:

- (b) The approved maintenance organisation shall provide a copy of each CRS to the aircraft owner/operator, together with a copy of any detailed maintenance records associated with the work carried out and necessary to demonstrate compliance with point M.A.305.

8. Point M.A.710(a) is replaced by the following:

- (a) To satisfy the requirement for the airworthiness review of an aircraft referred to in point M.A.901, a full documented review of the aircraft records shall be carried out by the CAMO in order to be satisfied that:
  - 1. airframe, engine and propeller flight hours and associated flight cycles have been properly recorded;
  - 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status;
  - 3. all the maintenance due on the aircraft according to the AMP has been carried out;
  - 4. all known defects have been corrected or, when applicable, carried forward in a controlled manner;
  - 5. all applicable ADs have been applied with and properly registered;
  - 6. all modifications and repairs applied to the aircraft have been registered and are in compliance with Part-21;
  - 7. all LLPs and TCCs installed on the aircraft are properly identified, registered and have not exceeded their limitation;
  - 8. all maintenance has been released in accordance with Part-M;
  - 9. the current mass and balance statement reflects the configuration of the aircraft and is valid;
  - 10. the aircraft complies with the latest revision of its type design approved by the Agency; and
  - 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Part-21.

9. Point M.A.803(d) is replaced by the following:

- (d) The CRS shall be entered in the aircraft continuing-airworthiness record system and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed, as well as the identity, the signature and pilot licence number of the pilot-owner issuing such a certificate.