



COMMISSION IMPLEMENTING REGULATION (EU) 2026/100

of 15 January 2026

amending Regulations (EU) No 748/2012 and (EU) No 1321/2014 as regards the airworthiness review process, the airworthiness certificate and occurrence reporting, and correcting Regulation (EU) No 1321/2014

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), points (a), (e) and (g), Article 62(14), point (a), and Article 72(5) thereof,

Whereas:

- (1) Commission Regulation (EU) No 748/2012 ⁽²⁾ lays down the requirements for the initial airworthiness of aircraft, including the requirements for the issuance of the certificate of airworthiness and restricted certificate of airworthiness.
- (2) Commission Regulation (EU) No 1321/2014 ⁽³⁾ lays down the requirements for the continuing airworthiness of aircraft, including the requirements for the issuance of the airworthiness review certificate.
- (3) The complexity of those implementing rules should be reduced to align them with the risks associated with different categories of aircraft, types of operations and the history of aircraft. It is necessary to simplify and harmonise the rules set out in the Annexes to Regulations (EU) No 748/2012 and (EU) No 1321/2014 in order to make them clearer and to avoid misinterpretations.
- (4) In accordance with Annex I (Part-M) and Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, an aircraft is to periodically undergo an airworthiness review to ensure the validity of the airworthiness certificate. The satisfactory completion of an airworthiness review results in an airworthiness review certificate (ARC) or a recommendation for the issuance of an ARC, as applicable. In the case that a recommendation is issued, it is to be sent to the national competent authority which, after a satisfactory assessment, issues the ARC.
- (5) The need for a recommendation should be limited to cases where the involvement of the national competent authorities is necessary to guarantee the expected safety level. Therefore, in order to enhance the efficiency of the airworthiness review, it is necessary to introduce changes to the requirements on the airworthiness review set out in Annex I (Part-M), Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>.

⁽²⁾ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification or declaration of compliance of aircraft and related products, parts, appliances, control and monitoring units and control and monitoring unit components as well as for the capability requirements of design and production organisations (OJ L 224, 21.8.2012, p. 1, ELI: <http://data.europa.eu/eli/reg/2012/748/oj>).

⁽³⁾ 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, ELI: <http://data.europa.eu/eli/reg/2014/1321/oj>).

- (6) Due to the complex dependencies between Regulations (EU) No 748/2012 and (EU) No 1321/2014 in relation to respectively airworthiness certificate and ARC, it is necessary to enhance the alignment between those two Regulations, particularly for aircraft transferred between Member States or imported into the Union.
- (7) In order to enhance the free movement of aircraft within the Union it is necessary to facilitate the process for issuing airworthiness certificates when aircraft are transferred between Member States and to allow applicants to request an airworthiness certificate from the national competent authority of the Member State where they wish to register the aircraft.
- (8) It is necessary to foster the exchange of information between national competent authorities whenever a significant non-compliance is detected, which lowers safety or seriously endangers flight safety.
- (9) The exchange of information is particularly important when the competent authority of the state of registry is different from the competent authority of the organisation responsible for the continuing airworthiness of the aircraft or the competent authority of the organisation that issued the ARC.
- (10) Application requirements for certificates of airworthiness and restricted certificates of airworthiness should be amended to include cases of used aircraft other than aircraft originating from third countries, such as aircraft previously used for activities or services defined in Article 2(3), point (a), of Regulation (EU) 2018/1139.
- (11) When applying for a certificate of airworthiness or a restricted certificate of airworthiness for an aircraft imported from a third country, a statement reflecting the airworthiness status of an aircraft is required. Where that statement is unavailable and cannot be obtained, an alternative mechanism based on investigation and evaluation activities should be introduced.
- (12) Regulation (EU) No 376/2014 of the European Parliament and of the Council ⁽⁴⁾ lays down specific obligations for the organisations and individuals regarding the reporting, analysis and follow-up of occurrences in civil aviation. Those obligations subsist in parallel with the reporting requirements established by Regulation (EU) No 1321/2014. To ensure compliance and uniform implementation of those obligations, the occurrence-reporting systems of the organisations and individuals subject to Regulation (EU) No 1321/2014 should be aligned with the principles set out in Regulation (EU) No 376/2014.
- (13) Regulations (EU) No 748/2012 and (EU) No 1321/2014 should therefore be amended accordingly.
- (14) Commission Implementing Regulation (EU) 2025/111 ⁽⁵⁾ amended Regulation (EU) No 1321/2014 by introducing the B1.E licence subcategory for aeroplanes with electric power plant and a maximum take-off mass (MTOM) below 5 700 kg. In that respect, a Article 5(8) of Regulation (EU) No 1321/2014 grants a derogation to facilitate the transitioning to that new licence subcategory. The derogation allows aeroplanes with electric powerplant and a MTOM below 5 700 kg to be endorsed in existing licence subcategories B1.1 and B1.2 until 13 February 2028. That derogation refers to point 66.A.3(1)(b) of Annex III (Part-66) to Regulation (EU) No 1321/2014, but should be corrected to refer to point 66.A.3(a)(2) of that Annex to cover the B1.E subcategory.

⁽⁴⁾ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18, ELI: <http://data.europa.eu/eli/reg/2014/376/oj>).

⁽⁵⁾ Commission Implementing Regulation (EU) 2025/111 of 23 January 2025 amending Regulation (EU) No 1321/2014 as regards continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft (OJ L, 2025/111, 24.1.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/111/oj).

- (15) Commission Implementing Regulation (EU) 2023/203 ⁽⁶⁾ amended Regulation (EU) No 1321/2014 by adding a new point to point CAMO.B.300 in Annex Vc (Part-CAMO) to that Regulation. The point was added as point (g), whereas it should have been added as point (h) since point (g) had already been added to point CAMO.B.300 by Commission Implementing Regulation (EU) 2022/410 ⁽⁷⁾.
- (16) Regulation (EU) No 1321/2014 should therefore be corrected accordingly, and the corrections should apply from the dates when Implementing Regulations (EU) 2025/111 and (EU) 2023/203, respectively, become applicable.
- (17) The measures provided for in this Regulation are in accordance with Opinion No 08/2024, issued by the European Union Aviation Safety Agency in accordance with Article 76(1) of Regulation (EU) 2018/1139.
- (18) The measures provided for in this Regulation are in accordance with the opinion of the committee established in accordance with Article 127(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

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

- (1) Annex I (Part 21) is amended in accordance with Annex I to this Regulation;
- (2) Annex Ib (Part 21 Light) is amended in accordance with Annex II to this Regulation.

Article 2

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

- (1) in Article 3(3), point (c) is replaced by the following:
 - '(c) an airworthiness review has been performed in accordance with point M.A.903 of Annex I (Part-M) and a new airworthiness review certificate has been issued in accordance with point M.A.901 or M.B.901 of Annex I (Part-M), as applicable.';
- (2) Annex I (Part-M) is amended in accordance with Annex III to this Regulation;
- (3) Annex Vb (Part-ML) is amended in accordance with Annex IV to this Regulation;
- (4) Annex Vc (Part-CAMO) is amended in accordance with Annex V to this Regulation;
- (5) Annex Vd (Part-CAO) is amended in accordance with Annex VI to this Regulation.

⁽⁶⁾ Commission Implementing Regulation (EU) 2023/203 of 27 October 2022 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for the management of information security risks with a potential impact on aviation safety organisations covered by Commission Regulations (EU) No 1321/2014, (EU) No 965/2012, (EU) No 1178/2011, (EU) 2015/340, Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664, and for competent authorities covered by Commission Regulations (EU) No 748/2012, (EU) No 1321/2014, (EU) No 965/2012, (EU) No 1178/2011, (EU) 2015/340 and (EU) No 139/2014, Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664 and amending Commission Regulations (EU) No 1178/2011, (EU) No 748/2012, (EU) No 965/2012, (EU) No 139/2014, (EU) No 1321/2014, (EU) 2015/340, and Commission Implementing Regulations (EU) 2017/373 and (EU) 2021/664 (OJ L 31, 2.2.2023, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2023/203/oj).

⁽⁷⁾ Commission Implementing Regulation (EU) 2022/410 of 10 March 2022 amending Regulation (EU) No 1321/2014 as regards the continuing airworthiness management in a single air carrier business grouping (OJ L 84, 11.3.2022, p. 20, ELI: http://data.europa.eu/eli/reg_impl/2022/410/oj).

Article 3

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

(1) in Article 5, paragraph 8 is replaced by the following:

‘8. By way of derogation from points 66.A.3(a)(2) and 66.A.45(a) of Annex III (Part-66), until 13 February 2028, an aeroplane with electric power plant and MTOM below 5 700 kg may be endorsed in a licence with subcategory B1.1 or B1.2 when all the following conditions are met:

- (a) the licence holder has at least 6 months of maintenance experience on aircraft covered by the licence (sub) category within the last 24 months;
- (b) the aeroplane being endorsed is not the first aeroplane endorsed for the relevant (sub)category;
- (c) the licence holder has followed aircraft type training in accordance with Appendix III to Annex III (Part-66), followed the procedure for the direct approval of aircraft type training set out in point 66.B.130 or followed the procedure described in point 66.A.45(da) of Annex III (Part-66).’;

(2) Annex Vc (Part-CAMO) is corrected in accordance with Annex VII to this Regulation.

Article 4

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

It shall apply from 7 August 2026.

However, Article 3, point (1), shall apply from 13 February 2026 and Article 3, point (2), shall apply from 22 February 2026.

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

Done at Brussels, 15 January 2026.

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) in point 21.B.320, points (a) and (b) are replaced by the following:
 - ‘(a) Except for the issuance of an airworthiness certificate pursuant to points 21.B.326(a)(2)(i) or 21.B.327(a)(2)(i), the competent authority of the Member State of registry shall perform sufficient investigation activities to justify the issuance, continued validity, amendment, suspension or revocation of the certificate of airworthiness or restricted certificate of airworthiness.
 - (b) The competent authority of the Member State of registry shall establish procedures for its investigations, covering at least the following elements:
 1. evaluation of the eligibility of the applicant;
 2. evaluation of the conditions for the application;
 3. classification of airworthiness certificates;
 4. evaluation of the documentation received with the application;
 5. inspection of the aircraft;
 6. determination of the necessary conditions, restrictions or limitations to the airworthiness certificates;
 7. acceptance of the evaluation programme and assessment of the evaluation report developed in accordance with point 21.A.174(d).;
 - (2) in point 21.B.325, point (c) is replaced by the following:
 - ‘(c) Where applicable, in addition to the airworthiness certificate referred to in point (a) or point (b), the competent authority of the Member State of registry shall issue an airworthiness review certificate in accordance with point M.B.901 of Annex I (Part-M) or point ML.B.901 of Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, or point AR.UAS.CAW.902 of the Annex (Part-AR.UAS) to Commission Implementing Regulation (EU) 2024/1109 (*), as applicable.
- (*) Commission Implementing Regulation (EU) 2024/1109 of 10 April 2024 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council as regards competent authority requirements and administrative procedures for the certification, oversight and enforcement of the continuing airworthiness of certified unmanned aircraft systems, and amending Implementing Regulation (EU) 2023/203 (OJ L, 2024/1109, 23.5.2024, ELI: http://data.europa.eu/eli/reg_impl/2024/1109/oj).;
- (3) point 21.B.326 is replaced by the following:

‘21.B.326 Certificate of airworthiness

- (a) The competent authority of the Member State of registry shall issue a certificate of airworthiness for:
 - (1) new aircraft:
 - (i) upon presentation of the documentation required by point 21.A.174(b)(2);
 - (ii) where the competent authority of the Member State of registry is satisfied that the aircraft is in compliance with the applicable CO₂ emissions requirements on the date on which the certificate of airworthiness is first issued;
 - (2) used aircraft transferred from another Member State having a certificate of airworthiness issued in accordance with this Annex, upon presentation of a copy of the current certificate of airworthiness and one of the following:
 - (i) the documentation required by point 21.A.174(b)(3)(i)(A);
 - (ii) the documentation required by point 21.A.174(b)(3)(i)(B);

- (3) used aircraft not having a certificate of airworthiness issued in accordance with this Annex, upon presentation of the documentation required by point 21.A.174(b)(3)(ii) demonstrating that the following conditions are met:
 - (i) the aircraft or the UAS, as applicable, conforms to a design approved under a type certificate, and any supplemental type certificate, change or repair approved in accordance with this Annex;
 - (ii) the applicable airworthiness directives have been complied with;
 - (iii) an airworthiness review has been carried out in accordance with the applicable requirement of Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, or Annex I (Part-ML.UAS) to Delegated Regulation (EU) 2024/1107, as applicable;
 - (iv) the aircraft was in compliance with the applicable CO₂ emissions requirements on the date on which the certificate of airworthiness was first issued.
- (b) For the cases referred to in points (a)(1), (a)(2)(ii) and (a)(3), the Member State of registry shall issue a certificate of airworthiness where it is satisfied that the aircraft or the UAS, as applicable, conforms to an approved design and is in a condition for safe operation. This may include inspections by the competent authority of the Member State of registry.’;
- (4) point 21.B.327 is amended as follows:
 - (a) point (a) is replaced by the following:
 - ‘(a) The competent authority of the Member State of registry shall issue a restricted certificate of airworthiness for:
 - 1. new aircraft, upon presentation of the documentation required by point 21.A.174(b)(2);
 - 2. used aircraft transferred from another Member State having a restricted certificate of airworthiness issued in accordance with this Annex, upon presentation of a copy of the current restricted certificate of airworthiness and any of the following:
 - (i) the documentation required by point 21.A.174(b)(3)(i)(A);
 - (ii) the documentation required by point 21.A.174(b)(3)(i)(B);
 - 3. used aircraft not having a restricted certificate of airworthiness issued in accordance with this Annex, upon presentation of the documentation required by point 21.A.174(b)(3)(ii) demonstrating that the following conditions are met:
 - (i) the aircraft or the UAS, as applicable, conforms to a design approved under a restricted type certificate or in accordance with specific airworthiness specifications, and any supplemental type-certificate, change or repair approved in accordance with this Annex;
 - (ii) the applicable airworthiness directives have been complied with;
 - (iii) an airworthiness review has been carried out in accordance with the applicable requirement of Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, or Annex I (Part-ML.UAS) to Delegated Regulation (EU) 2024/1107, as applicable.’;
 - (b) the following point (d) is added:
 - ‘(d) For the cases referred to in points (a)(1), (a)(2)(ii) and (a)(3), the Member State of registry shall issue a restricted certificate of airworthiness when satisfied that the aircraft or the UAS, as applicable, conforms to an approved design and is in a condition for safe operation. This may include inspections by the competent authority of the Member State of registry.’.

ANNEX II

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

(1) point 21L.B.161 is amended as follows:

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

‘(a) The competent authority of the Member State of registry shall establish procedures for its investigations, covering at least the following elements:

1. evaluation of the eligibility of the applicant;
2. evaluation of the conditions for the application;
3. classification of airworthiness certificates;
4. evaluation of the documentation received with the application;
5. inspection of the aircraft;
6. determination of the necessary conditions, restrictions or limitations to the airworthiness certificates;
7. acceptance of the evaluation programme and assessment of the evaluation report developed in accordance with point 21L.A.143(h).’;

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

‘(c) Except for the issuance of an airworthiness certificate as described in point 21L.B.162(c)(1), the competent authority of the Member State of registry shall perform sufficient investigation activities to justify the issuance, continued validity, amendment, suspension or revocation of the certificate of airworthiness or restricted certificate of airworthiness. When conducting investigations related to the issuance of a certificate of airworthiness or a restricted certificate of airworthiness for a newly produced aircraft, the competent authority of the Member State of registry shall evaluate the need to conduct a physical inspection of the aircraft to ensure the conformity and safety of flight of the aircraft prior to the issuance of a certificate of airworthiness or a restricted certificate of airworthiness. This evaluation shall take into account:

1. the results of the physical inspection of the first article of that product in the final configuration, conducted in accordance with point 21L.B.143(b) or point 21L.B.251(b) by the competent authority of the Member State of registry, or by the competent authority overseeing the organisation or the natural or legal person that produced this aircraft, if different;
2. the time period since the last physical inspection conducted by the competent authority of the Member State of registry of an aircraft produced by the organisation, or the natural or legal person that produced that aircraft;
3. the results of the oversight conducted under Section B, Subpart G, of this Annex or under Section B, Subpart G, of Annex I (Part 21) of the organisation issuing the statement of conformity for the aircraft, or the verification conducted under Section A, Subpart R, of this Annex of other statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) that were issued by the same signatory;
4. the time period since the last oversight visit of the organisation in accordance with Section B, Subpart G, of this Annex, or Section B, Subpart G, of Annex I (Part 21), or since the last verification conducted under Section A, Subpart R, of this Annex of a statement of conformity (EASA Form 52B) or authorised release certificate (EASA Form 1) issued by the same signatory.’;

(2) point 21L.B.162 is amended as follows:

(a) in point (a)(2), point (iii) is replaced by the following:

‘(iii) an airworthiness review has been carried out in accordance with the applicable requirement of Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.’;

- (b) in point (b)(2), point (iii) is replaced by the following:
 - ‘(iii) an airworthiness review has been carried out in accordance with the applicable requirement of Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.’;
 - (c) points (c) and (d) are replaced by the following:
 - ‘(c) By way of derogation from points (a) and (b), for a used aircraft transferred from another Member State having an airworthiness certificate issued in accordance with this Annex, the competent authority of the new Member State of registry shall issue the certificate of airworthiness or restricted certificate of airworthiness where it is satisfied that the applicant complies with point 21L.A.144(a) and has provided a copy of the current certificate of airworthiness or restricted certificate of airworthiness and one of the following:
 - 1. the documentation required by point 21L.A.143(e)(1);
 - 2. the documentation required by point 21L.A.143(e)(2).
 - (d) Where applicable, in addition to the airworthiness certificate referred to in point (a), point (b) or point (c), the competent authority of the Member State of registry shall issue an airworthiness review certificate in accordance with point M.B.901 of Annex I (Part-M) or point ML.B.901 of Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, as applicable.’.
-

ANNEX III

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

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

‘CONTENTS

M.1

SECTION A — TECHNICAL REQUIREMENTS

SUBPART A — GENERAL

M.A.101 Scope

SUBPART B — ACCOUNTABILITY

M.A.201 Responsibilities

M.A.202 Occurrence reporting

SUBPART C — CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

M.A.302 Aircraft maintenance programme

M.A.303 Airworthiness directives

M.A.304 Data for modifications and repairs

M.A.305 Aircraft continuing airworthiness record system

M.A.306 Aircraft technical log system

M.A.307 Transfer of aircraft continuing airworthiness records

SUBPART D — MAINTENANCE STANDARDS

M.A.401 Maintenance data

M.A.402 Performance of maintenance

M.A.403 Aircraft defects

SUBPART E — COMPONENTS

M.A.501 Classification and installation

M.A.502 Component maintenance

M.A.503 Life-limited parts and time-controlled components

M.A.504 Segregation of components

SUBPART F — MAINTENANCE ORGANISATION

M.A.601 Scope

M.A.602 Application

M.A.603 Extent of approval

M.A.604 Maintenance organisation manual

M.A.605 Facilities

M.A.606 Personnel requirements

M.A.607 Certifying staff and airworthiness review staff

M.A.608 Components, equipment and tools

M.A.609 Maintenance data

M.A.610 Maintenance work orders

M.A.611 Maintenance standards

M.A.612	Aircraft certificate of release to service
M.A.613	Component certificate of release to service
M.A.614	Maintenance and airworthiness review records
M.A.615	Privileges of the organisation
M.A.616	Organisational review
M.A.617	Changes to the approved maintenance organisation
M.A.618	Continued validity of approval
M.A.619	Findings
SUBPART G — CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION	
M.A.701	Scope
M.A.702	Application
M.A.703	Extent of approval
M.A.704	Continuing airworthiness management exposition
M.A.705	Facilities
M.A.706	Personnel requirements
M.A.707	Airworthiness review staff
M.A.708	Continuing airworthiness management
M.A.709	Documentation
M.A.710	Airworthiness review
M.A.711	Privileges of the organisation
M.A.712	Quality system
M.A.713	Changes to the approved continuing airworthiness organisation
M.A.714	Record-keeping
M.A.715	Continued validity of approval
M.A.716	Findings
SUBPART H — CERTIFICATE OF RELEASE TO SERVICE (CRS)	
M.A.801	Aircraft certificate of release to service
M.A.802	Component certificate of release to service
M.A.803	Pilot-owner authorisation
SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE	
M.A.901	Airworthiness review — General
M.A.902	Validity of the airworthiness review certificate
M.A.903	Airworthiness review process
M.A.904	Airworthiness review staff
M.A.905	Transfer of aircraft registration within the Union
M.A.906	Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012
M.A.907	Findings
SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES	
SUBPART A — GENERAL	
M.B.101	Scope
M.B.102	Competent authority

M.B.103	Findings and enforcement measures – persons
M.B.104	Record-keeping
M.B.105	Mutual exchange of information
SUBPART B — ACCOUNTABILITY	
M.B.201	Responsibilities
M.B.202	Information to the Agency
SUBPART C — CONTINUING AIRWORTHINESS	
M.B.301	Aircraft maintenance programme
M.B.302	Exemptions
M.B.303	Aircraft continuing airworthiness monitoring
M.B.304	Revocation and suspension
M.B.305	Aircraft technical log system
SUBPART D — MAINTENANCE STANDARDS	
SUBPART E — COMPONENTS	
SUBPART F — MAINTENANCE ORGANISATION	
M.B.601	Application
M.B.602	Initial Approval
M.B.603	Issue of approval
M.B.604	Continuing oversight
M.B.605	Findings
M.B.606	Changes
M.B.607	Revocation, suspension and limitation of an approval
SUBPART G — CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION	
M.B.701	Application
M.B.702	Initial approval
M.B.703	Issue of approval
M.B.704	Continuing oversight
M.B.705	Findings
M.B.706	Changes
M.B.707	Revocation, suspension and limitation of an approval
SUBPART H — CERTIFICATE OF RELEASE TO SERVICE (CRS)	
SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE	
M.B.901	Airworthiness review certificate issued by the competent authority
M.B.902	Assessment of recommendations
M.B.905	Transfer of aircraft registration within the Union
M.B.906	Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012
M.B.907	Findings
Appendix I —	Continuing airworthiness management contract
Appendix II —	Authorised Release Certificate — EASA Form 1
Appendix III —	Airworthiness Review Certificate — EASA Form 15

Appendix IV — Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F

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

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

Appendix VII — Complex Maintenance Tasks

Appendix VIII — Limited Pilot-owner Maintenance’;

(2) point M.A.202 is replaced by the following:

M.A.202 Occurrence reporting

- (a) The following persons shall report any safety-related event or identified condition of an aircraft or component that endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person:
 - (1) the owner carrying out the aircraft continuing airworthiness tasks themselves in accordance with points M.A.201(i)(2) and (3);
 - (2) the independent certifying staff referred to in point M.A.801(b)(1);
 - (3) the pilot-owner referred to in point M.A.801(b)(2).
- (b) Reports required by point (a) shall:
 - (1) be made to the competent authority of the Member State of registry of the aircraft and to the organisation responsible for the design of the aircraft or component;
 - (2) be made as soon as practicable, but in any case, within 72 hours of becoming aware of the event or condition, unless exceptional circumstances prevent this;
 - (3) be made in a form and manner established by the competent authority of the Member State of registry of the aircraft;
 - (4) contain all pertinent information about the event or condition known to the person.
- (c) In addition to the requirements set out in points (a) and (b), a person maintaining the aircraft shall also report any such event or condition affecting the aircraft to the person or organisation responsible in accordance with point M.A.201 for the continuing airworthiness of such aircraft.’;

(3) points M.A.901, M.A.902, M.A.903, M.A.904 and M.A.905 are replaced by the following:

M.A.901 Airworthiness review — General

- (a) To ensure the validity of the airworthiness certificate, an aircraft shall periodically undergo an airworthiness review in accordance with point M.A.903.
- (b) The satisfactory completion of an airworthiness review shall result in:
 - (1) an airworthiness review certificate (ARC) issued in accordance with Appendix III (EASA Form 15b), if the following conditions are met:
 - (i) the continuing airworthiness of the aircraft has been continuously managed in accordance with point M.A.201 of this Annex or point ML.A.201 of Annex Vb, as applicable, since the issue of the former ARC;
 - (ii) the aircraft has been maintained in accordance with this Regulation, since the issue of the former ARC;
 - (iii) the airworthiness certificate has been issued in accordance with Regulation (EU) No 748/2012 and is not revoked or surrendered at the time of the review;

- (2) a recommendation for the issuance of an ARC to the competent authority, if the conditions in point (1) are not met.
- (c) An organisation approved to carry out airworthiness reviews in accordance with point CAMO.A.125(e) of Annex Vc (Part-CAMO) or point CAO.A.095(c)(1) of Annex Vd (Part-CAO) may carry out an airworthiness review of an aircraft included in its scope of work.
- (d) When the airworthiness review is carried out by the organisation specified in point (c), the ARC or the recommendation shall be signed by the airworthiness review staff who carried out the airworthiness review.
- (e) The person or organisation responsible for the continuing airworthiness of the aircraft in accordance with point M.A.201 shall, upon request and where necessary for those purposes, ensure that the organisation or the competent authority carrying out the airworthiness review or the assessment of an ARC recommendation:
 - (1) has the required aircraft documentation and records;
 - (2) has suitable accommodation at the appropriate location for its personnel;
 - (3) has access to the aircraft;
 - (4) has the assistance of appropriate certifying staff.
- (f) By derogation from point M.A.902(a), the airworthiness review may be carried out 90 days or less before the expiry date of the ARC, without loss of continuity of the airworthiness review pattern.
- (g) The airworthiness review shall not be subcontracted.
- (h) An ARC shall not be issued if there is evidence or there are indications that the aircraft is not airworthy.
- (i) A copy of any ARC issued or extended for an aircraft shall be sent to the competent authority of the Member State of registry of the aircraft concerned within 10 days of the issuance or extension.
- (j) Without prejudice to point (b) of point M.B.901, for aircraft of 2 730 kg MTOM and below the competent authority may carry out the airworthiness review and issue an ARC itself, if requested by the owner.
- (k) Upon surrender or revocation, the ARC shall be returned to the competent authority of the Member State of registry, when so requested by the respective authority.

M.A.902 Validity of the airworthiness review certificate

- (a) An ARC shall be valid for 1 year and its validity may be extended for another year for a maximum of two consecutive extensions. The extension of the validity of the ARC shall begin on:
 - (1) the previous expiry date, if:
 - (i) the extension is carried out within 30 days before the expiry date of the ARC;
 - (ii) the extension is carried out after the expiry date of the ARC;
 - (2) the date on which the extension is carried out, if it is carried out more than 30 days before the expiry date of the ARC.
- (b) The ARC shall only be extended by the organisation managing the continuing airworthiness of the aircraft, subject to the following conditions:
 - (1) the continuing airworthiness of the aircraft has been continuously managed by that organisation since the issue of the ARC;
 - (2) the aircraft has been maintained since the issue of the ARC by a maintenance organisation approved in accordance with Annex II (Part-145) or Annex Vd (Part-CAO), as applicable;
 - (3) the organisation managing the continuing airworthiness of the aircraft has no evidence or reason to believe that the aircraft is not airworthy.

The maintenance referred to in the first paragraph, point (2), may include pilot-owner maintenance tasks carried out and released to service either by the pilot-owner or by independent certifying staff.

- (c) An ARC shall become invalid if:
 - (1) it is expired, suspended, surrendered or revoked;
 - (2) the airworthiness certificate is suspended, surrendered or revoked.
- (d) An aircraft shall not fly if the ARC is invalid or if the continuing airworthiness of the aircraft or any component installed on the aircraft does not meet the applicable requirements of this Annex.

M.A.903 Airworthiness review process

- (a) An airworthiness review is a process that comprises all the tasks and activities for evaluating the airworthiness status of an aircraft based on a documented review of the related aircraft continuing airworthiness records and a physical survey.
 - (b) Through the documented review of the aircraft, the airworthiness review staff shall be satisfied that:
 - (1) the total in-service life accumulated in the applicable parameter of the aircraft, engine(s), propeller(s), life-limited parts and time-controlled components has been properly recorded;
 - (2) the flight manual is applicable to the aircraft configuration and is kept up to date;
 - (3) the maintenance due on the aircraft according to the AMP, as specified in point M.A.302, has been carried out;
 - (4) known defects have been rectified or, when applicable, deferred in accordance with point M.A.403;
 - (5) the applicable airworthiness directives and the measures mandated by the competent authority have been complied with and properly entered into the aircraft continuing airworthiness record system;
 - (6) the modifications and repairs applied to the aircraft have been entered into the aircraft continuing airworthiness record system and comply with point M.A.304;
 - (7) the life-limited parts and time-controlled components installed on the aircraft are properly identified, entered into the aircraft continuing airworthiness record system and have not exceeded their limitation;
 - (8) if applicable, the current mass and balance statement reflects the current configuration of the aircraft and is valid;
 - (9) the aircraft complies with the applicable type design;
 - (10) if issued, the aircraft holds a valid airworthiness certificate in compliance with Section A, Subpart H, of Annex I (Part 21) or, as applicable, Section A, Subpart H, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
 - (11) if issued, the aircraft holds a valid noise certificate corresponding to the current configuration of the aircraft in compliance with Section A, Subpart I, of Annex I (Part 21) or, as applicable, Section A, Subpart I, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
 - (12) maintenance has been released in accordance with any of the following:
 - (i) the applicable requirements of this Regulation, for the period during which the aircraft is within the scope of this Regulation;
 - (ii) the appropriate airworthiness requirements of the State which was responsible for the oversight of the aircraft for the period during which the aircraft was not within the scope of this Regulation.
- If there is evidence or reason to believe that maintenance in the period referred to in the first paragraph, point (ii), has been inadequate, the airworthiness review staff shall ensure that appropriate actions are taken.

- (c) Through the physical survey of the aircraft, the airworthiness review staff shall be satisfied that:
 - (1) the required markings and placards are properly installed and meet the requirements set out in point 21.A.175 of Annex I (Part 21) or, as applicable, point 21L.A.144(a) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
 - (2) the aircraft complies with its approved flight manual;
 - (3) the aircraft configuration complies with the documentation;
 - (4) no evident defect can be found that has not been addressed in accordance with point M.A.403;
 - (5) no inconsistencies can be found between the aircraft and the documented review of records as referred to in point (b).
- (d) For the physical survey, airworthiness review staff not qualified as certifying staff on the specific aircraft subject to the airworthiness review shall be assisted by such qualified personnel.
- (e) The airworthiness review shall be planned and carried out in such a manner that the time elapsed between the review of the aircraft continuing airworthiness records and their corresponding verification during physical survey shall be as short as possible.
- (f) If for any reason an airworthiness review cannot be completed, the organisation carrying out the airworthiness review shall inform the competent authority of the Member State of registry as soon as possible.
- (g) The ARC and the recommendation shall not be issued until all actions to eliminate the detected non-compliance have been implemented.
- (h) The details and the outcome of an airworthiness review shall be recorded in an airworthiness review report.

M.A.904 Airworthiness review staff

- (a) Airworthiness review staff acting on behalf of the competent authority shall be qualified in accordance with point M.B.901(c).
- (b) Airworthiness review staff acting on behalf of an organisation referred to in Annex Vc (Part-CAMO) or Annex Vd (Part CAO) shall be qualified in accordance with Annex Vc (Part-CAMO) or Annex Vd (Part-CAO) respectively.

M.A.905 Transfer of aircraft registration within the Union

- (a) When transferring within the Union an aircraft registration of an aircraft that has, at the time of application, an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012, the applicant shall:
 - (1) first, notify the competent authority of the Member State of registry where the aircraft is registered of the name of the Member State in which the aircraft will be registered;
 - (2) subsequently, apply to the competent authority of the new Member State of registry for the issuance of a new airworthiness certificate in accordance with point 21.A.174(b)(3)(i) of Annex I (Part 21) or, as applicable, point 21L.A.143(e) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.
- (b) At the time of the application to the new Member State of registry:
 - (1) if the ARC is valid, it shall:
 - (i) remain valid until its expiry date, unless the conditions set out in point M.A.902(c) are met;
 - (ii) be amended with the new nationality and registration marks by the competent authority of the new Member State of registry;
 - (2) if the ARC is either invalid or becomes invalid during the transfer process, the applicant shall take one of the following steps:
 - (i) ensure that the validity of the ARC is restored;
 - (ii) ensure obtaining a new ARC in accordance with point M.A.901.;

- (4) the following points M.A.906 and M.A.907 are added:

M.A.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

- (a) When applying for an airworthiness certificate for aircraft not having an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 at the time of the application, the applicant shall:
- (1) apply to the competent authority of the Member State of registry for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
 - (2) for aircraft other than new, have an airworthiness review carried out and completed satisfactorily in accordance with point M.A.903;
 - (3) have all maintenance carried out to comply with the AMP approved in accordance with point M.A.302;
 - (4) if the former airworthiness certificate was issued in accordance with Regulation (EU) No 748/2012, but it was revoked or surrendered, notify the competent authority that issued the former airworthiness certificate, if different, of the name of the Member State in which the aircraft will be registered.
- (b) A recommendation for the issuance of an ARC shall be sent by the applicant to the competent authority of the Member State of registry, as specified in point 21.A.174(b)(3)(ii) of Annex I (Part 21) or, as applicable, point 21L.A.143(f) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, unless the airworthiness review is carried out by the competent authority in accordance with point M.A.901(j) of this Annex.
- (c) In the case that an evaluation programme is required in accordance with point 21.A.174(b)(3)(ii)(G)(b) or point 21.A.174(d) of Annex I (Part 21) or, as applicable, point 21L.A.143(f)(6)(b) or 21L.A.143(h) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, the evaluation report referred to in point 21.A.174(d)(4) of Annex I (Part 21) or point 21L.A.143(h)(4) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be taken into consideration by the organisation or competent authority carrying out the airworthiness review. The evaluation report shall be submitted together with the recommendation referred to in point (b) of this point, unless the airworthiness review is carried out by the competent authority in accordance with point M.A.901(j) of this Annex.

M.A.907 Findings

Following receipt of the notification of findings from the competent authority in accordance with point M.B.907, the person or organisation responsible for the continuing airworthiness of the aircraft pursuant to point M.A.201 shall establish a corrective action plan including corrections and corrective actions and, within the agreed period, demonstrate the implementation of the correction to the competent authority.;

- (5) in point M.B.104, the following point (g) is added:

‘(g) The competent authority shall maintain records of all airworthiness review staff and authorised personnel assessing recommendations, if applicable, for 3 years after that staff have left the competent authority. Those records shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training.’;

- (6) point M.B.202 is replaced by the following:

M.B.202 Information to the Agency

- (a) The competent authority of the Member State shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and its delegated and implementing acts within 30 days from the time the authority became aware of the problems.

- (b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority shall provide the Agency as soon as possible with any safety-significant information stemming from the occurrence reports stored in the national database pursuant to Article 6(6) of Regulation (EU) No 376/2014.;

(7) point M.B.304 is replaced by the following:

M.B.304 Revocation and suspension

The competent authority shall:

- (a) suspend an ARC on reasonable grounds in the case of a potential safety threat; or
- (b) suspend or revoke an ARC pursuant to point M.B.907(c), second paragraph.;

(8) points M.B.901 and M.B.902 are replaced by the following:

M.B.901 Airworthiness review certificate issued by the competent authority

- (a) The competent authority shall issue an ARC using the template in Appendix III (EASA Form 15a) in one of the following cases:
 - (1) after a satisfactory completion of the airworthiness review by that competent authority in accordance with point M.A.903;
 - (2) after the satisfactory assessment of a recommendation in accordance with point M.B.902;
 - (3) in the case of a new aircraft.
- (b) The competent authority shall carry out the airworthiness review in accordance with point M.A.903 whenever circumstances reveal the existence of a potential safety threat.
- (c) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews.
 - (1) For all aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM, such staff shall have:
 - (i) acquired at least 5 years of experience in continuing airworthiness;
 - (ii) acquired either an appropriate licence in compliance with Annex III (Part-66), or an aeronautical degree or national equivalent;
 - (iii) received formal aeronautical maintenance training.

The requirement laid down in the first paragraph, point (ii), may be replaced with 5 years of experience in continuing airworthiness additional to those already required by the first paragraph, point (i).
 - (2) For aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft of 2 730 kg MTOM and below, such staff shall have:
 - (i) acquired at least 3 years of experience in continuing airworthiness;
 - (ii) acquired either an appropriate licence in compliance with Annex III (Part-66), or an aeronautical degree or national equivalent;
 - (iii) received appropriate aeronautical maintenance training.

The requirement laid down in the first paragraph, point (ii), may be replaced by 4 years of experience in continuing airworthiness additional to those already required by the first paragraph, point (i).

M.B.902 Assessment of recommendations

- (a) Upon receiving an application and the associated recommendation for the issuance of an ARC, the competent authority shall conduct an assessment. That assessment shall be a two-step process, as set out in points (b) and (c).
- (b) The competent authority shall first verify that the recommendation contains all relevant information and that it is correct and accurate. The verification shall ensure that an airworthiness review in accordance with point M.A.903 has been conducted, and that the airworthiness review was carried out with a sufficient level of verification.

- (c) Following the verification referred to in point (b), the competent authority shall perform sufficient investigation activities, which may include requesting further information from the applicant to support the assessment of the recommendation or conducting a physical survey of the aircraft.
- (d) The competent authority shall ensure that the personnel authorised to assess recommendations are qualified to perform the tasks referred to in point (b) or point (c) or in both those points.
- (e) The competent authority shall notify the applicant of the findings raised during the assessment of the recommendation.
- (f) The competent authority shall not issue the ARC if the findings notified in accordance with point (e) are not corrected within a reasonable period as determined by the competent authority, or if there are serious discrepancies between the information provided in the recommendation and the assessment conducted by the competent authority. In such cases, the competent authority shall inform, if different, the competent authority of the organisation that carried out the airworthiness review.;

(9) points M.B.903 and M.B.904 are deleted;

(10) the following points M.B.905, M.B.906 and M.B.907 are added:

M.B.905 Transfer of aircraft registration within the Union

- (a) Upon receipt of a notification of aircraft transfer between the Member States in accordance with point M.A.905:
 - (1) the competent authority of the Member State where the aircraft is currently registered shall inform the competent authority of the Member State where the aircraft will be registered of any known problems with the aircraft being transferred;
 - (2) the competent authority of the Member State where the aircraft will be registered shall ensure that the competent authority of the Member State where the aircraft is currently registered has been properly notified about the transfer.
- (b) The competent authority of the new Member State of registry shall amend the existing ARC as specified in point M.A.905(b)(1)(ii) or issue a new ARC in accordance with point M.B.901(a)(1) or point M.B.901(a)(2).

M.B.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

In the case of an application for an airworthiness certificate in accordance with point M.A.906(a), if the former airworthiness certificate was issued in accordance with Regulation (EU) No 748/2012, but it was revoked or surrendered:

- (a) upon receipt of a notification in accordance with point M.A.906(a)(4), the competent authority of the Member State that issued the former airworthiness certificate shall inform, if different, the competent authority of the Member State where the aircraft will be registered of any known problems with the aircraft;
- (b) the competent authority of the Member State where the aircraft will be registered shall ensure, if different, that the competent authority of the Member State that issued the former airworthiness certificate has been properly notified.

M.B.907 Findings

- (a) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of this Annex, which lowers safety or seriously endangers flight safety.
- (b) A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of this Annex, which is not classified as a level 1 finding.
- (c) If during aircraft surveys or by other means evidence is found showing non-compliance with requirements of this Annex, the competent authority shall require appropriate correction of the non-compliance to be implemented:
 - (1) for level 1 findings, before further flight;

(2) for level 2 findings, within a time period accepted or extended by the competent authority.

The ARC shall be revoked or suspended if the correction in accordance with the first paragraph, point (1), is not implemented immediately.

- (d) If the appropriate correction of the non-compliance required under point (c)(2) is not implemented within the time period accepted or extended by the competent authority, the competent authority shall consider raising the level 2 finding to a level 1 finding and if the correction is not implemented immediately, shall revoke or suspend the ARC.
- (e) When a level 1 finding is raised, the competent authority shall inform, if different and as applicable:
- (1) the competent authority of the organisation responsible for the aircraft continuing airworthiness pursuant to point M.A.201;
 - (2) the competent authority of the organisation that issued the current ARC.;

(11) in Appendix III, Forms 15b and 15a are replaced by the following:

‘[MEMBER STATE (***)] A Member of the European Union (*) AIRWORTHINESS REVIEW CERTIFICATE (ARC) ARC reference: ... 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 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.903 of Annex I to Regulation (EU) No 1321/2014, of the following aircraft: Aircraft manufacturer: Aircraft manufacturer designation: Aircraft registration: Aircraft serial number: and this aircraft is considered airworthy at the time of the review. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of the review (**): Name and signature: Authorisation No: First extension: The Airworthiness Review Certificate has been extended in accordance with point M.A.902 of Annex I (Part-M) to Regulation (EU) No 1321/2014. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of issue (**): Signed: Authorisation No: Name of approved organisation: Approval reference: Second extension: The Airworthiness Review Certificate has been extended in accordance with point M.A.902 of Annex I (Part-M) to Regulation (EU) No 1321/2014. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of issue (**): Signed: Authorisation No: Name of approved organisation: Approval reference:
--

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

(**) Except for airships.

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

When the Form is issued in a language other than English, it shall include an English translation.

EASA Form 15b Issue 7

[MEMBER STATE]	
A Member of the European Union (*)	
AIRWORTHINESS REVIEW CERTIFICATE (ARC)	
ARC reference: ...	
Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council, the [COMPETENT AUTHORITY OF THE MEMBER STATE] hereby certifies that the following aircraft:	
Aircraft manufacturer:	
Aircraft manufacturer designation:	
Aircraft registration:	
Aircraft serial number:	
is considered airworthy at the time of the review.	
Date of issue:	 Expiry date:
Airframe flight hours (FHs) on the date of the review (**):	
Signed:	 Authorisation No (if applicable):
First extension: The Airworthiness Review Certificate has been extended in accordance with point M.A.902 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014.	
Date of issue:	 Expiry date:
Airframe flight hours (FHs) on the date of issue (**):	
Signed:	 Authorisation No:
Name of approved organisation:	 Approval reference:
Second extension: The Airworthiness Review Certificate has been extended in accordance with point M.A.902 of Annex I (Part-M) to Regulation (EU) No 1321/2014.	
Date of issue:	 Expiry date:
Airframe flight hours (FHs) on the date of issue (**):	
Signed:	 Authorisation No:
Name of approved organisation:	 Approval reference:

(*) Delete for non-EU Member States.

(**) Except for airships.

When the Form is issued in a language other than English, it shall include an English translation.'

EASA Form 15a Issue 6'.

ANNEX IV

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

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

‘CONTENTS

ML.1

SECTION A — TECHNICAL REQUIREMENTS

SUBPART A — GENERAL

ML.A.101 Scope

SUBPART B — ACCOUNTABILITY

ML.A.201 Responsibilities

ML.A.202 Occurrence reporting

SUBPART C — CONTINUING AIRWORTHINESS

ML.A.301 Continuing airworthiness tasks

ML.A.302 Aircraft maintenance programme

ML.A.303 Airworthiness directives

ML.A.304 Data for modifications and repairs

ML.A.305 Aircraft continuing airworthiness record system

ML.A.307 Transfer of aircraft continuing airworthiness records

SUBPART D — MAINTENANCE STANDARDS

ML.A.401 Maintenance data

ML.A.402 Performance of maintenance

ML.A.403 Aircraft defects

SUBPART E — COMPONENTS

ML.A.501 Classification and installation

ML.A.502 Component maintenance

ML.A.503 Service-life-limited components

ML.A.504 Control of unserviceable components

SUBPART H — CERTIFICATE OF RELEASE TO SERVICE (CRS)

ML.A.801 Aircraft certificate of release to service

ML.A.802 Component certificate of release to service

ML.A.803 Pilot-owner authorisation

SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE (ARC)

ML.A.901 Airworthiness review — General

ML.A.902 Validity of the airworthiness review certificate

ML.A.903 Airworthiness review process

ML.A.904 Airworthiness review staff

ML.A.905 Transfer of aircraft registration within the Union

ML.A.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

ML.A.907 Findings

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

SUBPART A — GENERAL

ML.B.101 Scope

ML.B.102 Competent authority

ML.B.104 Record-keeping

ML.B.105 Mutual exchange of information

SUBPART B — ACCOUNTABILITY

ML.B.201 Responsibilities

ML.B.202 Information to the Agency

SUBPART C — CONTINUING AIRWORTHINESS

ML.B.302 Exemptions

ML.B.303 Aircraft continuing airworthiness monitoring

ML.B.304 Revocation and suspension

SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE (ARC)

ML.B.901 Airworthiness review certificate issued by the competent authority

ML.B.905 Transfer of aircraft registration within the Union

ML.B.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

ML.B.907 Findings

Appendix I — Continuing airworthiness management contract

Appendix II — Limited Pilot-owner maintenance

Appendix III — Complex maintenance tasks not to be released by the Pilot-owner

Appendix IV — Airworthiness review certificate (EASA Form 15c);

(2) point ML.A.202 is replaced by the following:

ML.A.202 Occurrence reporting

- (a) The following persons shall report any safety-related event or identified condition of an aircraft or component that endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person:
 - (1) the owner referred to in point ML.A.201(f) carrying out the aircraft continuing airworthiness tasks themselves;
 - (2) the independent certifying staff referred to in point ML.A.801(b)(2);
 - (3) the pilot-owner referred to in point ML.A.801(b)(3).
- (b) Reports required by point (a) shall:
 - (1) be made to the competent authority of the Member State of registry of the aircraft and to the organisation responsible for the design of the aircraft or component;
 - (2) be made as soon as practicable, but in any case, within 72 hours of becoming aware of the event or condition, unless exceptional circumstances prevent this;
 - (3) be made in a form and manner established by the competent authority of the Member State of registry of the aircraft;
 - (4) contain all pertinent information about the event or condition known to the person.

- (c) In addition to the requirements set out in points (a) and (b), a person carrying out maintenance or airworthiness review shall also report any such event or condition affecting the aircraft to the person or organisation responsible in accordance with point ML.A.201 for the continuing airworthiness of such aircraft.;

(3) points ML.A.901, ML.A.902 and ML.A.903 are replaced by the following:

ML.A.901 Airworthiness review — General

- (a) To ensure the validity of the airworthiness certificate, an aircraft shall periodically undergo an airworthiness review in accordance with point ML.A.903.
- (b) The satisfactory completion of an airworthiness review shall result in an airworthiness review certificate (ARC) issued in accordance with Appendix IV (EASA Form 15c).
- (c) The airworthiness review and the issuance of the ARC shall be performed in accordance with point ML.A.903, by one of the following:
 - (1) the competent authority;
 - (2) an appropriately approved CAO with the privileges specified in point CAO.A.095(c)(1) of Annex Vd or an appropriately approved CAMO with the privileges specified in point CAMO.A.125(e) of Annex Vc;
 - (3) an appropriately approved CAO with the privileges specified in point CAO.A.095(c)(2) of Annex Vd, or a Part-145 organisation with the privileges specified in point 145.A.75(f) of Annex II, while performing the 100-h/annual inspection contained in the AMP;
 - (4) for aircraft operated under Annex VII (Part-NCO) to Regulation (EU) No 965/2012 or, in the case of balloons, not operated under Subpart-ADD of Annex II (Part-BOP) to Regulation (EU) 2018/395 or, in the case of sailplanes, not following Subpart DEC of Annex II (Part-SAO) to Implementing Regulation (EU) 2018/1976, an independent certifying staff while performing the 100-h/annual inspection contained in the AMP, when qualified in accordance with point ML.A.904(c) of this Annex.
- (d) When the airworthiness review is carried out by the person or organisation specified in points (c)(2), (c)(3) or (c)(4), the ARC shall be signed by the airworthiness review staff who carried out the airworthiness review.
- (e) The person or organisation responsible for the continuing airworthiness of the aircraft in accordance with point ML.A.201 shall, upon request and where necessary for those purposes, ensure that the person, organisation or the competent authority carrying out the airworthiness review:
 - (1) has the required aircraft documentation and records;
 - (2) has suitable accommodation at the appropriate location for its personnel;
 - (3) has access to the aircraft;
 - (4) has the assistance of appropriate certifying staff.
- (f) By derogation from point ML.A.902(a), the airworthiness review may be carried out 90 days or less before the expiry date of the ARC, without loss of continuity of the airworthiness review pattern.
- (g) The airworthiness review shall not be subcontracted.
- (h) An ARC shall not be issued if there is evidence or there are indications that the aircraft is not airworthy.
- (i) A copy of any ARC issued or extended for an aircraft shall be sent to the competent authority of the Member State of registry of the aircraft concerned within 10 days of the issuance or extension.
- (j) Upon surrender or revocation, the ARC shall be returned to the competent authority of the Member State of registry, when so requested by the respective authority.

ML.A.902 Validity of the airworthiness review certificate

- (a) An ARC shall be valid for 1 year and its validity may be extended for another year for a maximum of two consecutive extensions. The extension of the validity of the ARC shall begin on:
 - (1) the previous expiry date, if:
 - (i) the extension is carried out within 30 days before the expiry date of the ARC;
 - (ii) the extension is carried out after the expiry date of the ARC;
 - (2) the date on which the extension is carried out, if it is carried out more than 30 days before the expiry date of the ARC.
- (b) The ARC shall only be extended by the organisation managing the continuing airworthiness of the aircraft, subject to the following conditions:
 - (1) the continuing airworthiness of the aircraft has been continuously managed by that organisation since the issue of the ARC;
 - (2) the aircraft has been maintained since the issue of the ARC by a maintenance organisation approved in accordance with Annex II (Part-145) or Annex Vd (Part-CAO);
 - (3) the organisation managing the continuing airworthiness of the aircraft has no evidence or reason to believe that the aircraft is not airworthy.

The maintenance referred to in the first paragraph, point (2), may include pilot-owner maintenance tasks carried out and released to service either by the pilot-owner or by independent certifying staff.
- (c) An ARC shall become invalid if:
 - (1) it is expired, suspended, surrendered or revoked;
 - (2) the airworthiness certificate is suspended, surrendered or revoked.
- (d) An aircraft shall not fly if the ARC is invalid or if the continuing airworthiness of the aircraft or any component installed on the aircraft does not meet the applicable requirements of this Annex.

ML.A.903 Airworthiness review process

- (a) An airworthiness review is a process that comprises all the tasks and activities for evaluating the airworthiness status of an aircraft based on a documented review of the related aircraft continuing airworthiness records and a physical survey.
- (b) Through the documented review of the aircraft, the airworthiness review staff shall be satisfied that:
 - (1) the total in-service life accumulated in the applicable parameter of the aircraft, engine(s), propeller(s), life-limited parts and time-controlled components has been properly recorded;
 - (2) the flight manual is applicable to the aircraft configuration and is kept up to date;
 - (3) the maintenance due on the aircraft according to the AMP, as specified in point ML.A.302, has been carried out;
 - (4) known defects have been rectified or, when applicable, deferred in accordance with point ML.A.403;
 - (5) the applicable airworthiness directives and the measures mandated by the competent authority have been complied with and properly entered into the aircraft continuing airworthiness record system;
 - (6) the modifications and repairs applied to the aircraft have been entered into the aircraft continuing airworthiness record system and comply with point ML.A.304;
 - (7) the life-limited parts and time-controlled components installed on the aircraft are properly identified, entered into the aircraft continuing airworthiness record system and have not exceeded their limitation;

- (8) if applicable, the current mass and balance statement reflects the current configuration of the aircraft and is valid;
- (9) the aircraft complies with the applicable type design;
- (10) if issued, the aircraft holds a valid airworthiness certificate in compliance with Section A, Subpart H, of Annex I (Part 21) or, as applicable, Section A, Subpart H, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
- (11) if issued, the aircraft holds a valid noise certificate corresponding to the current configuration of the aircraft in compliance with Section A, Subpart I, of Annex I (Part 21) or, as applicable, Section A, Subpart I, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
- (12) maintenance has been released in accordance with any of the following:
 - (i) the applicable requirements of this Regulation, for the period during which the aircraft is within the scope of this Regulation;
 - (ii) the appropriate airworthiness requirements of the State which was responsible for the oversight of the aircraft for the period during which the aircraft was not within the scope of this Regulation.

If there is evidence or reason to believe that maintenance in the period referred to in the first paragraph, point (ii), has been inadequate, the airworthiness review staff shall ensure that appropriate actions are taken.
- (c) Through the physical survey of the aircraft, the airworthiness review staff shall be satisfied that:
 - (1) the required markings and placards are properly installed and meet the requirements set out in point 21.A.175 of Annex I (Part 21) or, as applicable, point 21.L.A.144(a) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
 - (2) the aircraft complies with its approved flight manual;
 - (3) the aircraft configuration complies with the documentation;
 - (4) no evident defect can be found that has not been addressed in accordance with point ML.A.403;
 - (5) no inconsistencies can be found between the aircraft and the documented review of records as referred to in point (b).
- (d) For the physical survey, airworthiness review staff not qualified as certifying staff on the specific aircraft subject to the airworthiness review shall be assisted by such qualified personnel.
- (e) The airworthiness review shall be planned and carried out in such a manner that the time elapsed between the review of the aircraft continuing airworthiness records and their corresponding verification during physical survey shall be as short as possible.
- (f) If for any reason an airworthiness review cannot be completed, the person or organisation carrying out the airworthiness review shall inform the competent authority of the Member State of registry as soon as possible.
- (g) The ARC shall not be issued until all actions to eliminate the detected non-compliance have been implemented.
- (h) The details and the outcome of an airworthiness review shall be recorded in an airworthiness review report.
- (i) The effectiveness of the AMP may be reviewed in conjunction with the airworthiness review in accordance with point ML.A.302(c)(9). That review shall be completed by the person who carried out the airworthiness review. If the review shows deficiencies of the aircraft linked with deficiencies in the content of the AMP, the AMP shall be amended accordingly. The person carrying out the review shall inform the competent authority of the Member State of registry if he or she does not agree with the measures amending the AMP taken by the owner, CAMO or CAO. In such case the competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings referred to in point ML.B.907 and, if necessary, reacting in accordance with point ML.B.304.;

(4) point ML.A.904 is amended as follows:

(a) the title is replaced by the following:

ML.A.904 Airworthiness review staff;

(b) points (a), (b) and (c) are replaced by the following:

- (a) Airworthiness review staff acting on behalf of the competent authority shall be qualified in accordance with point ML.B.901(c).
- (b) Airworthiness review staff acting on behalf of an organisation referred to in Annex II (Part-145), Annex Vc (Part-CAMO) or Annex Vd (Part CAO) shall be qualified in accordance with Annex II (Part-145), Annex Vc (Part-CAMO) or Annex Vd (Part-CAO) respectively.
- (c) Airworthiness review staff acting on their own behalf, as permitted pursuant to point ML.A.901(c)(4), shall:
 - (1) hold a licence issued in accordance with Annex III (Part-66) rated for the corresponding aircraft; and
 - (2) hold an authorisation issued by the competent authority that issued the licence in accordance with Annex III (Part-66).;

(5) points ML.A.905, ML.A.906 and ML.A.907 are replaced by the following:

ML.A.905 Transfer of aircraft registration within the Union

- (a) When transferring within the Union an aircraft registration of an aircraft that has, at the time of application, an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012, the applicant shall:
 - (1) first, notify the competent authority of the Member State of registry where the aircraft is registered of the name of the Member State in which the aircraft will be registered;
 - (2) subsequently, apply to the competent authority of the new Member State of registry for the issuance of a new airworthiness certificate in accordance with point 21.A.174(b)(3)(i) of Annex I (Part 21) or, as applicable, point 21L.A.143(e) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.
- (b) At the time of the application to the new Member State of registry:
 - (1) if the ARC is valid, it shall:
 - (i) remain valid until its expiry date, unless the conditions set out in point ML.A.902(c) are met;
 - (ii) be amended with the new nationality and registration marks by the competent authority of the new Member State of registry;
 - (2) if the ARC is either invalid or becomes invalid during the transfer process, the applicant shall take one of the following steps:
 - (i) ensure that the validity of the ARC is restored;
 - (ii) ensure obtaining a new ARC in accordance with point ML.A.901.

ML.A.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

- (a) When applying for an airworthiness certificate for aircraft not having an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 at the time of the application, the applicant shall:
 - (1) apply to the competent authority of the Member State of registry for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

- (2) for aircraft other than new, have an airworthiness review carried out and completed satisfactorily in accordance with point ML.A.903;
 - (3) have all maintenance carried out to comply with the AMP approved in accordance with point ML.A.302;
 - (4) if the former airworthiness certificate was issued in accordance with Regulation (EU) No 748/2012, but it was revoked or surrendered, notify the competent authority that issued the former airworthiness certificate, if different, of the name of the Member State in which the aircraft will be registered.
- (b) If the aircraft complies with the relevant requirements, the competent authority, the CAMO or CAO, the maintenance organisation or the independent certifying staff carrying out the airworthiness review, as provided for in point ML.A.901(c), shall issue an ARC.
- (c) In the case that an evaluation programme is required in accordance with point 21.A.174(b)(3)(ii)(G)(b) or point 21.A.174(d) of Annex I (Part 21) or, as applicable, point 21L.A.143(f)(6)(b) or point 21L.A.143(h) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, the evaluation report referred to in point 21.A.174(d)(4) of Annex I (Part 21) or 21L.A.143(h)(4) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be taken into consideration by the person, competent authority or organisation carrying out the airworthiness review. The evaluation report shall be submitted together with a copy of the ARC issued as required by point ML.A.901(i) of this Annex, unless the airworthiness review is carried out by the competent authority.

ML.A.907 Findings

Following receipt of the notification of findings from the competent authority in accordance with point ML.B.907, the person or organisation responsible for the continuing airworthiness of the aircraft pursuant to point ML.A.201 shall establish a corrective action plan including corrections and corrective actions and, within the agreed period, demonstrate the implementation of the correction to the competent authority.;

- (6) in point ML.B.104, the following point (e) is added:

‘(e) The competent authority shall maintain records of all airworthiness review staff for 3 years after that staff have left the competent authority. Those records shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training.’;

- (7) the following point ML.B.202 is added:

ML.B.202 Information to the Agency

- (a) The competent authority of the Member State shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and its delegated and implementing acts within 30 days from the time the authority became aware of the problems.
- (b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority shall provide the Agency as soon as possible with any safety-significant information stemming from the occurrence reports stored in the national database pursuant to Article 6(6) of Regulation (EU) No 376/2014.;

- (8) in point ML.B.303, point (d) is replaced by the following:

‘(d) Any findings identified shall be categorised in accordance with point ML.B.907 and confirmed in writing to the person or organisation responsible pursuant to point ML.A.201. The competent authority shall have a procedure in place to analyse findings as for their safety significance.’;

- (9) point ML.B.304 is replaced by the following:

ML.B.304 Revocation and suspension

- (a) The competent authority shall:
 - (1) suspend an ARC on reasonable grounds in the case of a potential safety threat; or
 - (2) suspend or revoke an ARC pursuant to point ML.B.907(c), second paragraph.
- (b) The competent authority that issued the airworthiness review authorisation pursuant to point ML.A.904(c) for independent certifying staff shall revoke such authorisation if the holder shows poor performance of the airworthiness review or uses such authorisation in an inappropriate manner.;

- (10) the following point ML.B.901 is inserted:

ML.B.901 Airworthiness review certificate issued by the competent authority

- (a) The competent authority shall issue an ARC using the template in Appendix IV (EASA Form 15c) in one of the following cases:
 - (1) after a satisfactory completion of the airworthiness review by that competent authority in accordance with point ML.A.903;
 - (2) in the case of a new aircraft.
- (b) The competent authority shall carry out the airworthiness review in accordance with point ML.A.903 whenever circumstances reveal the existence of a potential safety threat.
- (c) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews. Such staff shall have:
 - (1) acquired at least 3 years of experience in continuing airworthiness;
 - (2) acquired either an appropriate licence in compliance with Annex III (Part-66), or an aeronautical degree or national equivalent;
 - (3) received appropriate aeronautical maintenance training.The requirement laid down in the first paragraph, point (2), may be replaced by 4 years of experience in continuing airworthiness additional to those already required by the first paragraph, point (1).;

- (11) points ML.B.902 and ML.B.903 are deleted;

- (12) the following points ML.B.905, ML.B.906 and ML.B.907 are added:

ML.B.905 Transfer of aircraft registration within the Union

- (a) Upon receipt of a notification of aircraft transfer between the Member States in accordance with point ML.A.905:
 - (1) the competent authority of the Member State where the aircraft is currently registered shall inform the competent authority of the Member State where the aircraft will be registered of any known problems with the aircraft being transferred;
 - (2) the competent authority of the Member State where the aircraft will be registered shall ensure that the competent authority of the Member State where the aircraft is currently registered has been properly notified about the transfer.
- (b) The competent authority of the new Member State of registry shall amend the existing ARC as specified in point ML.A.905(b)(1)(ii) or issue a new ARC in accordance with point ML.B.901(a)(1).

ML.B.906 Airworthiness review of aircraft without an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012

In the case of an application for an airworthiness certificate in accordance with point ML.A.906(a), if the former airworthiness certificate was issued in accordance with Regulation (EU) No 748/2012, but it was revoked or surrendered:

- (a) upon receipt of a notification in accordance with point ML.A.906(a)(4), the competent authority of the Member State that issued the former airworthiness certificate shall inform, if different, the competent authority of the Member State where the aircraft will be registered of any known problems with the aircraft;
- (b) the competent authority of the Member State where the aircraft will be registered shall ensure, if different, that the competent authority of the Member State that issued the former airworthiness certificate has been properly notified.

ML.B.907 Findings

- (a) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of this Annex, which lowers safety or seriously endangers flight safety.
- (b) A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of this Annex, which is not classified as a level 1 finding.
- (c) If during aircraft surveys or by other means evidence is found showing non-compliance with requirements of this Annex, the competent authority shall require appropriate correction of the non-compliance to be implemented:

- (1) for level 1 findings, before further flight;

- (2) for level 2 findings, within a time period accepted or extended by the competent authority.

The ARC shall be revoked or suspended if the correction in accordance with the first paragraph, point (1), is not implemented immediately.

- (d) If the appropriate correction of the non-compliance required under point (c)(2) is not implemented within the time period accepted or extended by the competent authority, the competent authority shall consider raising the level 2 finding to a level 1 finding and if the correction is not implemented immediately, shall revoke or suspend the ARC.
- (e) When a level 1 finding is raised, the competent authority shall inform, if different and as applicable:
 - (1) the competent authority of the organisation responsible for the aircraft continuing airworthiness pursuant to point ML.A.201;
 - (2) the competent authority of the organisation that issued the current ARC, or the competent authority that issued the authorisation in accordance with point ML.A.904(c)(2), in the case of airworthiness review staff acting on their own behalf.;

(13) in Appendix I, the following point (f) is added:

- (f) When an owner or operator contracts a CAMO or CAO in accordance with point ML.A.201 of this Annex, the obligations of each party in respect of mandatory and voluntary occurrence reporting in accordance with Regulation (EU) No 376/2014 shall be clearly specified.;

(14) in Appendix IV, Form 15c is replaced by the following:

'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 point ML.A.903 of Annex Vb to Commission Regulation (EU) No 1321/2014, of the following aircraft: [or] ☐ the following new aircraft: Aircraft manufacturer: Aircraft manufacturer designation: Aircraft registration: Aircraft serial number: (and) is considered airworthy at the time of the review. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of the 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 point ML.A.903 of Annex Vb to Commission Regulation (EU) No 1321/2014, of the following aircraft: Aircraft manufacturer: Aircraft manufacturer designation: Aircraft registration: Aircraft serial number: and is considered airworthy at the time of the review. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of review (*): Name and signature: Authorisation No (if applicable): ===== First extension: The Airworthiness Review Certificate has been extended in accordance with point ML.A.902 of Annex Vb (Part-ML) to Regulation (EU) No 1321/2014. Date of issue: Expiry date: Airframe flight hours (FHs) on the date of issue (*): Signed: Authorisation No: Name of approved organisation: Approval reference: =====
--

Second extension: The Airworthiness Review Certificate has been extended in accordance with point ML.A.902 of Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

Date of issue: Date of expiry:

Airframe flight hours (FH) on the date of issue (*):

Signed: Authorisation No:

Name of approved organisation: Approval reference:

(*) Except for balloons and airships.

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

When the Form is issued in a language other than English, it shall include an English translation.

EASA Form 15c, Issue 5'.

ANNEX V

Annex Vc (Part-CAMO) to Regulation (EU) No 1321/2014 is amended as follows:

(1) point CAMO.A.125 is amended as follows:

(a) in point (d), point (4) is replaced by the following:

‘(4) extend the validity of an existing airworthiness review certificate in accordance with point M.A.902(a) of Annex I (Part-M) or point ML.A.902(a) of Annex Vb (Part-ML), as applicable, subject to the conditions set out in point M.A.902(b) of Annex I (Part-M) or point ML.A.902(b) of Annex Vb (Part-ML), as applicable.’;

(b) points (e) and (f) are replaced by the following:

‘(e) An organisation approved in accordance with this Annex and having its principal place of business in a Member State may additionally be approved to carry out airworthiness reviews in accordance with point M.A.903 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable, and:

- (1) issue the related airworthiness review certificate under the conditions set out in point M.A.901(b)(1) of Annex I (Part-M) or in accordance with point ML.A.901(b) of Annex Vb (Part-ML), as applicable;
- (2) issue a recommendation for the issuance of an airworthiness review certificate to the competent authority of the Member State of registry, under the conditions set out in point M.A.901(b)(2) of Annex I (Part-M).

(f) An organisation holding the privileges referred to in point (e) of this point may additionally be approved to issue a permit to fly in accordance with point 21.A.711(d) of Annex I (Part 21) to Regulation (EU) No 748/2012 for the aircraft for which the organisation is approved to carry out the airworthiness review, when the organisation attests conformity with the approved flight conditions, subject to an adequate procedure in the CAME referred to in point CAMO.A.300 of this Annex.

In addition, in the case of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, or for aircraft above 2 730 kg MTOM, that permit to fly may be issued provided that:

- (i) the conditions referred to in points M.A.902(b)(1) and M.A.902(b)(2) are met;
- (ii) the continuing airworthiness of the aircraft is managed by the CAMO issuing the permit to fly.’;

(c) the following point (g) is added:

‘(g) An organisation holding the privileges referred to in point (e) may additionally, for the aircraft for which the organisation is approved to carry out the airworthiness review, and subject to an adequate procedure in the CAME referred to in point CAMO.A.300, be approved to:

- (1) develop an evaluation programme in accordance with point 21.A.174(d)(3) of Annex I (Part 21) or, as applicable, point 21L.A.143(h)(3) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;
- (2) conduct the investigations activities proposed in the evaluation programme and issue the evaluation report in accordance with point 21.A.174(d)(4) of Annex I (Part 21) or, as applicable, point 21L.A.143(h)(4) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.

Tasks referred to in the first paragraph, points (1) and (2), shall be performed by staff who are approved to carry out airworthiness review for that aircraft.’;

(2) point CAMO.A.160 is replaced by the following:

‘CAMO.A.160 Occurrence reporting

- (a) As part of its management system, the organisation shall establish and maintain an occurrence reporting system, including mandatory and voluntary reporting. For organisations that have their principal place of business in a Member State, a single system may be established to meet the requirements of Regulation (EU) No 376/2014 and its delegated and implementing acts and of Regulation (EU) 2018/1139 and its delegated and implementing acts.

- (b) The organisation shall report to its competent authority and to the organisation responsible for the design of the aircraft or component any safety-related event or condition of an aircraft or component identified by the organisation which endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person, and in particular any accident or serious incident.
 - (c) The organisation shall also report any such event or condition that affects an aircraft or component, as applicable:
 - (1) to the owner or operator of that aircraft, when such event or condition was identified while managing the continuing airworthiness in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable;
 - (2) to the person or organisation that is responsible for the continuing airworthiness of that aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable, when such event or condition was identified while carrying out continuing airworthiness activities requested by that person or organisation.
 - (d) For organisations that do not have their principal place of business in a Member State:
 - (1) the initial mandatory report shall:
 - (i) appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;
 - (ii) be made as soon as practicable, but in any case, within 72 hours after the organisation has become aware of the occurrence unless exceptional circumstances prevent that;
 - (iii) be made in a form and manner established by the competent authority;
 - (iv) contain all pertinent information about the condition known to the organisation;
 - (2) where relevant, a follow-up report that provides details of the actions that the organisation intends to take to prevent similar occurrences in the future shall be made as soon as those actions have been identified; those follow-up reports shall:
 - (i) be sent to the entities referred to in points (b) and (c) to which the initial report was sent;
 - (ii) be made in a form and manner established by the competent authority.;
- (3) point CAMO.A.220(a) is amended as follows:
- (a) points (3), (4), (5) and (6) are replaced by the following:
 - ‘(3) The organisation shall retain a copy of each airworthiness review certificate and recommendation that are issued, as applicable, together with the airworthiness review report.
 - (4) The organisation shall retain a copy of each evaluation programme and evaluation report that are issued in accordance with the provisions of point 21.A.174(d) of Annex I (Part 21) or, as applicable, point 21L.A.143(h) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.
 - (5) The organisation shall retain a copy of each permit to fly that is issued, and the related documents, in accordance with the provisions of point 21.A.5(c)(2) of Annex I (Part 21) or, as applicable, point 21L.A.7(c) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 for a period of 5 years from the date on which the permit to fly was issued.
 - (6) The organisation shall retain a copy of all records referred to in points (2), (3) and (4) of this point for a period of 3 years after the continuing airworthiness management of the aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable, has been transferred to another person or organisation.’;

- (b) the following points (7) and (8) are added:
 - ‘(7) If the organisation issuing the airworthiness review certificate, recommendation, evaluation programme/report or permit to fly is different from the organisation managing the continuing airworthiness of the aircraft, the issuing organisation shall retain a copy of all records referred to in points (3), (4) and (5) and all supporting documents for a period of 5 years from the date on which the airworthiness review certificate, recommendation, evaluation programme/report or permit to fly was issued.
 - (8) When the organisation ceases operations, all retained records shall be transferred to the owner of the aircraft.’;
- (4) point CAMO.A.300(a) is amended as follows:
 - (a) point (8) is replaced by the following:
 - ‘(8) a list of the staff authorised to issue airworthiness review certificates or recommendations as referred to in point CAMO.A.305(e), specifying, where applicable, the staff authorised to issue permits to fly in accordance with point CAMO.A.125(f) as well as the staff authorised to develop an evaluation programme and conduct the corresponding investigation activities in accordance with point CAMO.A.125(g);’;
 - (b) in point (11), point (iii) is replaced by the following:
 - ‘(iii) continuing airworthiness management, airworthiness review, evaluation programme and permit to fly procedures, as applicable;’;
- (5) point CAMO.A.310 is amended as follows:
 - (a) point (a) is replaced by the following:
 - ‘(a) In order to be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, the organisation shall have airworthiness review staff that comply with all the following requirements:
 - (1) they have acquired at least 5 years of experience in continuing airworthiness;
 - (2) they hold an appropriate licence in compliance with Annex III (Part-66), or an aeronautical degree or national equivalent;
 - (3) they have received formal aeronautical maintenance training;
 - (4) they have a position within the approved organisation with appropriate responsibilities.’;
 - (b) points (c) and (d) are replaced by the following:
 - ‘(c) Before the organisation issues an airworthiness review authorisation to a candidate, that person shall perform an airworthiness review under the supervision of the competent authority or under the supervision of a person that is already authorised as airworthiness review staff by the organisation, in accordance with a procedure approved by the competent authority. If that airworthiness review under supervision is satisfactory, the competent authority shall formally accept that person to become airworthiness review staff.
 - (d) The organisation shall ensure that airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience.’;
- (6) point CAMO.A.320 is replaced by the following:

‘CAMO.A.320 Airworthiness review

When the organisation approved in accordance with point CAMO.A.125(e) of this Annex carries out airworthiness reviews, they shall be carried out in accordance with point M.A.903 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable.’;

- (7) in point CAMO.B.125, points (a) and (b) are replaced by the following:
- ‘(a) The competent authority of the Member State shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and its delegated and implementing acts within 30 days from the time the authority became aware of the problems.
 - (b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority shall provide the Agency as soon as possible with any safety-significant information stemming from the occurrence reports stored in the national database pursuant to Article 6(6) of Regulation (EU) No 376/2014.’
-

ANNEX VI

Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014 is amended as follows:

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

‘CONTENTS

CAO.1	General
SECTION A — ORGANISATION REQUIREMENTS	
CAO.A.010	Scope
CAO.A.015	Application
CAO.A.017	Means of compliance
CAO.A.020	Terms of approval
CAO.A.025	Combined airworthiness exposition
CAO.A.030	Facilities
CAO.A.035	Personnel requirements
CAO.A.040	Certifying staff
CAO.A.045	Airworthiness review staff
CAO.A.050	Components, equipment and tools
CAO.A.055	Maintenance data and work orders
CAO.A.060	Maintenance standards
CAO.A.065	Aircraft certificate of release to service
CAO.A.070	Component certificate of release to service
CAO.A.075	Continuing airworthiness management
CAO.A.080	Continuing airworthiness management data
CAO.A.085	Airworthiness review
CAO.A.090	Record-keeping
CAO.A.095	Privileges of the organisation
CAO.A.100	Quality system and organisational review
CAO.A.105	Changes to the organisation
CAO.A.110	Continued validity
CAO.A.115	Findings
CAO.A.120	Occurrence reporting
SECTION B — AUTHORITY REQUIREMENTS	
CAO.B.010	Scope
CAO.B.017	Means of compliance
CAO.B.020	Record-keeping
CAO.B.025	Mutual exchange of information
CAO.B.030	Responsibilities
CAO.B.035	Exemptions
CAO.B.040	Application
CAO.B.045	Initial certification procedure
CAO.B.050	Issuance of the initial certificate

CAO.B.055 Continuing oversight

CAO.B.060 Findings

CAO.B.065 Changes

CAO.B.070 Suspension, limitation and revocation

CAO.B.075 Information to the Agency

Appendix I — Combined airworthiness organisation (CAO) certificate — EASA Form 3-CAO;

(2) in point CAO.A.025(a), point (7) is replaced by the following:

‘(7) a list of airworthiness review staff with their scope of approval, as well as staff authorised to develop an evaluation programme and conduct the corresponding investigation activities, if such staff exist;’

(3) in point CAO.A.045, points (a) and (b) are replaced by the following:

‘(a) In order to be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, the organisation shall have airworthiness review staff that comply with all the following requirements:

(1) they have acquired experience in continuing airworthiness of at least 1 year for sailplanes and balloons and of at least 3 years for all other aircraft;

(2) they hold an appropriate licence in compliance with Annex III (Part-66), or an aeronautical degree or national equivalent, or they have 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;

(3) they have received formal aeronautical maintenance training.

(b) Before the organisation issues an airworthiness review authorisation to a candidate, that person shall perform an airworthiness review under the supervision of the competent authority or under the supervision of a person that is already authorised as airworthiness review staff by the organisation, in accordance with a procedure approved by the competent authority. If that airworthiness review under supervision is satisfactory, the competent authority shall formally accept that person to become airworthiness review staff.’

(4) point CAO.A.085 is replaced by the following:

‘CAO.A.085 **Airworthiness review**

The CAO shall carry out any airworthiness reviews in accordance with point M.A.903 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable.’

(5) point CAO.A.090 is amended as follows:

(a) point (a) is amended as follows:

(i) points (3) and (4) are replaced by the following:

‘(3) a copy of each permit to fly that is issued, and the related documents in accordance with the provisions of point 21.A.5(c)(2) of Annex I (Part 21) or, as applicable, point 21L.A.7(c) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 for a period of 5 years from the date on which the permit to fly was issued.

(4) a copy of each airworthiness review certificate and recommendation that are issued, as applicable, together with the airworthiness review report.’

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

‘(5) a copy of each evaluation programme and evaluation report that are issued in accordance with the provisions of point 21.A.174(d) of Annex I (Part 21) or, as applicable, point 21L.A.143(h) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.’

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

‘(c) The organisation shall retain a copy of all records referred to in points (a)(4) and (a)(5) of this point for a period of 3 years after the continuing airworthiness management of the aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable, has been transferred to another person or organisation.

If the organisation issuing the airworthiness review certificate, recommendation, evaluation programme/report or permit to fly is different from the organisation managing the continuing airworthiness of the aircraft, the issuing organisation shall retain a copy of all records referred to in points (a)(3), (a)(4) and (a)(5) and all supporting documents for a period of 5 years from the date on which the airworthiness review certificate, recommendation, evaluation programme/report or permit to fly was issued.’;

(c) point (f) is replaced by the following:

‘(f) When the continuing airworthiness management of an aircraft is transferred to another organisation or person, all the records retained under points (a)(2) to (a)(5) shall be transferred to that organisation or person. From the moment of the transfer, point (c) shall apply to that organisation or person.’;

(d) in point (g), point (2) is replaced by the following:

‘(2) the records referred to in point (a)(2) to (a)(5) shall be transferred to the owner of the aircraft.’;

(6) point CAO.A.095 is amended as follows:

(a) in point (b), point (4) is replaced by the following:

‘(4) Extend the validity of an existing airworthiness review certificate in accordance with point M.A.902(a) of Annex I (Part-M) or point ML.A.902(a) of Annex Vb (Part-ML), as applicable, subject to the conditions set out in point M.A.902(b) of Annex I (Part-M) or point ML.A.902(b) of Annex Vb (Part-ML), as applicable.’;

(b) in point (c), point (1) is replaced by the following:

‘(1) A CAO with its principal place of business in a Member State, the approval of which includes the privileges referred to in point (b) of this point, may be approved to carry out airworthiness reviews in accordance with point M.A.903 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable, and:

(i) issue the related airworthiness review certificate under the conditions set out in point M.A.901(b)(1) of Annex I (Part-M) or in accordance with point ML.A.901(b) of Annex Vb (Part-ML), as applicable;

(ii) issue a recommendation for the issuance of an airworthiness review certificate to the competent authority of the Member State of registry, under the conditions set out in point M.A.901(b)(2) of Annex I (Part-M).’;

(c) in point (c), the following point (3) is added:

‘(3) A CAO holding the privileges referred to in point (1) or point (2) may additionally, for the aircraft for which the organisation is approved to carry out the airworthiness review, and subject to an adequate procedure in the CAE referred to in point CAO.A.025, be approved to:

(i) develop an evaluation programme in accordance with point 21.A.174(d)(3) of Annex I (Part 21) or, as applicable, point 21L.A.143(h)(3) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

(ii) conduct the investigations activities proposed in the evaluation programme and issue the evaluation report in accordance with point 21.A.174(d)(4) of Annex I (Part 21) or, as applicable, point 21L.A.143(h)(4) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.

Tasks referred to in the first paragraph, points (i) and (ii), shall be performed by staff who are approved to carry out airworthiness review for that aircraft.’;

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

‘(d) Permit to fly

A CAO with its principal place of business in one of the Member States, the approval of which includes the privileges referred to in point (c)(1) or point (c)(2) of this point, may be approved to issue a permit to fly in accordance with point 21.A.711(d) of Annex I (Part 21) to Regulation (EU) No 748/2012 for those aircraft for which the CAO can issue the airworthiness review certificate when it attests conformity with the approved flight conditions, subject to an adequate procedure in the CAE referred to in point CAO.A.025 of this Annex.

In addition, in the case of aircraft above 2 730 kg MTOM, that permit to fly may be issued provided that:

- (i) the conditions referred to in points M.A.902(b)(1) and M.A.902(b)(2) of Annex I (Part-M) are met;
- (ii) the continuing airworthiness of the aircraft is managed by the CAO issuing the permit to fly.’;

(7) the following point CAO.A.120 is inserted:

‘CAO.A.120 **Occurrence reporting**

- (a) The organisation shall establish and maintain an occurrence reporting system, including mandatory and voluntary reporting. For organisations that have their principal place of business in a Member State, a single system may be established to meet the requirements of Regulation (EU) No 376/2014 and its delegated and implementing acts and of Regulation (EU) 2018/1139 and its delegated and implementing acts.
- (b) The organisation shall report to its competent authority and to the organisation responsible for the design of the aircraft or component any safety-related event or condition of an aircraft or component identified by the organisation which endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person, and in particular any accident or serious incident.
- (c) The organisation shall also report any such event or condition that affects an aircraft or component, as applicable:
 - (1) to the owner or operator of that aircraft, when such event or condition was identified while managing the continuing airworthiness in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable;
 - (2) to the person or organisation that is responsible for the continuing airworthiness of that aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable, when such event or condition was identified while carrying out continuing airworthiness activities requested by that person or organisation;
 - (3) to the person or organisation that requested the component maintenance, if different from point (2), when such event or condition was identified while carrying out component maintenance.
- (d) For organisations that do not have their principal place of business in a Member State:
 - (1) the initial mandatory report shall:
 - (i) appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;
 - (ii) be made as soon as practicable, but in any case, within 72 hours after the organisation has become aware of the occurrence unless exceptional circumstances prevent that;
 - (iii) be made in a form and manner established by the competent authority;
 - (iv) contain all pertinent information about the condition known to the organisation;

- (2) where relevant, a follow-up report that provides details of the actions that the organisation intends to take to prevent similar occurrences in the future shall be made as soon as those actions have been identified; those follow-up reports shall:
 - (i) be sent to the entities referred to in points (b) and (c) to which the initial report was sent;
 - (ii) be made in a form and manner established by the competent authority.;
- (8) the following point CAO.B.075 is added:

‘CAO.B.075 Information to the Agency

- (a) The competent authority of the Member State shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and its delegated and implementing acts within 30 days from the time the authority became aware of the problems.
 - (b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority shall provide the Agency as soon as possible with any safety-significant information stemming from the occurrence reports stored in the national database pursuant to Article 6(6) of Regulation (EU) No 376/2014.’.
-

ANNEX VII

Point CAMO.B.300 of Annex Vc (Part-CAMO) to Regulation (EU) No 1321/2014 is corrected as follows:

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

‘(g) When a contract is concluded in accordance with point M.A.201(ea) of Annex I (Part-M), the competent authority responsible for the oversight of the CAMO and the competent authorities responsible for the oversight of the operators concerned shall cooperate to ensure the exchange of information which is relevant for the performance of their tasks. This cooperation shall include the exchange of information on results of the oversight activities performed by those competent authorities and may include the performance of oversight tasks on the CAMO by the competent authorities responsible for the operators.’;

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

‘(h) With regard to the certification and oversight of the organisation’s compliance with point CAMO.A.200A, in addition to complying with points (a) to (f), the competent authority shall review any approval granted under point IS.I.OR.200(e) of this Regulation or point IS.D.OR.200(e) of Delegated Regulation (EU) 2022/1645 following the applicable oversight audit cycle and whenever changes are implemented in the scope of work of the organisation.’.
