



Explanatory Note to Decision 2021/009/R

Amendment of the Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1321/2014

‘AMC & GM to Part-M, Part-145, Part-T, Part-ML, Part-CAMO and Part-CAO’
‘Instructions for continued airworthiness (ICA)’
‘Installation of parts and appliances that are released without an EASA Form 1 or equivalent’

RELATED NPA/CRD 2017-19, 2018-01 — OPINION No 07/2019 — RMT.0252 (MDM.056) & RMT.0018

EXECUTIVE SUMMARY

Commission Implementing Regulation (EU) 2021/700 was adopted on 26 March 2021 and published in the OJ on 28 April 2021.

This Regulation corrects and amends Commission Regulation (EU) No 1321/2014 with respect to the following topics:

- maintenance data;
- installation of parts without EASA Form 1; and
- corrections of editorial errors.

The objective of this Decision is to support the application of the amendments introduced in Regulation (EU) No 1321/2014 through Commission Implementing Regulation (EU) 2021/700.

To achieve this objective, the Decision amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-M, Part-145, Part-T, Part-ML, Part-CAMO and Part-CAO.

Additionally, this Decision issues new GM for affected stakeholders to perform remotely certain audits. This GM is being issued following the accelerated procedure described in Article 16 of the EASA Rulemaking Procedure.

Action area:	Design and production; Maintenance and continuing airworthiness management		
Related rules:	AMC and GM to Part M, Part-145, Part-ML, Part-CAMO and Part-CAO		
Affected stakeholders:	EASA; Member States; design approval holders, maintenance organisations; continuing airworthiness management organisations (CAMOs); maintenance licence holders; pilot-owner		
Driver:	Efficiency/proportionality ^(RMT.0018) ; level playing field ^{(RMT.0252 (MDM.056))}	Rulemaking group:	Yes
Impact assessment:	Yes	Rulemaking Procedure:	Standard

● EASA rulemaking process



RMT.0252 (MDM.056) 15.5.2013 (Issue 1) 20.6.2016 (Issue 5)	29.1.2018 (NPA 2018-01)	17.12.2019 (Opinion No 07/2019)	26.3.2021	14.6.2021
RMT.0018 6.11.2012	14.12.2017 (NPA 2017-19)			



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2021/009/R in line with Regulation (EU) 2018/1139¹ ('Basic Regulation') and the Rulemaking Procedure².

1.1. Instructions for continued airworthiness (ICA) (RMT.0252 (MDM.056))

This rulemaking activity is included in the [European Plan for Aviation Safety \(EPAS\) 2021-2025](#) under rulemaking task (RMT) RMT.0252 (MDM.056). The scope and timescales of the task were defined in the related Terms of Reference³.

The draft text of this Decision has been developed by EASA based on the input of Rulemaking Group (RMG) RMT.0252 (MDM.056) and the comments to Notice of Proposed Amendment (NPA) 2018-01⁴. 502 comments were received from all the interested parties, including industry and national aviation authorities.

EASA reviewed the comments received during the consultation with the support of Review Group (RG) RMT.0252 (MDM.056). The comments received and the EASA responses to them are presented in Comment-Response Document (CRD) 2018-01⁵. Based on the comments received, EASA published Opinion No 07/2019 on 17 December 2019 which was addressed to the European Commission. The related Commission Delegated Regulation (EU) 2021/699⁶ and Commission Implementing Regulation 2021/700⁷ were published on 28 April 2021.

The final text of this Decision, with the AMC and GM supporting the application of this Regulation, has been developed by EASA based on the input of RG RMT.0252 (MDM.056).

The major milestones of this rulemaking activity are presented on the title page.

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

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-mdm056-rmt0252>

⁴ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-01>

⁵ <https://www.easa.europa.eu/document-library/comment-response-documents>

⁶ 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 (OJ L 145, 28.4.2021, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R0699&qid=1619781519891>).

⁷ 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 (OJ L 145, 28.4.2021, p. 20) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R0700&qid=1619780887372>).



1.2. Installation of parts and appliances that are released without an EASA Form 1 or equivalent (RMT.0018)

This rulemaking activity is included in [EPAS 2021-2025](#) under rulemaking task RMT.0018. The scope and timescales of the task were defined in the related Terms of Reference⁸.

The draft text of this Decision has been developed by EASA based on the input of RMG RMT.0018. All the interested parties were consulted through NPA 2017-19⁹. 465 comments were received from all the interested parties, including industry and national aviation authorities.

EASA reviewed the comments received during the consultation with the support of RG RMT.0018. The comments received and the EASA responses to them are presented in CRD 2017-19¹⁰. Based on the comments received, EASA published Opinion No 07/2019 on 17 December 2019 which was addressed to the European Commission. The related Commission Delegated Regulation (EU) 2021/699 and Commission Implementing Regulation 2021/700 were published on 28 April 2021.

The final text of this Decision, with the AMC and GM supporting the application of these Regulations, has been developed by EASA based on the input of RG RMT.0018.

The major milestones of this rulemaking activity are presented on the title page.

1.3. Adoption of guidance material (GM) for the remote performance of audits

This rulemaking activity has been conducted by EASA in accordance with Article 16 of the Rulemaking Procedure¹¹. The background for this activity is related to the increased need of GM related to the performance of audits remotely.

The new information and communication technologies (ICT) tools offer the possibility to increase the flexibility as regards the remote implementation of certain requirements of Regulation (EU) No 1321/2014¹². Additionally, the travel restrictions imposed by the COVID-19 pandemic further triggered the need for guidance on suitable standards for activities conducted remotely.

Therefore, EASA has prepared an FAQ that was consulted with its Advisory Bodies during Q2/2020 and later on published it on its website (refer to FAQ n. 116561¹³). This FAQ has been transposed into GM and issued with this Decision.

⁸ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-21026-rmt0018-and-rmt0571>

⁹ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-19>

¹⁰ <https://www.easa.europa.eu/document-library/comment-response-documents>

¹¹ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

¹² Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R1321&qid=1619179110498>).

¹³ <https://www.easa.europa.eu/faq/116561>



2. In summary — why and what

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

Commission Implementing Regulation (EU) 2021/700 was published on 28 April 2021.

This Commission Implementing Regulation amends Commission Regulation (EU) No 1321/2014 as regards the maintenance data and the installation of certain aircraft components during maintenance.

Additionally, the opportunity was taken to correct some editorial errors in Regulation (EU) No 1321/2014.

The AMC & GM to Part-M, Part-145, Part-T, Part-ML, Part-CAMO and Part-CAO need to be amended in order to:

- support the implementation of the new requirements that have been introduced with the referred amending rule;
- correct the identified editorial errors that exist also in the current AMC & GM; and
- introduce new GM, the contents of which were already published as FAQ.

2.2. What we want to achieve — objectives

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

The specific objectives of this Decision are to:

- support the implementation of the latest amendments introduced in Regulation (EU) No 1321/2014;
- promote best practices regarding remote audits; and
- adequately address issues due to some identified errors in existing AMC & GM.

2.3. How we want to achieve it — overview of the amendments

This Decision introduces new provisions into the AMC & GM to Part-M, Part-145, Part-ML, Part-CAMO and Part-CAO and in particular:

RMT.0252

- The new GM1 M.A.401(b)(3) and (b)(4) on maintenance data provides guidance on the different documents that are suitable for use as ‘maintenance data’ by the different actors conducting maintenance. The text of this new GM is an improved version of the text in AMC M.A.401(b) and AMC 145.A.45(b), which are deleted. The new GM1 M.A.401(b)(4) is introduced to clarify when component manufacturer maintenance instructions can be used as maintenance data.
- Some other existing AMC & GM which no longer fit the ICA framework as amended by Part 21 have been revised to refer to ‘maintenance data’.

RMT.0018

- The amended AMC1 M.A.501(a)(1) states that a ‘declaration of maintenance accomplished’ as specified in M.A.502(e) is equivalent to an EASA Form1, in respect of maintained components.
- The new GM1 M.A.501(a)(1) refers to points 21.A.307(b) and (c) for the identification of the new components that do not need an EASA Form 1 or equivalent for their installation on a certified product, and for the conditions to be observed in the document accompanying the new component.
- The amended GM1 M.A.501(b), point (c)(5), reminds the need to verify that a new component has been released in accordance with 21.A.307 before it is installed.
- The new GM1 M.A.502(e) states that, for the relevant component, a ‘declaration of maintenance accomplished’ can be issued by any person/organisation that conducted maintenance on the component and the under which conditions the component should not be installed.
- The amended AMC1 145.A.42(a)(i) and the new GM1 145.A.42(a)(i) respectively mirror AMC1 M.A.501(a)(1) and GM1 M.A.501(a)(1), for consideration by organisations approved under Part-145.
- GM1 ML.A.501 is deleted since its contents are now covered in a more general manner by the new GM1 ML.A.501(a).
- The new GM1 ML.A.501(a), the amended AMC1 ML.A.501(a)(ii) and the new GM1 ML.A.502(c) respectively mirror, in respect of the requirements applicable to aircraft subject to Part-ML, GM1 M.A.501(a)(1), AMC1 M.A.501(a)(1) and GM1 M.A.502(e).

Audits performed remotely

The new GM1 145.A.65(c)(1) and 145.B.30, GM1 CAMO.A.200(a)(6) and CAMO.B.300, and GM1 CAO.A.100(b) and CAO.B.055 are added and provide technical guidance and useful considerations on the use of remote information and communication technologies (ICT) to support:

- competent authorities when overseeing regulated organisations;
- regulated organisations when conducting internal audits / monitoring compliance of their organisations with the relevant requirements, and when evaluating third parties.

Error corrections

This Decision also corrects some existing wrong references or errors of editorial nature in the following AMC and GM:

- GM M.A.305;
- AMC M.A.305(d)(4) and M.A.305(h);
- Point (a) of GM1 M.A.501(b);
- AMC M.A.502(d);



- AMC M.A.803;
- AMC M.B.901;
- Appendix VII to AMC M.B.702(f);
- GM 145.A.65(b)(1);
- Appendix II to AMC T.B.702;
- AMC1 ML.A.302(d);
- AMC1 CAMO.A.200(a)(1);
- AMC1 CAMO.A.305(g);
- AMC1 CAO.A.095(b)(3); and
- Appendix I to AMC1 CAO.B.045(c) and AMC1 CAO.B.055.



3. References

3.1. Related regulations

- 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

3.2. Related decisions

- ED Decision 2015/029/R of 17 December 2015 issuing acceptable means of compliance and guidance material to Part-M, Part-145, Part-66, and Part-147 of Regulation (EU) No 1321/2014 and repealing Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003 'AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2'
- ED Decision 2016/011/R of 11 July 2016 amending the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145) and Annex III (Part-66) to Commission Regulation (EU) No 1321/2014 in order to support the implementation of Commission Regulation (EU) 2015/1536, and issuing the Acceptable Means of Compliance and Guidance Material to Annex Va (Part-T)
- ED Decision 2020/002/R of 13 March 2020 amending the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to as well as to the articles of Commission Regulation (EU) No 1321/2014, and issuing Acceptable Means of Compliance and Guidance Material to Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to that Regulation

3.3. Other reference documents

- 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 (OJ L 145, 28.4.2021, p. 1)
- ED Decision 2021/007/R of 27 May 2021 issuing 'AMC and GM to Part 21 — Issue 2, Amendment 12' and 'AMC-20 — Amendment 22'



4. Related documents

- CRD 2017-19
- CRD 2018-01

