

Annex I to ED Decision 2021/009/R
Acceptable Means of Compliance (AMC) and Guidance Material (GM)
to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014
Issue 2 — Amendment 5

Annex I to Decision 2015/029/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

SECTION A - TECHNICAL REQUIREMENTS

[...]

SUBPART C — CONTINUING AIRWORTHINESS

GM M.A.305 Aircraft continuing airworthiness record system

[...]

- (e) The term ‘time-controlled components’ embraces any component for which the maintenance schedule of the aircraft maintenance programme requires periodically the removal for maintenance to be performed in an appropriate approved organisation for maintenance in components (workshop) to return the component to a specified standard, the replacement of sub-components of the assembly by new ones, or the inspection or test of component’s performance, after a service period controlled at component level in accordance with the specified airworthiness limitation defined in accordance with Commission Regulation (EU) No ~~748/2012~~ ~~784/2012~~, in any of the applicable parameters.
- (f) [...]

~~AMC M.A.305(d)(4) and M.A.305(h) Aircraft continuing airworthiness record system~~

~~The term ‘service life limited components’ embraces: (i) components subject to a certified life limit after which the components should be retired, and (ii) components subject to a service life limit after which the components should undergo maintenance to restore their serviceability.~~

~~The current status of service life limited aircraft components should indicate:~~

- ~~(i) — for components subject to a certified life limit: the component life limitation, total number of hours, accumulated cycles or calendar time and the number of hours/cycles/time remaining before the required retirement time of the component is reached;~~
- ~~(ii) — for components subject to a service life limit: the component service life limit, the hours, cycles or calendar time since the component has been restored back to their service life and the remaining service (hours, cycles, calendar time) life before the components need to undergo maintenance.~~

~~Any action that alters the components’ life limit (certified or service) or changes the parameter of the life limit (certified or service) should be recorded.~~

~~When the determination of the remaining life requires knowledge of the different types of aircraft/engine on which the component has previously been installed, the status of all service life limited aircraft components should additionally include a full installation history indicating the number of hours, cycles or calendar time relevant to each installation on these different types of aircraft/engine. The indication of the type of aircraft/engine should be sufficiently detailed with regard to the required determination of remaining life.~~

~~Recommendations from the type certificate holder on the procedures to record the remaining life may be considered.~~

SUBPART D — MAINTENANCE STANDARDS

[...]

AMC M.A.401(b) Maintenance data

~~1. Except as specified in sub-paragraph 2, each person or organisation performing aircraft maintenance should have access to and use:~~

~~(a) the regulations on continuing airworthiness of aircraft, associated AMC and GM;~~

~~(b) all applicable maintenance requirements and notices such as competent authority standards and specifications that have not been superseded by a requirement, procedure or directive;~~

~~(c) all applicable ADs;~~

~~(d) the appropriate sections of the aircraft maintenance programme, aircraft maintenance manual, repair manual, supplementary structural inspection document, corrosion control document, service bulletins, service sheets modification leaflets, non-destructive inspection manual, parts catalogue, type certificate data sheets as required for the work undertaken and any other specific document issued by the type certificate or supplementary type certificate holder's maintenance data, except that in the case of operator or customer provided maintenance data it is not necessary to hold such provided data when the work order is completed.~~

~~2. In addition to sub-paragraph 1, for components each organisation performing aircraft maintenance should hold and use the appropriate sections of the vendor maintenance and repair manual, service bulletins and service letters plus any document issued by the type certificate holder as maintenance data on whose product the component may be fitted when applicable, except that in the case of operator or customer provided maintenance data it is not necessary to hold such provided data when the work order is completed.~~

GM1 M.A.401(b)(3) and (b)(4) Maintenance data

(a) The maintenance data referred to in M.A.401(b)(3) and (4) may have been prepared by various organisations, but in any case it needs to be issued by, referenced by, or acceptable to the organisation responsible for the design in accordance with Part 21 (e.g. type certificate holder (TCH), supplemental type certificate holder (STCH), ETSO holder, repair design approval holder).

(b) Depending on the product or component subject to maintenance and depending on how this maintenance is released, different maintenance data may be needed during the performance of maintenance.

(c) With respect to aircraft maintenance, applicable maintenance data typically includes the following documents issued by the aircraft TCH or the design approval holder (DAH): manufacturer recommended maintenance programme (e.g. MPD, MRBR), aircraft maintenance manual including the airworthiness limitations section, repair manual, supplemental structural inspection document, corrosion prevention and/or control document, service bulletins, wiring diagram manuals, troubleshooting manual, service letter/instructions, illustrated parts

catalogue, and any other specific maintenance instruction issued by the aircraft TCH or by the DAH.

- (d) With respect to engine maintenance, applicable maintenance data typically includes the engine maintenance and/or overhaul manual including the airworthiness limitations section, wiring diagrams, parts catalogue, troubleshooting manual issued by the engine TCH (or aircraft TCH if the engine is certified as part of the aircraft) or by the DAH.

With respect to APU maintenance, applicable maintenance data typically includes APU maintenance and/or overhaul manual, wiring diagrams, parts catalogue, troubleshooting manual issued by the aircraft TCH, or issued by the APU manufacturer and acceptable to the TCH of the aircraft on which it is installed or to the DAH.

When in compliance with M.A.502(b), it is possible to conduct maintenance on the engine or APU while installed on the aircraft or temporarily removed to gain access. In such case, the applicable maintenance data may also include aircraft maintenance data.

- (e) With respect to maintenance of components other than engine/APU, applicable maintenance data typically includes the component maintenance (and/or repair) manual, troubleshooting manual and other maintenance instructions produced by the component manufacturer, when they are acceptable to the TCH of the product in which the component is to be installed or to the DAH, or when they form part of (or are referenced together with) the product ICA. In the case of propellers, maintenance data includes its ICA.

When in compliance with M.A.502(b) or M.A.502(c), it is possible to conduct maintenance on the component while installed on the aircraft or engine or APU, or temporarily removed to gain access. In such case, the applicable maintenance data may also include, as applicable, aircraft maintenance data or engine/APU maintenance data.

- (f) With respect to maintenance considered to be specialised services (such as non-destructive testing (NDT)), applicable maintenance data typically includes non-destructive testing or inspection manual, and all applicable specialised service(s) process instructions issued or specified by the DAH.

GM1 M.A.401(b)(4) Maintenance data

COMPONENT MANUFACTURER MAINTENANCE INSTRUCTIONS

The maintenance instructions published by the component manufacturers may be considered acceptable to the DAH – and hence may be used as maintenance data for maintenance on components approved for installation by the DAH – when they are referenced as additional or optional maintenance information together with the ICA, or when documented by a list by that DAH (GM3 21.A.7(a)).

SUBPART E — COMPONENTS

AMC1 M.A.501(a)(1) Classification and installation

EASA FORM 1 OR EQUIVALENT

- (a) A document equivalent to an [EASA Form 1](#) may be:

[...]

- (9) a 'declaration of maintenance accomplished' issued by the person or organisation that performed the maintenance, as specified in point M.A.502(e).

[...]

GM1 M.A.501(a)(1) Classification and installation

Point (b) of 21.A.307 specifies new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point (c) of 21.A.307 specifies the conditions for the document accompanying the component.

GM1 M.A.501(b) Classification and installation

- (a) To ensure that components, standard parts and materials are in satisfactory condition, the persons referred to under M.A.801(b)(~~12~~), M.A.801(b)(~~23~~), or M.A.801(c) ~~or M.A.801(d)~~, or the approved maintenance organisation should perform an incoming physical inspection.

(b) [...]

(c) [...]

- (5) verify that the release certificate accompanying each new component satisfies the release requirements established in point 21.A.307 as applicable in relation to the particular product on which the component is being installed.

(d) [...]

GM2 M.A.501(b) Classification and installation

INSTALLATION OF COMPONENTS

Components, standard parts and materials should only be installed when they are specified in the applicable maintenance data [as specified in M.A.401\(b\)](#). ~~This could include parts catalogue (IPC), service bulletins (SBs), aircraft maintenance manual (AMM), component maintenance manual (CMM), etc.~~ So, a component, standard part and material can only be installed after having checked the applicable maintenance data.

This check should ensure that the part number, modification status, limitations, etc., of the component, standard part or material are the ones specified in the applicable maintenance data of the particular aircraft or component (~~i.e. IPC, SB, AMM, CMM, etc.~~) where the component, standard part or material is going to be installed. When the installation is performed outside a maintenance organisation, that is by the persons referred to in M.A.801(b)(1), M.A.801(b)(2), or M.A.801(c), then these persons are responsible to perform this check before installation. When the installation is performed by a Part-M Subpart F organisation or an organisation approved in accordance with Part-CAO, then the organisation has to establish procedures to ensure that this check is performed before installation.

AMC M.A.502(d) Component maintenance

~~Independent certifying staff may issue (as established in M.A.801(b)(2)) a release to service for maintenance that is performed outside an approved maintenance organisation. This is limited to the maintenance of aircraft that are not required by regulation to be maintained by a Part 145 or Part M Subpart F organisation. For ELA1 aircraft maintenance, this may include complex tasks.~~

GM1 M.A.502(e) Component maintenance

A 'declaration of maintenance accomplished' is a certificate prepared in any shape/form by the person or organisation that performed any maintenance on the component covered by the certificate and subject to the conditions in M.A.502(e). This person or organisation does not need an approval to perform maintenance in accordance with Regulation (EU) No 1321/2014. In order for the component to be eligible for installation with a 'declaration of maintenance accomplished', this declaration, together with other records, should allow the determination that the component was first installed as 'new', as a component referred to in M.A.502(e). Such a component should not be installed in an aircraft if there is information on the certificate which is not readable or not understandable or states that the component is not in a satisfactory condition for operation.

[...]

SUBPART F — MAINTENANCE ORGANISATION

AMC M.A.606(f) Personnel requirements

[...]

3. Notwithstanding the fact that level 3 personnel may be qualified via EN 4179 to establish and authorise methods, techniques, etc., this does not permit such personnel to deviate from methods and techniques published in the maintenance data ~~by the type certificate holder/manufacture in the form of continued airworthiness data, such as in non-destructive test manuals or service bulletins,~~ unless the maintenance data ~~manual or service bulletin~~ expressly permits such deviation.

SUBPART H — CERTIFICATE OF RELEASE TO SERVICE — CRS

AMC M.A.803 Pilot-owner authorisation

[...]

4. An equivalent valid pilot licence may be any document attesting a pilot qualification recognised by the Member State. It does not have to be necessarily issued by the competent authority, but it should in any case be issued in accordance with the particular Member State's system. In such a case, the equivalent certificate or qualification number should be used instead of the pilot's licence number for the purpose of the M.A.801(b)(2)~~3~~ (certificate of release to service).

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

[...]

SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE

AMC M.B.901 Assessment of recommendations

1. The result of the verification and the investigation of a recommendation should be sent to the applicant within 30 days. If corrective action has been requested before the issuance of an airworthiness review certificate, the competent authority may decide a further period for the assessment of the requested corrective action.
2. The verification of the compliance statement required by M.B.901 does not mean repeating the airworthiness review itself. However, the competent authority should verify that the CAMO/CAO has carried out a complete and accurate assessment of the airworthiness of the aircraft.
3. Depending on the content of the recommendation, the history of the particular aircraft, and the knowledge of the CAMO/CAO making the recommendation in terms of experience, number and correction of findings and previous recommendations, the extent of the investigation will vary. Therefore, whenever possible, the person carrying out the investigation should be involved in the oversight of the CAMO/CAO making the recommendation.
4. In some cases, the inspector may decide that it is necessary to organise:
 - a physical survey of the aircraft, or
 - a full or partial airworthiness review.

In this case, the inspector should inform the CAMO/CAO making the recommendation with sufficient notice so that it may organise itself according to M.A.901(i).

Furthermore, this part of the investigation should be carried out by appropriate airworthiness review staff in accordance with M.B.902(b).

5. Only when satisfied that the aircraft is airworthy, should the inspector issue an airworthiness review certificate.

Appendices to AMC and GM to Annex I (Part-M)

Appendix II to AMC M.A.711(a)(3) — Sub-contracting of continuing airworthiness management tasks

[...]

2.8. Maintenance data

[...] Maintenance data is defined in M.A.401(b) or ML.A.401(b). ~~may include but is not necessarily limited to:~~

- ~~— the maintenance programme,~~
- ~~— airworthiness directives,~~
- ~~— service bulletins,~~
- ~~— major repairs/modification data,~~
- ~~— aircraft maintenance manual,~~
- ~~— engine overhaul manual,~~
- ~~— aircraft illustrated parts catalogue (IPC),~~
- ~~— wiring diagrams,~~
- ~~— troubleshooting manual.~~

[...]

Appendix VII to AMC M.B.702(f) — EASA Form 13

[...]

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT		EASA FORM 13				
Part 2: M.A. Subpart G Compliance Audit Review						
The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following M.A. Subpart G subparagraphs, please either tick (✓) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.						
Para	Subject					
M.A.703	Extent of approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.704	Continuing airworthiness management exposition (see Part 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.705	Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.706	Personnel requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.707	Airworthiness review staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.708	Continuing airworthiness management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.201	Responsibilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.202	Occurrence reporting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.302	Aircraft maintenance programme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.303	Airworthiness directives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.304	Data for modifications and repairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.305	Aircraft continuing airworthiness record system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.306	Aircraft technical log system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.307	Transfer of aircraft continuing airworthiness records	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.709	Documentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.710	Airworthiness review	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.711	Privileges of the organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.712	Quality system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

M.A.713	Changes to the approved continuing airworthiness organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.714	Record-keeping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.716	Findings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Competent authority surveyor(s):			Signature(s):			
Competent authority office:			Date of EASA Form 13 Part 2 completion:			

[...]

Appendix XII to AMC M.A.706(f) and AMC1 M.B.102(c) — Fuel Tank Safety training

[...]

E) Guidelines for preparing the content of Phase 2 courses.

[...]

Paragraphs a), b) and c) above should be introduced in the training programme addressing the following issues:

[...]

- v) Where relevant information can be found and how to use and interpret this information in the applicable maintenance data as defined in M.A.401(b) ~~various instructions for continuing airworthiness (aircraft maintenance manuals, component maintenance manual, etc.),~~

[...]