

Executive Director Decision

2021/007/R

of 27 May 2021

issuing the following:

**Amendment 12 to the Acceptable Means of Compliance and Guidance Material
to Annex I (Part 21) to Commission Regulation (EU) No 748/2012**

‘AMC and GM to Part 21 — Issue 2, Amendment 12’

and

**Amendment 22 to the General Acceptable Means of Compliance for Airworthiness of Products,
Parts and Appliances**

‘AMC-20 — Amendment 22’

‘Instructions for continuing airworthiness’

‘Installation of parts and appliances that are released without an EASA Form 1 or equivalent’

‘Ageing aircraft structures’

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Commission Regulation (EU) No 748/2012, and in particular Article 10 thereof,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

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>).

- (3) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.
- (4) With Decision 2012/020/R of 30 October 2012, the Executive Director issued Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex I (Part 21) to Commission Regulation (EU) No 748/2012.
- (5) With Decision 2003/12/RM of 5 November 2003, the Executive Director issued the Initial Issue of the general acceptable means of compliance for airworthiness of products, parts and appliances (AMC-20).
- (6) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (7) Commission Delegated Regulation (EU) 2021/699² of 21 December 2020 amended Commission Regulation (EU) No 748/2012. This amendment clarifies that the instructions for continuing airworthiness (ICAs) are part of the type certificate (TC). It also merges the requirements related to record keeping, manuals and ICAs in the various subparts into a single requirement for each of these aspects in Subpart A (new points 21.A.5, 21.A.6 and 21.A.7). The amendments are expected to improve the harmonisation of the ICAs among design approval holders (DAHs) in relation to the identification, approval, formatting and availability of the ICAs to end users.
- (8) Commission Delegated Regulation (EU) 2021/699 also introduces alleviations as regards parts and appliances whose effect on the safety of the operation of an aircraft is negligible if they do not conform to their design. These parts and appliances do not require an EASA Form 1 in order to be eligible for installation during maintenance in type-certified products.
- (9) Commission Delegated Regulation (EU) 2021/699 introduces as well additional requirements for (restricted) type certificate ((R)TC) holders of large aeroplanes imposing the establishment of a process which ensures that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane (new point 21.A.65).
- (10) In addition, Commission Delegated Regulation (EU) 2021/699 introduces new requirements to ensure that the level of safety of large aeroplane structures achieved through compliance with the ageing aircraft requirements introduced by Commission Regulation (EU) 2020/1159³ is maintained also for future structural changes or repairs when approved in accordance with new points 21.A.101(h) and 21.A.433(a)(5) of Annex I (Part 21) to Commission Regulation (EU) No 748/2012.
- (11) EASA has determined the need to amend the acceptable means of compliance and guidance material to Annex I (Part 21) to Commission Regulation (EU) No 748/2012 in order to support

² 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=1619628090966>).

³ Commission Implementing Regulation (EU) 2020/1159 of 5 August 2020 amending Regulations (EU) No 1321/2014 and (EU) No 2015/640 as regards the introduction of new additional airworthiness requirements (OJ L 257, 6.8.2020, p. 14) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1159&qid=1605769128099>).

the implementation of the amendments to Annex I (Part 21) introduced by Commission Delegated Regulation (EU) 2021/699.

- (12) Stakeholders have identified the need to perform certain activities remotely, and recommended that EASA issue standardised guidance in this regard. This need has further increased following the travel restrictions imposed by the COVID-19 pandemic.

Therefore, EASA has determined the need to amend the acceptable means of compliance and guidance material to Annex I (Part 21) to Commission Regulation (EU) No 748/2012 to introduce new specific guidance material on the use of information and communication technologies (ICT) tools for certain activities that can be conducted remotely.

- (13) In this context, the Annex to Decision No. 2012/020/R is amended as laid down in Annex I to this Decision. Additionally, AMC-20 is amended as laid down in Annex II to this Decision in order to introduce the required references to the new requirements on ageing aircraft structures which were introduced into Annex I (Part 21) by Commission Delegated Regulation (EU) 2021/699.
- (14) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure⁴, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received⁵,

HAS DECIDED:

Article 1

The Annex to ED Decision 2012/020/R of the Executive Director of the Agency of 30 October 2012 is amended as laid down in Annex I to this Decision (AMC and GM to Part 21 — Issue 2, Amendment 12).

Article 2

Annex II to this Decision is issued as Amendment 22 to the General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20 Amendment 22).

⁴ EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20OMB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

⁵ Refer to CRD 2018-01 'Instructions for continued airworthiness' (RMT.0252 (MDM.056)), available at: <http://easa.europa.eu/document-library/comment-response-documents>.



Article 3

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

It shall apply from 18 May 2022.

However, AMC1 21.A.65, AMC1 21.A.101(h), AMC1 21.A.433(a)(5) and AMC-20 Amendment 22 shall apply from 29 May 2021.

Cologne, 27 May 2021

*For the European Union Aviation Safety Agency
The Executive Director*

Patrick KY

