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⁽¹⁾ Text with EEA relevance.

II

(Non-legislative acts)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) 2021/699

of 21 December 2020

amending and correcting Regulation (EU) No 748/2012 as regards the instructions for continued airworthiness, the production of parts to be used during maintenance and the consideration of ageing aircraft aspects during certification

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 ⁽¹⁾, and in particular Article 19(1) thereof,

Whereas:

- (1) Commission Regulation (EU) No 748/2012 ⁽²⁾ lays down the requirements for the development and availability of instructions for continued airworthiness, for the production of parts and appliances to be installed in civil aircraft, for design approval holders to produce the data, procedures, instructions and manuals necessary to ensure the continued airworthiness of a civil aircraft, as well as for the approval of changes and repairs to type certificates and restricted type certificates.
- (2) Instructions for continued airworthiness have to be developed by design approval holders as part of the product or part certification which, if properly implemented, should ensure that the product or part remains airworthy during its intended life. As the existing rules are not clear enough, type-certificate holders may interpret differently what is a complete set of instructions for continued airworthiness and to what level they are required to control the data that constitutes the instructions for continued airworthiness.
- (3) Therefore, it is necessary to provide a definition for 'instructions for continued airworthiness' and to establish instructions for continued airworthiness as part of the type certificate in order to strengthen their control by the design approval holder, including the amendments to the instructions for continued airworthiness.
- (4) The requirements for record keeping, manuals and instructions for continued airworthiness are spread among the various subparts of Annex I (Part 21) to Regulation (EU) No 748/2012, leading to duplication of similar requirements. Therefore, those requirements should be merged into a single requirement for each of those subjects.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1.

⁽²⁾ 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 (OJ L 224, 21.8.2012, p. 1).

- (5) A part or appliance is only eligible for installation in a type-certified product, when it is in a condition for safe operation and an EASA Form 1 is issued to certify that the part or appliance was manufactured in conformity with approved design data, unless it is a standard part or it meets certain requirements and is installed in an ELA 1 or in an ELA 2.
- (6) An EASA Form 1 can only be issued by a production organisation which is approved in accordance with Subpart G of Annex I (Part 21) to Regulation (EU) No 748/2012, or which demonstrates the conformity of parts and appliances with the applicable design data in accordance with the procedures established in Subpart F of Annex I (Part 21) to Regulation (EU) No 748/2012. In the latter case, the EASA Form 1 issued by the production organisation also has to be validated by the competent authority. For parts and appliances for which their effect on the safety of the operation of aircraft is negligible in case of non-conformity with their design, a high production standard, as certified with an EASA Form 1, does not provide additional safety for air operations, and the issuance of an EASA Form 1 creates an unnecessary administrative burden.
- (7) Therefore, it should be permitted to produce certain parts and appliances without the need to certify their conformity with the approved design data through the issuance of an EASA Form 1, as well as to permit the installation of such parts and appliances in type-certified products.
- (8) Any aircraft could be considered to be ageing from the moment of its manufacture. The ageing of an aircraft depends on such factors as age, the number of flight cycles and the number of flight hours. Service experience has shown that there is a need to continuously update knowledge about the structural integrity of ageing aircraft. Commission Implementing Regulation (EU) 2020/1159 ⁽³⁾ introduced new requirements for aircraft in service in order to keep up to date knowledge about ageing factors on the basis of real-time operational experience and with the use of modern tools of analysis and testing. Those requirements should ensure that design approval holders follow procedures, produce the data and make instructions and manuals for existing design available to operators for them to implement in a timely manner in order to prevent ageing structure failures.
- (9) When the structure of a type-certified large aeroplane is modified and after complying with Implementing Regulation (EU) 2020/1159, the approval of such future changes or repairs is not subject to these requirements for continuing structural integrity. Furthermore, when a new type certificate or restricted type certificate for large aeroplanes is applied for, no requirement exists to ensure that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane.
- (10) Therefore, it is necessary to amend existing rules to achieve the same level of safety when large aeroplane structure will be subject to future structural changes or repairs developed and approved in accordance with Regulation (EU) No 748/2012, and to add a requirement that any future holder of the type-certificate or restricted type-certificate for a large aeroplane shall ensure that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane.
- (11) Furthermore, the recent Commission Implementing Regulation (EU) 2019/1383 ⁽⁴⁾ introduced a rule that the person or organisation that conducts an airworthiness review on aircraft subject to requirements set out in Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 ⁽⁵⁾ also issues the Airworthiness Review Certificate (ARC). Points 21.A.174 and 21.B.325 of Annex I to Regulation (EU) No 748/2012 should therefore be amended to align with the requirements set out in Regulation (EU) No 1321/2014.

⁽³⁾ Commission Implementing Regulation (EU) 2020/1159 of 5 August 2020 amending Regulation (EU) No 1321/2014 and (EU) 2015/640 as regards the introduction of new additional airworthiness requirements (OJ L 257, 6.8.2020, p. 14).

⁽⁴⁾ Commission Implementing Regulation (EU) 2019/1383 of 8 July 2019 amending and correcting Regulation (EU) No 1321/2014 as regards safety management systems in continuing airworthiness management organisations and alleviations for general aviation aircraft concerning maintenance and continuing airworthiness management (OJ L 228, 4.9.2019, p. 1).

⁽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).

- (12) Furthermore, the term ‘continued airworthiness’ is not used consistently in Regulation (EU) No 748/2012, when referring to the data established by the design approval holder. Therefore, it is necessary to correct points 21.A.181, 21.A.211 and 21.A.431B of Annex I to Regulation (EU) No 748/2012.
- (13) Commission Delegated Regulation (EU) 2019/897 ⁽⁶⁾ amended points 21.A.15, 21.A.93 and 21.A.432C of Annex I to Regulation (EU) No 748/2012. In points (b) and (d) of point 21.A.15, in point (b) of point 21.A.93 and in point (b) of point 21.A.432C a grammatical error occurred when referring to the possibility of supplementing the initial application later with the certification programme. Regulation (EU) No 748/2012 should therefore be corrected.
- (14) In order to ensure the proper implementation of this Regulation, Member States and affected stakeholders should be given sufficient time to adapt their procedures to the new regulatory framework before this Regulation applies.
- (15) The measures provided for in this Regulation are in accordance with Opinions 12/2016 ⁽⁷⁾ and 07/2019 ⁽⁸⁾ of the European Union Aviation Safety Agency submitted pursuant to Article 76(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 748/2012 is amended as follows:

- (1) in Article 9, paragraph 1 is replaced by the following:

‘1. An organisation responsible for the manufacture of products, parts and appliances shall demonstrate its capability in accordance with the provisions of Annex I (Part 21). This demonstration of capability is not required for the parts or appliances that an organisation manufactures which, in accordance with the provisions of Annex I (Part 21), are eligible for installation in a type-certified product without the need to be accompanied by an authorised release certificate (i.e. EASA Form 1).’;

- (2) Annex I is amended in accordance with Annex I to this Regulation.

Article 2

Annex I to Regulation (EU) No 748/2012 is corrected in accordance with Annex II to this Regulation.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall apply from 18 May 2022, with the exception of Article 2 and point 4, point 6, point 9 and point 15 of Annex I which shall apply from 18 May 2021.

⁽⁶⁾ Commission Delegated Regulation (EU) 2019/897 of 12 March 2019 amending Regulation (EU) No 748/2012 as regards the inclusion of risk-based compliance verification in Annex I and the implementation of requirements for environmental protection (OJ L 144, 3.6.2019, p. 1).

⁽⁷⁾ Opinion 12/2016: Ageing aircraft structures.

⁽⁸⁾ Opinion 07/2019: Instructions for continued airworthiness – Installation of parts and appliances that are released without an EASA Form 1 or equivalent.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 21 December 2020.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annex I (Part 21) to Regulation (EU) No 748/2012 is amended as follows:

(1) the table of contents is replaced by the following:

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(2) the following points 21.A.5, 21.A.6 and 21.A.7 are inserted:

‘21.A.5 Record-keeping

All relevant design information, drawings and test reports, including inspection records for the product or article tested for the purpose of certification, shall be held by the holder of a type-certificate, restricted type-certificate, supplemental type-certificate, design change or repair design approval or of an ETSO authorisation at the disposal of the Agency and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and the compliance with the applicable environmental protection requirements of the product or the article.

21.A.6 Manuals

The holder of a type-certificate, restricted type-certificate, or supplemental type-certificate shall produce, maintain and update master copies of all manuals or variations in the manuals required by the applicable type-certification basis, the applicable operational suitability data certification basis and the environmental protection requirements for the product or article, and provide copies, on request, to the Agency.

21.A.7 Instructions for continued airworthiness

- (a) The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, design change or repair design approval shall develop or reference the instructions which are necessary for ensuring that the airworthiness standard related to the aircraft type and any associated part is maintained throughout the operational life of the aircraft, when demonstrating compliance with the applicable type-certification basis established and notified by the Agency in accordance with point 21.B.80.
- (b) At least one set of complete instructions for continued airworthiness shall be provided by the holder of:
1. a type-certificate or restricted type-certificate to each known owner of one or more products upon its delivery or upon the issuance of the first certificate of airworthiness or restricted certificate of airworthiness for the affected aircraft, whichever occurs later,
 2. a supplemental type-certificate or design change approval to all known operators of the product affected by the change upon the release to service of the modified product,
 3. a repair design approval to all known operators of the product affected by the repair upon the release to service of the product in which the repair design is embodied. The repaired product, part or appliance may be released into service before the related instructions for continued airworthiness have been completed, but this shall be for a limited service period, and in agreement with the Agency.

Thereafter, those design approval holders shall make those instructions available on request to any other person required to comply with those instructions.

- (c) By way of derogation from point (b), the type-certificate holder or restricted type-certificate holder may delay the availability of a part of the instructions for continued airworthiness, dealing with long lead accomplishment instructions of a scheduled nature, until after the product or modified product has entered into service, but shall make those instructions available before the use of this data is required for the product or modified product.
- (d) The design approval holder, who is required to provide instructions for continued airworthiness in accordance with point (b), shall also make available changes to those instructions to all known operators of the product affected by the change and, on request, to any other person required to comply with those changes. That design approval holder shall demonstrate to the Agency, on request, the adequacy of the process of making changes to the instructions for continued airworthiness available in accordance with this point.’;
- (3) point 21.A.41 is replaced by the following:

‘21.A.41 Type-certificate

The type-certificate and restricted type-certificate shall include the type design, the operating limitations, the instructions for continued airworthiness, the type-certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements with which the Agency records compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The aircraft type-certificate and restricted type-certificate shall include in addition the applicable operational suitability data certification basis, the operational suitability data and the type-certificate data sheet for noise. The aircraft type-certificate and restricted type-certificate data sheet shall include the record of CO₂ emissions compliance and the engine type-certificate data sheet shall include the record of exhaust emissions compliance.’;

- (4) point 21.A.44 is replaced by the following:

‘21.A.44 Obligations of the holder

Each holder of a type-certificate or restricted type-certificate shall:

- (a) undertake the obligations laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.55, 21.A.57, 21.A.61, 21.A.62 and 21.A.65; and, for this purpose, shall continue to meet the qualification requirements for eligibility under point 21.A.14; and

- (b) specify the marking in accordance with Subpart Q.;

As from 18 May 2022, the obligation to comply with the obligations listed under point (a) shall be understood as referring to points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.6, 21.A.7, 21.A.62 and 21.A.65; and, for this purpose, each holder of a type-certificate or restricted type-certificate shall continue to meet the qualification requirements for eligibility under point 21.A.14.

- (5) points 21.A.55, 21.A.57 and 21.A.61 are deleted;
- (6) the following point 21.A.65 is inserted:

‘21.A.65 Continuing structural integrity for aeroplanes structures

The holder of the type-certificate or restricted type-certificate for a large aeroplane shall ensure that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane, taking into account service experience and current operations’;

- (7) in point 21.A.90B(a), point 2 is replaced by the following:
- ‘2. that follow design data included in the certification specifications issued by the Agency, containing acceptable methods, techniques and practices for carrying out and identifying standard changes, including the associated instructions for continued airworthiness; and’;
- (8) the following point 21.A.90C is inserted:

‘21.A.90C Stand-alone changes to the Instructions for Continued Airworthiness

- (a) Stand-alone changes to the instructions for continued airworthiness are changes that are not directly prepared as a result of a change to the type design or repair design.
- (b) Stand-alone changes to the instructions for continued airworthiness can only be made by the holder of the design approval for which those instructions have been established.
- (c) Points 21.A.91 to 21.A.109 shall not apply to stand-alone changes to the instructions for continued airworthiness that:
1. do not affect the airworthiness limitations section of the instructions for continued airworthiness, and
 2. do not require the design approval holder to perform any additional demonstration of compliance with the certification basis.
- (d) Stand-alone changes to the instructions for continued airworthiness referred to in point (c) shall be approved by the design approval holder under procedures agreed with the Agency.’;
- (9) point 21.A.101 is amended as follows:
- (a) the first paragraph of point (b) is replaced by the following:
- ‘(b) Except as provided in point (h), by derogation from point (a), an earlier amendment to a certification specification referred to in point (a) and to any other certification specification which is directly related may be used in any of the following situations, unless the earlier amendment became applicable before the date at which the corresponding certification specifications incorporated by reference in the type-certificate became applicable.’;
- (b) the following point (h) is added:
- ‘(h) For large aeroplanes subject to point 26.300 of Annex I to Regulation (EU) 2015/640 (*), the applicant shall comply with certification specifications that provide at least an equivalent level of safety to points 26.300, 26.320 and 26.330 of Annex I to Regulation (EU) 2015/640, except for applicants for supplemental type-certificates who are not required to take into account point 26.303.

(*) Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18).

- (10) points 21.A.105 and 21.A.107 are deleted;
- (11) in point 21.A.109, point (a) is replaced by the following:
 - ‘(a) undertake the obligations laid down in points 21.A.4, 21.A.5, 21.A.7 and 21.A.108; and’;
- (12) in point 21.A.118A, point (a)(1) is replaced by the following:
 - ‘1. laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.6, 21.A.7, and 21.A.120B;’;
- (13) points 21.A.119 and 21.A.120A are deleted;
- (14) point 21.A.307 is replaced by the following:

‘21.A.307 The eligibility of parts and appliances for installation

- (a) A part or appliance is eligible for installation in a type-certified product when it is in a condition for safe operation, marked in accordance with Subpart Q and accompanied by an authorised release certificate (EASA Form 1), certifying that the item was manufactured in conformity with approved design data.
- (b) By way of derogation from point (a) and provided that the conditions in point (c) are met, the following parts or appliances do not require an EASA Form 1 in order to be eligible for installation in a type-certified product:
 - (1) a standard part;
 - (2) in the case of ELA1 or ELA2, a part or appliance that is:
 - (i) not life limited, nor part of the primary structure, nor part of the flight controls;
 - (ii) identified for installation in the specific aircraft;
 - (iii) to be installed in an aircraft whose owner has verified compliance with the applicable conditions in (i) and (ii), and has accepted responsibility for this compliance;
 - (3) a part or appliance for which the consequences of a non-conformity with its approved design data has a negligible safety effect on the product and which is identified as such by the holder of the design approval in the instructions for continued airworthiness. In order to determine the safety effects of a non-conforming part or appliance, the design approval holder may establish in the instructions for continued airworthiness specific verification activities to be conducted by the installer of the part or appliance on the product;
 - (4) in the case of the embodiment of a standard change in accordance with point 21.A.90B or a standard repair in accordance with point 21.A.431B, a part or appliance, for which the consequences of a non-conformity with its design data have a negligible safety effect on the product, and which is identified as such in the certification specifications for standard changes and standard repairs issued in accordance with point (a)(2) of point 21.A.90B and point (a)(2) of point 21.A.431B. In order to determine the safety effects of a non-conforming part or appliance, specific verification activities to be conducted by the person that installs the part or appliance on the product may be established in the certification specifications referred to above;
 - (5) a part or appliance that is exempted from an airworthiness approval in accordance with Commission Regulation (EU) No 965/2012 (*); and
 - (6) a part or appliance that is an item of a higher assembly identified in points (b)(1) to (b)(5).
- (c) Parts and appliances listed in point (b) are eligible for installation in a type-certified product without being accompanied by an EASA Form 1, provided that the installer holds a document issued by the person or organisation that manufactured the part or appliance, which declares the name of the part or appliance, the part number, and the conformity of the part or appliance with its design data, and which contains the issuance date.

(*) Commission Regulation (EU) No 379/2014 of 7 April 2014 amending Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 123, 24.4.2014, p. 1).’.

(15) in point 21.A.433, point (a) is amended as follows:

(a) point (3) is replaced by the following:

‘3. when no feature or characteristic has been identified that may make the product unsafe for the uses for which certification is requested;’;

(b) the following point (5) is added:

‘5. when, for a repair to an aeroplane subject to point 26.302 of Annex I to Regulation (EU) 2015/640, it has been demonstrated that the structural integrity of the repair and affected structure is at least equivalent to the level of structural integrity established for the baseline structure by point 26.302 of Annex I to Regulation (EU) 2015/640.’;

(16) points 21.A.447 and 21.A.449 are deleted;

(17) point 21.A.451 is amended as follows:

(a) point (a)(1)(i) is replaced by the following:

‘(i) laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.7, 21.A.439, 21.A.441, and 21.A.443;’;

(b) point (b)(1) is replaced by the following:

‘1. undertake the obligations laid down in points 21.A.4, 21.A.5 and 21.A.7; and’;

(18) in point 21.A.609, point (b) is replaced by the following:

‘(b) prepare and maintain, for each model of each article for which an ETSO authorisation has been issued, a current file of complete technical data and records in accordance with point 21.A.5;’;

(19) point 21.A.613 is deleted;

(20) point 21.A.804 is replaced by the following:

‘21.A.804 Identification of parts and appliances

(a) Each part or appliance which is eligible for installation in a type-certified product shall be marked permanently and legibly with:

1. a name, trademark, or symbol identifying the manufacturer in a manner identified by the applicable design data;
2. the part number, as defined in the applicable design data; and
3. the letters EPA for parts or appliances produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for ETSO articles and for parts and appliances covered under point (b) of point 21.A.307.

(b) By way of derogation from point (a), if the Agency agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by point (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part or appliance.’;

ANNEX II

Annex I (Part 21) to Regulation (EU) No 748/2012 is corrected as follows:

(1) point 21.A.15 is corrected as follows:

(a) the first paragraph of point (b) is replaced by the following:

‘(b) An application for a type-certificate or restricted type-certificate shall include, as a minimum, preliminary descriptive data of the product, the intended use of the product and the kind of operations for which certification is requested. In addition, it shall include, or be supplemented after the initial application by, a certification programme for the demonstration of compliance in accordance with point 21.A.20, consisting of:’;

(b) point (d) is replaced by the following:

‘(d) An application for a type-certificate or restricted type-certificate for an aircraft shall include, or be supplemented after the initial application by, an application supplement for approval of the operational suitability data.’;

(2) point 21.A.93 is corrected as follows:

(a) the first paragraph of point (b) is replaced by the following:

‘(b) An application shall include, or be supplemented after the initial application by, a certification programme for the demonstration of compliance in accordance with point 21.A.20, consisting of:’;

(b) point (2) of point (c) is replaced by the following:

‘2. apply for an extension of the time period provided for in the first sentence of point (c) for the original application and propose a new date for the issuance of the approval. In that case, the applicant shall comply with the type-certification basis, operational suitability data certification basis and environmental protection requirements, as established by the Agency in accordance with point 21.A.101 and notified in accordance with point 21.B.105, for a date to be selected by the applicant. However, that date shall not precede the new date proposed by the applicant for the issuance of the approval by more than five years for an application for a change to type-certificate or restricted type-certificate for a large aeroplane or a large rotorcraft, and by more than three years for an application for a change to any other type-certificate or restricted type certificate.’;

(3) in point 21.A.174, point (ii) of point (b)(3) is replaced by the following:

‘(ii) a non-member State:

- a statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at the time of transfer;
- a weight and balance report with a loading schedule;
- the flight manual when such a manual is required by the airworthiness code for the aircraft;
- historical records to establish the production, modification and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness issued in accordance with point 21.B.327;
- a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and for an airworthiness review certificate pursuant to an airworthiness review in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014 (*) or an airworthiness review certificate in accordance with Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

— the date on which the first certificate of airworthiness was issued and, if the standards of Volume III of Annex 16 to the Chicago Convention apply, the CO₂ metric value data;

(*) 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) in point 21.A.181, point (1) of point (a) is replaced by the following:

‘1. compliance with the applicable type-design and continued airworthiness requirements; and’;

(5) in point 21.A.211, point (1) of point (a) is replaced by the following:

‘1. compliance with the applicable type-design, environmental protection and continued airworthiness requirements; and’;

(6) in point 21.A.431B, point (2) of point (a) is replaced by the following:

‘(2) that follow design data included in certification specifications issued by the Agency, containing acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continued airworthiness; and’;

(7) in point 21.A.432C, the first paragraph of point (b) is replaced by the following:

‘(b) An application for a major repair design approval shall include, or be supplemented after the initial application by, a certification programme containing’;

(8) in point 21.A.711, point (d) is replaced by the following:

‘(d) An approved organisation may issue a permit to fly (EASA Form 20b, see Appendix IV) under the privilege granted in accordance with point M.A.711 of Annex I (Part-M) of Regulation (EU) No 1321/2014 or point CAMO.A.125 of Annex Vc (Part-CAMO) of Regulation (EU) No 1321/2014 or point CAO.A.095 of Annex Vd (Part-CAO) of Regulation (EU) No 1321/2014, when the flight conditions referred to in point 21.A.708 of this Annex have been approved in accordance with point 21.A.710 of this Annex’;

(9) in point 21.B.325, point (c) is replaced by the following:

‘(c) For aircraft originating from a non-member State, in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the competent authority of the Member State of registry shall issue:

1. for new or used aircraft subject to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15a, Appendix II);
2. for new aircraft subject to Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II);
3. for used aircraft subject to Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II), when the competent authority has performed the airworthiness review.’

(10) in Appendix II, EASA 15c – Airworthiness review certificate is replaced by the following:

‘Airworthiness Review Certificate – EASA Form 15c

NOTE: persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the CRS referred to in point ML.A.801 corresponding to the 100-h/annual inspection.

AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML)

ARC reference:

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council:

[NAME OF THE COMPETENT AUTHORITY] (**)

hereby certifies that:

☐.....it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

[or]

☐.....the following new aircraft:

Aircraft manufacturer:.....Manufacturer's designation:.....

Aircraft registration:.....Aircraft serial number:.....

(and that this aircraft) is considered airworthy at the time of the review.

Date of issue:Date of expiry:

Airframe flight hours (FH) at date of review (*):

Signed:Authorisation No (if applicable):

[OR]

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE] (**)

[or]

[FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)] (**)

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

Aircraft manufacturer:.....Manufacturer's designation:.....

Aircraft registration:.....Aircraft serial number:.....

and that this aircraft is considered airworthy at the time of the review.

Date of issue:Date of expiry:

Airframe flight hours (FH) at date of review (*):

Signed:Authorisation No (if applicable):

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1st extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)

Date of issue:Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed:Authorisation No:

Company name:Approval reference:

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2nd extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)

Date of issue:Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed:Authorisation No:

Company name:Approval reference:

(*) Except for balloons and airships

(**) The issuer of the Form can tailor it to his need by deleting the name, the certifying statement, the reference to the subject aircraft and the issuance details that are not relevant for his use.

EASA Form 15c, Issue 4'.

COMMISSION IMPLEMENTING REGULATION (EU) 2021/700**of 26 March 2021****amending and correcting Regulation (EU) No 1321/2014 as regards the maintenance data and the installation of certain aircraft components during maintenance**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 ⁽¹⁾, and in particular Article 17(1),

Whereas:

- (1) Commission Regulation (EU) No 1321/2014 ⁽²⁾ lays down the requirements for the continuing airworthiness of aircraft, including the requirements for the installation of components on aircraft.
- (2) When a new component is installed during aircraft maintenance it is to be accompanied by an EASA Form 1 issued in accordance with Commission Regulation (EU) No 748/2012 ⁽³⁾ to attest conformity of the new component to its approved design data.
- (3) In order to have more proportionate and efficient requirements for new components, Regulation (EU) No 748/2012 has been recently amended by Commission Regulation (EU) 2021/699 ⁽⁴⁾ to remove the requirement to certify the conformity of the new components for which their effect on the safety of the operation of aircraft is negligible in case of non-conformity with their design and to permit their installation in type-certified products without the issuance of an EASA Form 1.
- (4) Regulation (EU) No 1321/2014 should also be amended to allow such new components to be installed during maintenance.
- (5) For components maintained, an EASA Form 1 should be issued in accordance with Regulation (EU) No 1321/2014 in order to attest that the identified maintenance work on those components has been conducted in accordance with the applicable requirements.
- (6) In order to achieve the same objective of proportionality and efficiency as in the recently amended Regulation (EU) No 748/2012, Regulation (EU) No 1321/2014 should introduce the same alleviations as regards the maintenance of components for which the issuance of an EASA Form 1 is not required.
- (7) Regulation (EU) No 748/2012 has been amended in relation to the identification, approval, formatting and availability of the Instructions for Continuing Airworthiness (ICA) and by establishing ICA as part of the aircraft type certificate. This has implications on the definition of applicable maintenance data in Regulation (EU) No 1321/2014, which therefore should be amended to ensure consistency with Regulation (EU) No 748/2012.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1.

⁽²⁾ 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).

⁽³⁾ 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 (OJ L 224, 21.8.2012, p. 1).

⁽⁴⁾ Commission Delegated Regulation (EU) 2021/699 of 21 December 2020 amending and correcting Regulation (EU) No 748/2012 as regards the instructions for continued airworthiness, the production of parts to be used during maintenance and the consideration of ageing aircraft aspects during certification (see p. 1 of this Official Journal).

- (8) Commission Regulation (EU) 2019/1383 ⁽⁵⁾ introduced a transition period for the approvals of organisations involved in the continuing airworthiness, including maintenance. This transition period ends on 24 September 2021. In consideration of the ongoing COVID-19 pandemic, it is necessary to extend this transition period for six months to avoid additional burden to the industry during this crisis and to facilitate the compliance with the new rules and procedures introduced by that Regulation.
- (9) The measures provided for in this Regulation are based on Opinion No 07/2019 ⁽⁶⁾ of the European Union Aviation Safety Agency (EASA) in accordance with Articles 75(2)(b) and 76(1) of Regulation (EU) 2018/1139.
- (10) Article 3(5) of Regulation (EU) No 1321/2014 refers to the date of entry into force of Regulation (EU) 2019/1383, whereas it should refer to its applicability date. Article 3(5) of Regulation (EU) No 1321/2014 should therefore be corrected.
- (11) Article 5(1) of Regulation (EU) No 1321/2014 contains wrong references to the relevant requirements for the qualification of certifying staff in Part-M and Part-CAO. Article 5(1) of Regulation (EU) No 1321/2014 should therefore be corrected.
- (12) Article 8(7) of Regulation (EU) No 1321/2014 is identical to Article 3(7) of that Regulation. In order to delete this duplication, Article 8 of Regulation (EU) No 1321/2014 should be corrected.
- (13) Some editorial errors leading to interpretation difficulties of certain provisions in Annexes I, III, Vb and Vd to Regulation (EU) No 1321/2014 should also be corrected.
- (14) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1321/2014 is amended as follows:

- (1) Article 4 is replaced by the following:

'Article 4

Approvals for organisations involved in the continuing airworthiness

1. Organisations involved in the continuing airworthiness of aircraft and components for installation thereon, including maintenance, shall be approved, upon their request, by the competent authority in accordance with the requirements of Annex II (Part-145), Annex Vc (Part-CAMO) or Annex Vd (Part-CAO), as applicable to the respective organisations.
2. By way of derogation from paragraph 1, until 24 September 2020 organisations may, upon their request, be issued approvals by the competent authority in accordance with Subpart F and Subpart G of Annex I (Part-M). All approvals issued in accordance with Subpart F and Subpart G of Annex I (Part-M) shall be valid until 24 March 2022.
3. Maintenance organisation approval certificates issued or recognised by a Member State in accordance with the certification specification JAR-145 referred to in Annex II to Council Regulation (EEC) No 3922/91 ^(*) and valid before 29 November 2003 shall be deemed to have been issued in accordance with the requirements of Annex II (Part-145) to this Regulation.
4. Organisations that hold a valid organisation approval certificate issued in accordance with Subpart F or Subpart G of Annex I (Part-M) or with Annex II (Part-145) shall, upon their request, be issued by the competent authority a Form 3-CAO as set out in Appendix I to Annex Vd (Part-CAO) and thereafter be overseen by the competent authority in accordance with Annex Vd (Part-CAO).

⁽⁵⁾ Commission Regulation (EU) 2019/1383 of 8 July 2019 amending and correcting Regulation (EU) No 1321/2014 as regards safety management systems in continuing airworthiness management organisations and alleviations for general aviation aircraft concerning maintenance and continuing airworthiness management (OJ L 228, 4.9.2019, p. 1).

⁽⁶⁾ <https://www.easa.europa.eu/document-library/opinions>

The privileges of such an organisation under the approval issued in accordance with Annex Vd (Part-CAO) shall be the same as privileges under the approval issued in accordance with Subpart F or Subpart G of Annex I (Part-M) or with Annex II (Part-145). However, those privileges shall not exceed the privileges of an organisation referred to in Section A of Annex Vd (Part-CAO).

By way of derogation from point CAO.B.060 of Annex Vd (Part-CAO), until 24 March 2022, the organisation may correct any findings of non-compliance related to requirements introduced by Annex Vd (Part-CAO) which are not included in Subpart F or Subpart G of Annex I (Part-M) or in Annex II (Part-145).

If after 24 March 2022 the organisation has not closed these findings, the approval certificate shall be revoked, limited or suspended in whole or in part.

5. Organisations that hold a valid continuing airworthiness management organisation approval certificate issued in accordance with Subpart G of Annex I (Part-M) shall, upon their request, be issued by the competent authority an EASA Form 14 approval certificate in accordance with Annex Vc (Part-CAMO) and thereafter be overseen by the competent authority in accordance with Annex Vc (Part-CAMO).

By way of derogation from point CAMO.B.350 of Annex Vc (Part-CAMO), until 24 March 2022, the organisation may correct any findings of non-compliance related to requirements introduced by Annex Vc (Part-CAMO) and not included in Subpart G of Annex I (Part-M).

If after 24 March 2022 the organisation has not closed these findings, the approval certificate shall be revoked, limited or suspended in whole or in part.

6. Certificates and aircraft maintenance programme approvals issued pursuant to Regulation (EU) No 1321/2014 as applicable before 24 March 2020 shall be deemed to have been issued in accordance with this Regulation.

(*) Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation (OJ L 373, 31.12.1991, p. 4).;

- (2) Annex I (Part-M) is amended in accordance with Annex I to this Regulation;
- (3) Annex II (Part-145) is amended in accordance with Annex II to this Regulation;
- (4) Annex Vb (Part-ML) is amended in accordance with Annex III to this Regulation.

Article 2

Regulation (EU) No 1321/2014 is corrected as follows:

- (1) in Article 3, paragraph 5 is replaced by the following:

‘5. Aircraft maintenance programmes for aircraft referred to in point (a) of Article 1 that comply with the requirements specified in point M.A.302 of Annex I (Part-M) applicable before 24 March 2020 shall be deemed to comply with the requirements specified in point M.A.302 of Annex I (Part-M) or point ML.A.302 of Annex Vb (Part-ML), as applicable, in accordance with paragraphs 1 and 2.’;

- (2) in Article 5, paragraph 1 is replaced by the following:

‘1. Certifying staff shall be qualified in accordance with the requirements of Annex III (Part-66), except as provided for in points M.A.606(h), M.A.607(b), M.A.801(c) and M.A.803 of Annex I (Part-M), in points ML.A.801(c) and ML.A.803 of Annex Vb (Part-ML), CAO.A.040(b) and CAO.A.040(c) of Annex Vd (Part-CAO) and in points 145.A.30(j) of and Appendix IV to Annex II (Part-145).’;

- (3) in Article 8, paragraph 7 is deleted;
- (4) Annex I (Part-M) is corrected in accordance with Annex IV to this Regulation;
- (5) Annex III (Part-66) is corrected in accordance with Annex V to this Regulation;

- (6) Annex Vb (Part-ML) is corrected in accordance with Annex VI to this Regulation;
(7) Annex Vd (Part-CAO) is corrected in accordance with Annex VII to this Regulation.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 1 shall apply from 18 May 2022, except point (1) of Article 1 and points (5), (6) and (8) of Annex I, which shall apply from 18 May 2021.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 26 March 2021.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annex I to Regulation (EU) No 1321/2014 is amended as follows:

(1) in point M.A.305(e)(3), point (iii) is replaced by the following:

‘(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 point 21.A.307(b)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months.’;

(2) in point M.A.401, point (b) is replaced by the following:

‘(b) For the purposes of this Annex, applicable maintenance data is any of the following:

1. any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;
2. any applicable airworthiness directive;
3. the applicable instructions for continuing airworthiness and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;
4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;
5. any applicable data issued in accordance with point 145.A.45(d).’;

(3) in point M.A.501(a), point (1) is replaced by the following:

‘(1) Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, or in this Annex (Part-M), or in Annex Vd (Part-CAO).’;

(4) point M.A.502 is replaced by the following:

M.A.502 Component maintenance

- (a) The maintenance of components other than the components referred to in points (b)(2) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by maintenance organisations approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable.
- (b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO) or by the certifying staff referred to in point (b)(1) of point M.A.801. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the competent authority. Such aircraft maintenance organisation or the certifying staff may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.
- (c) By way of derogation from point (a), where a component is fitted to the engine or the auxiliary power unit (APU), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance with Subpart F of this Annex, or with Annex II (Part-145), or with Annex Vd (Part-CAO). Such maintenance shall be performed in accordance with the engine or the APU maintenance data or in accordance with the component maintenance data if agreed by the competent authority. Such B-rated organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.

- (d) The maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, shall be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable, by the certifying staff referred to in point (b)(1) of point M.A.801 or by the pilot-owner referred to in point (b)(2) of point M.A.801. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.
 - (e) The maintenance of components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by the organisation referred to in point (a), or performed by any person or organisation and released with a “declaration of maintenance accomplished” issued by the person or organisation that performed the maintenance. The “declaration of maintenance accomplished” shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.’;
- (5) in point M.A.618(a), the introductory phrase is replaced by the following:
- ‘(a) An approval shall remain valid until 24 March 2022, subject to:’;
- (6) in point M.A.715(a), the introductory phrase is replaced by the following:
- ‘(a) An approval shall remain valid until 24 March 2022, subject to:’;
- (7) in point M.A.802, point (a) is replaced by the following:
- ‘(a) Except for components released to service by a maintenance organisation that is approved in accordance with Annex II (Part-145) and for the cases covered by point (e) of point M.A.502, a CRS shall be issued at the completion of any maintenance work carried out on an aircraft component in accordance with point M.A.502.’;
- (8) Appendices V and VI are replaced by the following:

Appendix V

Maintenance Organisation Certificate referred to in Annex I (Part-M) Subpart F – EASA Form 3-MF

Page 1 of 2

[MEMBER STATE (*)]

A Member of the European Union (**)

MAINTENANCE ORGANISATION CERTIFICATE

Reference: [MEMBER STATE CODE (*)].MF.[XXXX]

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 1321/2014 and subject to the conditions specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE (*)] hereby certifies:

[COMPANY NAME AND ADDRESS]

as a maintenance organisation in compliance with Section A, Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014, approved to maintain the products, parts and appliances listed in the attached terms of approval and issue related certificates of release to service using the above references and, when stipulated, airworthiness review certificates after an airworthiness review as specified in point ML.A.903 of Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 for those aircraft listed in the attached approval schedule.

CONDITIONS:

1. This certificate is limited to what is specified in the scope of work section of the approved maintenance organisation manual as referred to in Section A, Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014; and
2. This certificate requires compliance with the procedures specified in the approved maintenance organisation manual; and
3. This certificate is valid whilst the approved maintenance organisation remains in compliance with Annex I (Part-M) and Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014.
4. Subject to compliance with the foregoing conditions, this certificate shall remain valid until 24 March 2022 unless the certificate has been surrendered, superseded, suspended or revoked before that date.

Date of original issue:

Date of this revision:

Revision No:

Signed:

For the competent authority: [COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

EASA Form 3-MF Issue 6

(*) Or "EASA", if EASA is the competent authority.

(**) Delete for non-EU Member States or EASA.

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MAINTENANCE ORGANISATION TERMS OF APPROVAL

Reference: [MEMBER STATE CODE (*).MF.XXXX

Organisation: [COMPANY NAME AND ADDRESS]

CLASS	RATING	LIMITATION
AIRCRAFT (**)	(***)	(***)
	(***)	(***)
ENGINES (**)	(***)	(***)
	(***)	(***)
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs (**)	(***)	(***)
	(***)	(***)
	(***)	(***)
	(***)	(***)
	(***)	(***)
	(***)	(***)
SPECIALISED SERVICES (**)	(***)	(***)
	(***)	(***)

These terms of approval are limited to the products, parts and appliances and to the activities specified in the scope of work section of the approved maintenance organisation manual.

Maintenance Organisation Manual reference:

Date of original issue:

Date of last revision approved: Revision No:

Signed:

For the competent authority:[COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

EASA Form 3-MF Issue 6

(*) Or "EASA", if EASA is the competent authority.

(**) Delete as appropriate if the organisation is not approved.

(***) Complete with the appropriate rating and limitation.

(****) Complete with the appropriate limitation and state whether the issue of recommendations and airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations when the organisation performs the airworthiness review together with the annual inspection contained in the AMP)

Appendix VI

**Continuing airworthiness management organisation certificate referred to in Annex I (Part-M)
Subpart G – EASA Form 14-MG**

[MEMBER STATE (*)]

A Member State of the European Union (**)

**CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
CERTIFICATE**

Reference: [MEMBER STATE CODE (*)].MG.XXXX (ref. AOC XX.XXXX)

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 1321/2014 for the time being in force and subject to the condition specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE (*)] hereby certifies:

[COMPANY NAME AND ADDRESS]

as a continuing airworthiness management organisation in compliance with Section A, Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014, approved to manage the continuing airworthiness of the aircraft listed in the attached terms of approval and, when stipulated, to issue recommendations and airworthiness review certificates after an airworthiness review as specified in point M.A.901 of Annex I (Part-M) or ML.A.901 of Annex Vb (Part-ML), and, when stipulated, to issue permits to fly as specified in point M.A.711(c) of Annex I (Part-M) to that Regulation.

CONDITIONS

1. This certificate is limited to that specified in the scope of work section of the approved continuing airworthiness management exposition as referred to in Section A, Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014.
2. This certificate requires compliance with the procedures specified in the continuing airworthiness management exposition approved in accordance with Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014.
3. This certificate is valid whilst the approved continuing airworthiness management organisation remains in compliance with Annex I (Part-M) and, if applicable, Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.
4. Where the continuing airworthiness management organisation contracts under its Quality System the service of an organisation or several organisations, this certificate remains valid subject to such organisation(s) fulfilling applicable contractual obligations.
5. Subject to compliance with the conditions 1 to 4 above, this certificate shall remain valid until 24 March 2022, unless the certificate has previously been surrendered, superseded, suspended or revoked.
If this form is also used for licenced air carriers in accordance with Regulation (EC) No 1008/2008, the Air Operator Certificate (AOC) number shall be added to the reference, in addition to the standard number, and the condition 5 shall be replaced by the following extra conditions 6, 7 and 8:
6. This certificate does not constitute an authorisation to operate the types of aircraft referred in condition 1. The authorisation to operate the aircraft is the AOC.
7. Termination, suspension or revocation of the AOC automatically invalidates this certificate in relation to the aircraft registrations specified in the AOC, unless otherwise explicitly stated by the competent authority.
8. Subject to compliance with conditions 1 to 4, 6 and 7, this certificate shall remain valid until 24 March 2022, unless the certificate has previously been surrendered, superseded, suspended or revoked.

Date of original issue:

Signed:

Date of this revision: Revision No:

For the Competent Authority: [COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

Page 1 of 2

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION**TERMS OF APPROVAL**

Reference: [MEMBER STATE CODE (*).MG.XXXX

(ref. AOC XX.XXXX)

Organisation: [COMPANY NAME AND ADDRESS]

Aircraft type/series/group	Airworthiness review authorised	Permits to fly authorised	Organisation(s) working under quality system
	[YES/NO] (**)	[YES/NO] (**)	
	[YES/NO] (**)	[YES/NO] (**)	
	[YES/NO] (**)	[YES/NO] (**)	
	[YES/NO] (**)	[YES/NO] (**)	

These terms of approval are limited to that specified in the scope of work contained in the approved Continuing Airworthiness Management Exposition section

Continuing Airworthiness Management Exposition Reference:

Date of original issue:

Signed:

Date of this revision: Revision No:

For the Competent Authority: [COMPETENT AUTHORITY OF THE MEMBER STATE *]

EASA Form 14-MG Issue 6

(*) Or EASA if EASA is the competent authority.

(**) Delete for non-EU Member State or EASA.

(***) Delete as appropriate if the organisation is not approved.;

ANNEX II

Annex II to Regulation (EU) No 1321/2014 is amended as follows:

(1) point 145.A.42 is amended as follows:

(a) in point (a), point (i) is replaced by the following:

‘(i) Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, in point M.A.502 of Annex I (Part-M), in point ML.A.502 of Annex III (Part-ML), or in this Annex (Part-145).’;

(b) in point (b), point (iv) is replaced by the following:

‘(iv) Components which are referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall only be installed if considered eligible for installation by the aircraft owner on their own aircraft.’;

(2) in point 145.A.45, point (b) is replaced by the following:

‘(b) Applicable maintenance data is the data specified in point M.A.401(b) of Annex I (Part-M) or in point ML.A.401(b) of Annex Vb (Part-ML), as applicable.’.

ANNEX III

Annex Vb to Regulation (EU) No 1321/2014 is amended as follows:

(1) in point ML.A.401, point (b) is replaced by the following:

‘(b) For the purposes of this Annex, “applicable maintenance data” means any of the following:

1. any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;
2. any applicable AD;
3. the applicable ICA and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;
4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;
5. any applicable data issued in accordance with point 145.A.45(d).’;

(2) in point ML.A.501, point (a) is replaced by the following:

‘(a) Unless otherwise specified in Subpart F of Annex I (Part-M), in Annex II (Part-145), in Annex Vd (Part-CAO) to this Regulation or in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, a component may be fitted only if all of the following conditions are met:

- (i) it is in a satisfactory condition;
- (ii) it has been appropriately released to service using an EASA Form 1 as set out in Appendix II to Annex I (Part-M), or equivalent;
- (iii) it has been marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012.’;

(3) in point ML.A.502, point (a) is replaced by the following:

‘(a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of that Annex. This maintenance is not eligible for the issuance of an EASA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft release requirements.’;

(4) in point ML.A.502, the following point (c) is added:

‘(c) Components which are referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (b), the maintenance of those components shall be released with a “declaration of maintenance accomplished” issued by the person or organisation that performed the maintenance. The “declaration of maintenance accomplished” shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.’;

(5) in point ML.A.802, point (a) is replaced by the following:

‘(a) Except for the cases covered by point (c) of point ML.A.502, a component CRS shall be issued after the required maintenance work has been properly carried out on an aircraft component in accordance with point ML.A.502.’;

ANNEX IV

Annex I to Regulation (EU) No 1321/2014 is corrected as follows:

(1) in point M.A.201(h), point (3) is replaced by the following:

‘(3) the CAMO or CAO referred to in point (2) is approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or as a CAO with maintenance privileges, or that CAMO or CAO has concluded a written contract with organisations approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) with maintenance privileges.’;

(2) in point M.A.801, point (d) is replaced by the following:

‘(d) In case of a release to service in accordance with point (b)(1), the certifying staff may be assisted in performing the maintenance tasks by one or more persons subject to his or her direct and continuous control.’;

(3) in point M.A.901, the introductory phrase of point (e) is replaced by the following:

‘(e) For aircraft of 2 730 kg MTOM and below not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, any CAMO or CAO chosen by the owner or operator may in accordance with CAMO.A.125(e) of Annex Vc or point M.A.711(b) of this Annex or CAO.A.095(c) of Annex Vd, as applicable, and subject to compliance with point (j)’;

(4) in Appendix III, the certifying phrase of EASA Form 15b is replaced by the following:

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council the following organisation, approved in accordance with Section A of Annex Vc (Part-CAMO) or Section A of Subpart G of Annex I (Part-M) or Section A of Annex Vd (Part-CAO) to Commission Regulation (EU) No 1321/2014,

[NAME OF ORGANISATION APPROVED AND ADDRESS]

[APPROVAL REFERENCE]

hereby certifies that it has performed an airworthiness review in accordance with point M.A.901 of Annex I to Commission Regulation (EU) No 1321/2014 on the following aircraft:

ANNEX V

Annex III to Regulation (EU) No 1321/2014 is corrected as follows:

- (1) in point 66.A.20(b), point 1 is replaced by the following:
 - ‘1. in compliance with the applicable requirements of Annex I (Part-M), Annex II (Part-145), Annex Vb (Part-ML) and Annex Vd (Part-CAO); and’;
 - (2) in point 66.A.25(a), the first sentence is replaced by the following:

‘For licences other than category L, an applicant for an aircraft maintenance licence, or for the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66).’;
 - (3) in point 66.B.120(b), point 2 is replaced by the following:
 - ‘2. the competent authority shall inform the licence holder and any known maintenance organisation approved in accordance with Annex I (Part-M) Subpart F, Annex II (Part-145) or Annex Vd (Part-CAO) that may be directly affected by such fact.’;
 - (4) in Section B, the introductory phrase of Subpart E is replaced by the following:

‘This Subpart provides the procedures for granting examination credits referred to in point 66.A.25(e).’;
 - (5) in point 66.B.500, point 8 is replaced by the following:
 - ‘8. issuing certificate of release to service while not in compliance with this Regulation.’;
 - (6) in Appendix V, point 2 is replaced by the following:
 - ‘2. The competent authority of the Member State may modify the EASA Form 19 only to include additional information necessary to support the case where the national requirements permit or require the aircraft maintenance licence issued in accordance with Annex III (Part-66) to be used outside the requirements of this Regulation.’.
-

ANNEX VI

Annex Vb to Regulation (EU) No 1321/2014 is corrected as follows:

(1) in point ML.A.901, the introductory phrase is replaced by the following:

'To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.'

(2) Appendix IV is replaced by the following:

'Airworthiness Review Certificate - EASA Form 15c

NOTE: *persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the CRS referred to in point ML.A.801 corresponding to the 100-h/annual inspection.*

AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML)

ARC reference: ...

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council:

[NAME OF THE COMPETENT AUTHORITY] (**)

hereby certifies that:

☐... it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

[or]

☐... the following new aircraft:

Aircraft manufacturer: Manufacturer's designation:

Aircraft registration: Aircraft serial number:

(and) is considered airworthy at the time of the review.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of review (*):

Signed: Authorisation No (if applicable):

[OR]

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE] (**)

[or]

[FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)] (**)

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

Aircraft manufacturer: Manufacturer's designation:

Aircraft registration: Aircraft serial number:

(and) is considered airworthy at the time of the review.

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of review (*):

Signed: Authorisation No (if applicable):

=====

1st extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed: Authorisation No:

Company name: Approval reference:

=====

2nd extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)

Date of issue: Date of expiry:

Airframe flight hours (FH) at date of issue (*):

Signed: Authorisation No:

Company name: Approval reference:

(*) Except for balloons and airships

(**) The issuer of the Form can tailor it to his need by deleting the name, the certifying statement, the reference to the subject aircraft and the issuance details that are not relevant for his use.

EASA Form 15c, Issue 4.'

ANNEX VII

Annex Vd to Regulation (EU) No 1321/2014 is corrected as follows:

- (1) in point CAO.A.045(a), point (2) is replaced by the following:
 - (2) they hold an appropriate licence issued in accordance with Article 5 of this Regulation or an aeronautical degree or equivalent, or they acquired experience in continuing airworthiness in addition to that referred to in point (1) of at least 2 years for sailplanes and balloons and at least 4 years for all other aircraft;
 - (2) in point CAO.A.105(a), the introductory phrase is replaced by the following:
 - (a) In order to enable the competent authority to determine continued compliance with this Annex, the CAO shall notify the competent authority of any proposal to carry out any of the following changes, before such changes take place:’.
-

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2021/701

of 27 April 2021

correcting Implementing Decision 2011/665/EU on the European register of authorised types of railway vehicles

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union ⁽¹⁾, and in particular Article 48(2) thereof,

Whereas:

- (1) Commission Implementing Decision 2011/665/EU ⁽²⁾ has been amended by Implementing Regulation (EU) 2019/776 ⁽³⁾ as regards the alignment with Directive (EU) 2016/797 and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 ⁽⁴⁾.
- (2) Implementing Decision 2011/665/EU contains several errors in Table 2 of Annex II, namely several parameters of the European register of authorised types of railway vehicles should not apply to freight wagons.
- (3) Implementing Decision 2011/665/EU should therefore be corrected.
- (4) The measures provided for in this Decision are in accordance with the opinion of the Committee referred to in Article 51(1) of Directive (EU) 2016/797,

HAS ADOPTED THIS DECISION:

Article 1

Table 2 of Annex II to Implementing Decision 2011/665/EU is corrected in accordance with the Annex to this Decision.

⁽¹⁾ OJ L 138, 26.5.2016, p. 44.

⁽²⁾ Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 264, 8.10.2011, p. 32).

⁽³⁾ Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 139I, 27.5.2019, p. 108).

⁽⁴⁾ Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5).

Article 2

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 27 April 2021.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

In Table 2 of Annex II to Implementing Decision 2011/665/EU, the rows with parameters numbered 4.5.2 to 4.8.6 are replaced by the following:

Parameter		Data format	Applicability to vehicle categories (Yes, No, Optional, Open Point)				Parameters for technical compatibility between Vehicle and the network(s) of area of use
			1. Traction vehicles	2. Hauled passenger vehicles	3. Freight wagons	4. Special vehicles	
4.5.2	Design mass	Heading (no data)					
4.5.2.1	Design mass in working order	[number] kg	Y	Y	N	Y	Y
4.5.2.2	Design mass under normal payload	[number] kg	Y	Y	N	Y	Y
4.5.2.3	Design mass under exceptional payload	[number] kg	Y	Y	N	Y	Y
4.5.3	Static axle load	Heading (no data)					
4.5.3.1	Static axle load in working order	[number] kg	Y	Y	N	Y	Y
4.5.3.2	Static axle load under normal payload	[number] kg	Y	Y	N	Y	Y
4.5.3.3	Static axle load under exceptional payload	[number] kg	Y	Y	N	Y	Y
4.5.3.4	Position of the axles along the unit (axle spacing): a: Distance between axles b: Distance from end axle to the end of the nearest coupling plane c: distance between two inside axles	a [number] m b [number] m c [number] m Explanation of the values for a, b and c [character string]	Y	Y	N	Y	Y
4.5.5	Total vehicle mass (for each vehicle of the unit)	[number] kg	Y	Y	N	Y	Y
4.5.6	Mass per wheel	[number] kg	Y	Y	N	Y	Y
4.6	Rolling stock dynamic behaviour	Heading (no data)					
4.6.4	Combination of maximum speed and maximum cant deficiency for which the vehicle was assessed	[number] km/h - [number] mm	Y	Y	Y	Y	Y

4.6.5	Rail inclination	[character string] from a predefined list	Y	Y	Y	Y	Y
4.7	Braking	Heading (no data)					
4.7.1	Maximum average deceleration	[number] m/s ²	Y	N	N	Y	N
4.7.2	Thermal capacity	Heading (no data)					
4.7.2.1	Brake performance on steep gradients with normal payload	Heading (no data)					
4.7.2.1.1	Reference case of TSI	[character string] from a predefined list	Y	Y	Y	Y	N
4.7.2.1.2	Speed (if no reference case is indicated)	[number] km/h	Y	Y	Y	Y	N
4.7.2.1.3	Gradient (if no reference case is indicated)	[number] ‰ (mm/m)	Y	Y	Y	Y	N
4.7.2.1.4	Distance (if no reference case is indicated)	[number] km	Y	Y	Y	Y	N
4.7.2.1.5	Time (if distance is not indicated) (if no reference case is indicated)	[number] min	Y	Y	Y	Y	N
4.7.2.1.6	Maximum brake thermal energy capacity	[number] kJ	Y	Y	Y	Y	N
4.7.3	Parking brake	Heading (no data)					
4.7.3.3	Maximum gradient on which the unit is kept immobilised by the parking brake alone (if the vehicle is fitted with it)	[number] ‰ (mm/m)	Y	Y	N	Y	N
4.7.3.4	Parking brake	[Boolean] Y/N	N	N	Y	N	N
4.7.4	Braking systems fitted on the vehicle	Heading (no data)					
4.7.4.1	Eddy current brake	Heading (no data)					
4.7.4.1.1	Eddy current track brake fitted	[Boolean] Y/N	Y	Y	N	Y	Y
4.7.4.1.2	Possibility of preventing the use of the eddy current track brake (only if fitted with eddy current track brake)	[Boolean] Y/N	Y	Y	N	Y	Y

4.7.4.2	Magnetic brake	Heading (no data)					
4.7.4.2.1	Magnetic track brake fitted	[Boolean] Y/N	Y	Y	N	Y	Y
4.7.4.2.2	Possibility of preventing the use of the magnetic track brake (only if fitted with magnetic brake)	[Boolean] Y/N	Y	Y	N	Y	Y
4.7.4.3	Regenerative brake (only for vehicles with electrical traction)	Heading (no data)					
4.7.4.3.1	Regenerative brake fitted	[Boolean] Y/N	Y	N	N	Y	Y
4.7.4.3.2	Possibility of preventing the use of the regenerative brake (only if fitted with regenerative brake)	[Boolean] Y/N	Y	N	N	Y	Y
4.7.5	Emergency brake: Stopping distance and deceleration profile for each load condition per design maximum speed	[number] m [number] m/s ²	Y	Y	N	Y	N
4.7.6	For general operation: Brake weight percentage (lambda) or Braked mass	Lambda (%) [number] tonnes	Y	Y	Y	Y	N
4.7.7	Service brake: At maximum service brake: Stopping distance, Maximum deceleration, for the load condition 'design mass under normal payload' at the design maximum speed.	[number] m [number] m/s ²	Y	Y	Y	Y	N
4.7.8	Wheel slide protection system	[Boolean] Y/N	Y	Y	Y	Y	N
4.8	Geometrical characteristics	Heading (no data)					
4.8.1	Vehicle length	[number] m	Y	Y	N	Y	N
4.8.2	Minimum in-service wheel diameter	[number] mm	Y	Y	Y	Y	Y
4.8.4	Minimum horizontal curve radius capability	[number] m	Y	Y	N	Y	Y
4.8.5	Minimum vertical convex curve radius capability	[number] m	Y	Y	Y	Y	N
4.8.6	Minimum vertical concave curve radius capability	[number] m	Y	Y	Y	Y	N'

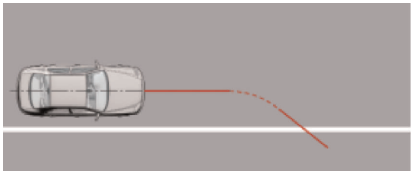
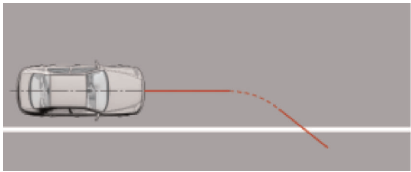
CORRIGENDA

Corrigendum to Commission Implementing Regulation (EU) 2021/646 of 19 April 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of motor vehicles with regard to their emergency lane-keeping systems (ELKS)

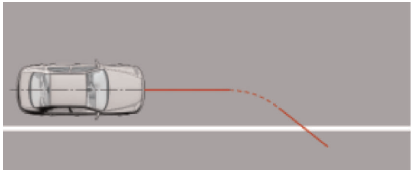
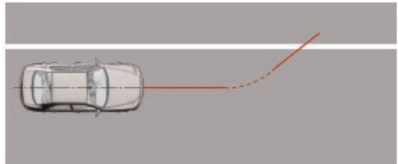
(Official Journal of the European Union L 133 of 20 April 2021)

On page 40, in Annex I, Part 2, Technical specifications, point 3.6.2, Lane keep, in the table:

for:

No	Scenario description
1.	Solid line – Departure to right side of the vehicle 
2.	Solid line – Departure to left side of the vehicle 

read:

No	Scenario description
1.	Solid line – Departure to right side of the vehicle 
2.	Solid line – Departure to left side of the vehicle 

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