

Title:	Opinion and Instruction Document Implementation of Safety Management Systems	
Package Number (allocated by SARG Rule Making)	0022	
Headline Purpose:	Implementation of Safety Management Systems into organisations responsible for aircraft and aircraft parts maintenance, production and design.	
Proposed action:	Amendment to UK Regulation (EU) No 748/2012 and UK Regulation (EU) No 1321/2014 ¹ , to implement Safety Management Systems (“ SMS ”) into organisations responsible for aircraft and aircraft parts maintenance, production and design, and rationalisation and corrections of the Regulations effected by the introduction of the SMS changes.	

Objective

The benefits of SMS are widely recognised and accepted in providing improved safety performance to approved organisations. In February 2013 ICAO adopted Annex 19 related to Safety Management. The Annex became applicable on 14 November 2013. Contracting states are required to implement the Safety Management Standards and Recommended Practices (“**SARPs**”) to stay in compliance with the Annex. SMS has already been introduced into continuing airworthiness management organisations, the aim now is to introduce SMS into Part 21 design and production organisations and Part 145 maintenance organisations.

Additional changes in relation to rationalisation and corrections are introduced to harmonise the regulations with the SMS changes already introduced in other domains.

Background

SMS is widely required by National Aviation Authorities for approved organisations worldwide.

SMS has been introduced into the European Union system in a staggered approach, with SMS being mandated for each of the major domains at different times, airworthiness being the last. EASA published its first SMS NPA in 2013. Due to complexity of the issue, the task was split into two phases as reflected in the second NPA 2019-05. Phase I introduced SMS requirements for continuing airworthiness organisations (“**CAMOs**”) in Commission Implementing Regulation (EU) 2019/1383. Phase II introduced SMS requirements into Part 145 for maintenance organisation and Part 21 for design and production organisations. The UK system is structured on the Regulations initially established in the EU. This proposal adopts the approach developed in Europe to complete the implementation of SMS and is considered appropriate to ensure compliance with Annex 19.

The CAA and UK industry representatives were active members and contributors to EASA working groups and played an important role in developing the amendments to Regulation (EU) No 748/2012 and Regulation (EU) No 1321/2014.

The adoption of these Regulations will address a significant non-compliance with an ICAO SARPs.

Due to the CAA active participation in the EASA consultation process, a further UK public consultation has not been conducted. CAA are proposing adjustments are made for the applicability and transition period dates.

What legal powers are being used to achieve the change?

Articles 17(1) and 62(14) of UK Regulation (EU) 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2019 (“[the UK Basic Regulation](#)”).

Consequence of not making these legislative changes

1. If SMS was not to be mandated via a rule change, the UK would remain non-compliant with the ICAO Annex 19 that became fully effective in November 2013.
2. Absence of mandated safety performance improvements and risk management for maintenance, production and design organisations.
3. Apart from focus on organisations, amendments are also proposed in relation to the CAA. These amendments will enhance the CAA's ability to streamline oversight procedures and carry out effective performance-based oversight in the remaining airworthiness domains.
4. Non-adoption of SMS has the potential to impact on current and future bilateral arrangements and has already featured in discussions with other States. UK organisations are having to comply with foreign SMS requirements as part of the implementation of bilateral agreements whereas the introduction of SMS requirements into UK legislation will allow for the recognition of these under future bilateral agreements.
5. It is considered that not adopting SMS would damage the UK's reputation. The CAA has been instrumental in the development of SMS SARPs and guidance material via the ICAO Safety Management Panel and Safety Management International Collaboration Group.
6. The safety critical nature of the amendments proposed reflect safety recommendations of investigation authorities following serious accidents, e.g. the Air Accidents Investigation Branch, and as such are considered critical to improving safety. If the proposed changes are not made, the UK will not be introducing these safety-critical amendments.
7. In line with the government's Better Regulations Principles, the proposed amendments adopt a proportional approach to smaller organisations.

Affected Law (and, if Applicable, UK AMC)

What is the existing UK legal framework which is relevant here?	UK Regulation (EU) No 748/2012 Annex I (Part 21) and UK Regulation (EU) No 1321/2014 Annex II (Part 145), as described below ¹
Identify the law that is being changed	Please see accompanying tables of changes
Are any consequential amendments needed to other pieces of law?	We will need to make consequential amendments to the Air Navigation Order 2016 (as amended) to remove references to offences that no longer exist (e.g. 21.A.721 and 21.A.729 in Annex 1 of the amended regulation)
If the change proposed is to retained EU Implementing Rules made under the UK Basic Regulation is there any UK Acceptable means of compliance (" AMC "), Guidance Material (" GM ") Certification Specification (" CS ") that will be changed/newly adopted as a consequence?	The CAA will propose AMC and GM to accompany these changes.

¹ Please refer to this webpage for consolidated versions of these Regulations as retained in UK law <https://www.caa.co.uk/uk-regulations/>

<p>Is this proposal related to changes the EU have made that are not retained EU law (e.g. EU law that was in force but did not come across under the terms of the Withdrawal Act), or EU law changes since End of Transition?</p>	<p>Yes. Apart from the Regulations quoted above, other related EASA documents are: Opinion 04/2020 NPA 2019-05(A)(B)(C) NPA 2013-01 (EASA RMT.0251 (mdm.055))</p>
<p>Is there an EU Notice of Proposed Amendment considering the same issue?</p>	<p>NPA 2019-05(A)(B)(C) NPA 2013-01</p>
<p>Does this proposal relate to an international treaty obligation (e.g. an ICAO SARP)?</p>	<p>ICAO Annex 19 SARPs</p> <p>Deadline has already been significantly exceeded - ICAO SARP applicable from November 2013.</p> <p>The CAA is in the process of submitting a difference whilst the rulemaking process is being completed.</p>
<p>Is a consultation required?</p>	<p>These proposals were fully developed by EASA and were consulted upon prior to the publication of EASA's Opinion 04/2020 CRD 2019-05 CRD 2019-05(C)</p> <p>The amendments now proposed are materially the same as the amendments adopted into EU law. The CAA does not consider that there has been any material change in circumstances since the date of the EASA consultation.</p> <p>As the EASA consultation meets the requirement for consultation for the purpose of these proposed amendments, there is no requirement to carry out an additional consultation.</p>
<p>Is an Impact Assessment under the Better Regulation Framework necessary</p>	<p>A De Minimis Impact Assessment has been undertaken in respect of this proposed amendment.</p>
<p>When is it intended that these provisions should be brought into force?</p>	<p>To give the industry sufficient time to prepare for the changes, the proposal is for these provisions to apply one year after the SI is made. This would be followed by a two-year transition period allowing for the implementation and oversight to be manageable.</p>
<p>Has an SI slot been agreed with the Department for Transport?</p>	<p>May 2023</p>
<p>Will there be any criminal offences?</p>	<p>The Department for Transport is considering whether to seek a legislative opportunity to take powers for the Secretary of State to make a breach of requirements of retained EU legislation in the field of civil aviation an offence. If such powers are agreed by Parliament</p>

	in the future, then consideration will be given to whether any additional criminal offences would be appropriate.
If so, is a Justice Impact Test required?	If the power to impose criminal sanctions is granted, the question of a Justice Impact Test will be considered by the CAA in collaboration with the Department for Transport.
What is the intended extent of the provision?	The UK
Are there any devolved issues?	No
Are any transitional provisions needed?	<p>Given the complexity of the issue, transitional arrangements are necessary. To give the industry sufficient time to prepare for the changes, the proposal is for the provisions to apply one year after entry into force. This would be followed by two-year transition period allowing for the implementation and oversight to be manageable.</p> <p>The CAA's oversight of an SMS will be split into two phases. Only after an organisation has implemented SMS, a phase I assessment can take place evaluating compliance. This will look into SMS being 'present and suitable'. It then takes up to four to five years for SMS to mature and be operating and effective, which will be assessment by CAA as part of phase II, the performance phase.</p> <p>This is commonplace and transitional arrangements have been used for the implementation of SMS in previous domains, such as flight operations and CAMO organisations within the airworthiness.</p>

Suggested Changes to existing wording of Law

As set out above, the substance of the amendments detailed below have already been the subject of consultation. These proposals are therefore published for information purposes only. It should be noted that the amendments set out in this section constitute the CAA's initial opinion on possible amendments to the relevant legislation. While it is anticipated that any amendments ultimately enacted will broadly reflect the CAA's proposals, all amendments to legislation are subject to an iterative legislation drafting process by Government lawyers. The proposals set out below may therefore not be the final wording in the UK law.

The amendments proposed by the CAA to UK Regulation (EU) No 748/2012 and UK Regulation (EU) No 1321/2014 are set out in the two accompanying tables of changes published with this OID.

RMT.0022 and 0124 - Table of proposed amendments to Regulation 748/2012 for the May 2023 SI

Purpose of the amendment:

- **Safety Management System (SMS)** –introduction of Safety Management Systems requirements for design and production organisations under Part 21.
- **Ageing Aircraft Structures (AAS)** – Changes due to introduction of previous Ageing Aircraft provisions in Part 26 in 2021 ([Opinion and Instruction Document – 0005](#))([The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021](#))
- **Instructions for Continued Airworthiness (ICA)** – Changes to provide a definition of ICA and maintenance data and to establish instructions as part of the type certificate.
- **Eligibility of parts and appliances for installation without a Form 1 (EOPF1)** - Changes to provide clarity for parts and appliances for which their effect on the safety of the operation of aircraft is negligible and a Form 1 is no longer required.
- **Rationalisation** – where similar requirements were spread across various subparts, they are now combined into a new point with some improvements to the text.
- **Correction** – corrections to the regulation, aiming to either clarify or rectify the relevant and cited requirement.

Cross referencing:

DfT lawyers may be assisted in drafting by understanding where equivalent provisions already exist in retained EU aviation safety legislation, or where a proposal is put forward to make an equivalent change to a related Regulation.

Where an equivalent or related provision already exists, it will be identified as follows: [**Reg xx/xxx, Annex xx, para xx**]

Where an equivalent provision is connected to another related Regulation being amended as part of these rulemaking tasks, reference will be made to the table containing that proposed amendment and to the amendment by line number as follows [Table 748/2012 or 1321/2014 [delete as appropriate](as applicable); Amendment No. xx]

EU Regulation provision from which amendment is derived:

- [Commission Delegated Regulation \(EU\) 2022/201](#) of 10 December 2021 amending regulation (EU) No 748/2012 as regards management systems and occurrence-reporting systems to be established by design and production organisations, as well as procedures applied by the Agency, and correcting that Regulation.

- [Commission Implementing Regulation \(EU\) 2022/203](#) of 14 February 2022 amending Regulation (EU) No 748/2012 as regards management systems and occurrence-reporting systems to be established by competent authorities, and correcting Regulation (EU) No 748/2012 as regards the issuance of airworthiness review certificates.
- [Commission Delegated Regulation \(EU\) 2021/699](#) of 21 December 2020 amending and correcting Regulation (EU) No 748/2012 as regards the instructions for continued airworthiness, the production of parts to be used during maintenance and the consideration of ageing aircraft aspects during certification.

UK Regulation to be amended:

- [UK Regulation \(EU\) 748/2012](#) - the UK Initial Airworthiness Regulation (Part 21)

The provisions of the amending Regulation should come into force 21 days after the day the Regulation is made or, otherwise, as identified in the last column in the table provided. Unless otherwise indicated in the last column, each amendment should therefore come into force as indicated above.

For SMS related requirements, due to the volume and extend of the implementation work required, an implementation period up to 1 January 2024 is being proposed, as indicated in the last column of the table. This will allow the organisations to adjust their procedures and processes as well as update their Expositions which will be submitted to the CAA for approval.

At the end of the implementation period, from 1 January 2024, the CAA will commence its oversight process in respect of compliance with the amending Regulation. Any issues of non-compliance will be raised as an SMS related finding by the CAA. Organisations will be required to correct those findings enabling the CAA to close them by no later than 1 January 2026. Where from 1 January 2026 such findings will not have been closed, the approval certificate will be revoked, limited or suspended in whole or in part.

For requirements related to Instructions for Continued Airworthiness (ICA) and Eligibility of parts and appliances for installation without a Form 1 (EOPF1), a transition period aligning with amendments to Regulation No 748/2012 of 1 year will be required. It is therefore proposed an entry into force date of 1 January 2024 for the related provisions defined in the table below. All corrections should come into force at the same time as the next Statutory Instrument amendment.

Highlighting is used to assist in identifying the changes from the existing provision.

Orange shading indicates that a provision is listed in the Air Navigation Order 2016 (ANO) Schedule 13, Part 1, Chapter 2. Note that currently the Secretary of State does not have powers to create new offences for provisions for retained EU legislation. Some of the provisions being amended in the table have offences associated with them in article 265 ANO and Schedule 13 ANO, as shown highlighted in orange in the 2nd column below. The approach previously agreed with DfT has been that if an amendment materially changes the scope of such a provision, it would effectively create a new offence, which as yet we are not allowed to do without new primary legislation. This leaves 2 options: a) do not proceed with the amendment or b) draft the amendment as a new provision that does have the offence associated with it. The CAA’s preferred approach is for b), where this arises. It could be the case that this legislation is in force before the relevant provision is changed, in which case there is no problem, or that the change proposed is so minor so as not to affect the offence. Alternatively, where the amendment does not come into force until a later date, as indicated in the last column, and the power to create such offences, by an amendment to section 61 of the Civil Aviation Act 1982, will be in force by that date, perhaps the amendment may be made with a particular “in force” date.

Some of the amendments in the table are updating references to other Regulations, e.g. to Regulation 2018/1139 (the so-called Basic Regulation), which is still referred to in retained Regulation 748/2012 as Regulation 216/2008 (now revoked by 2018/1139 although note article 139(4) of 2018/1139). There are however other, existing references in 748/2012 which this table does not address. If these amendments update the references as mentioned below, then presumably the other references in 748/2012, not mentioned in this table, should also be updated?

¹ “References to the repealed Regulations referred to in paragraphs 1, 2 and 3 shall be construed as references to this Regulation and, where appropriate, read in accordance with the correlation table in Annex X.” [law-2018-1139-30-mar-2021.pdf \(caa.co.uk\)](http://law-2018-1139-30-mar-2021.pdf(caa.co.uk))

The change from continuing to continued airworthiness is important because there is a distinction between the two. To aid understanding a description of the meaning has been included:

- Continued Airworthiness – (related to Type Certificate Holder) actions associated with the upkeep of a Type Design and the associated Approved Data through life.
- Continuing Airworthiness – (related to Operator) actions associated with maintenance ensuring that aircraft remains in a condition for safe operation throughout its operating life.

For legal powers to make the amendments please see the Opinion Document.

Amdnt No.	Provision being amended	Proposed amendment text	Cross reference to	Relevant RMT No. and	Date when amdnt
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			related provisions	purpose of amendment	should come into force
1	Article 8	<p>Add paragraph:</p> <p>‘4. By way of derogation from points 21.B.433(d)(1) and (2) of Annex I (Part 21), a design organisation that holds a valid approval certificate issued in accordance with Annex I (Part 21) shall implement the Safety Management System requirements of Annex I by 1 January 2024.</p> <p>Organisations may correct any findings of non-compliance related to the Safety Management System requirements introduced by amending Regulation by 1 January 2026.</p> <p>Where from 1 January 2026, the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.’</p> <p><i>Note: The dates proposed in this amendment assume the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised accordingly.</i></p>		022/SMS	1 January 2024
2	Article 9	<p>Paragraph 1 is replaced by the following:</p> <p>‘1. An organisation responsible for the manufacture of products, parts and appliances shall demonstrate its capability in accordance with the provisions of Annex I (Part 21). This demonstration of capability is not required for the parts or appliances that an organisation manufactures which, in accordance with the provisions of Annex I (Part 21), are eligible for installation in a type-certified product without the need to be accompanied by an authorised release certificate (i.e. CAA Form 1).’</p> <p><i>Note: Sentence added to support new eligibility of parts and appliances for installation without a Form 1 (EOPF1).</i></p>		0124/EOPF1	1 January 2024
3	Article 9	<p>Add paragraphs 5 and 6:</p> <p>‘5. By way of derogation from points 21.B.225(d)(1) and (2) of Annex I (Part 21), a production organisation that holds a valid approval certificate issued in accordance</p>		022/SMS	1 January 2024

		<p>with Annex I (Part 21) shall implement the Safety Management System requirements of Annex I by 1 January 2024.</p> <p>Organisations may correct any findings of non-compliance related to the Safety Management System requirements introduced by amending Regulation by 1 January 2026.</p> <p>Where from 1 January 2026, the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.</p> <p>6. By way of derogation from points 21.B.125(d)(1) and (2) of Annex I (Part 21), a production organisation without an approval certificate and holds a valid letter of agreement issued in accordance with Annex I (Part 21) shall implement the Safety Management System requirements of Annex I by 1 January 2024.</p> <p>Organisations may correct any findings of non-compliance related to the Safety Management System requirements introduced by amending Regulation by 1 January 2026.</p> <p>Where from 1 January 2026, the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.'</p> <p><i>Note: The dates proposed in this amendment assume the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised accordingly.</i></p>			
4	Table of Content	<p>The table of content is amended as follows:</p> <p>21.A.3A replace with 'Reporting system'</p> <p>Insert '21.A.5 Record-keeping'</p> <p>Insert '21.A.6 Manuals'</p> <p>Insert '21.A.7 Instructions for continued airworthiness'</p> <p>Insert '21.A.9 Access and investigation'</p> <p>Delete '21.A.55 Record-keeping'</p>		022/SMS	1 January 2024

	<p>Delete '21.A.57 Manuals'</p> <p>Delete '21.A.61 Instructions for continued airworthiness'</p> <p>Insert '21.A.90C Stand-alone changes to the Instructions for Continued Airworthiness'</p> <p>Delete '21.A.105 Record-keeping'</p> <p>Delete '21.A.107 Instructions for Continued Airworthiness'</p> <p>Delete '21.A.119 Manuals'</p> <p>Delete '21.A.120A Instructions for continued airworthiness'</p> <p>Insert '21.A.124A Means of compliance'</p> <p>21.A.125B replace with 'Findings and observations'</p> <p>21.A.129 replace with 'Obligations of the production organisation'</p> <p>Insert '21.A.134A Means of compliance'</p> <p>21.A.139 replace with 'Production management system'</p> <p>21.A.143 replace with 'Production organisation exposition'</p> <p>21.A.145 replace with 'Resources'</p> <p>21.A.147 replace with 'Changes in the production management system'</p> <p>Delete '21.A.157 Investigations'</p> <p>21.A.158 replace with 'Findings and observations'</p> <p>Delete '21.A.180 Inspections'</p> <p>Delete '21.A.210 Inspections'</p> <p>21.A.239 replace with 'Design management system'</p> <p>21.A.243 replace with 'Handbook'</p> <p>21.A.245 replace with 'Resources'</p>			
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	<p>21.A.247 replace with 'Changes in the design management system'</p> <p>Delete '21.A.257 Investigations'</p> <p>21.A.258 replace with 'Findings and observations'</p> <p>Delete '21.A.447 Record-keeping'</p> <p>Delete '21.A.449 Instructions for continued airworthiness'</p> <p>Delete '21.A.613 Record-keeping'</p> <p>Delete '21.A.615 Inspection by the CAA'</p> <p>Delete '21.A.721 Inspections'</p> <p>Delete '21.A.729 Record-keeping'</p> <p>Insert '21.B.20 Immediate reaction to a safety problem'</p> <p>21.B.25 replace with 'Management system'</p> <p>21.B.30 replace with 'Allocation of tasks to qualified entities'</p> <p>21.B.35 replace with 'Changes in the management system'</p> <p>Delete '21.B.40 Resolution of disputes'</p> <p>Insert '21.B.65 Suspension, limitation and revocation'</p> <p>Insert '21.B.115 Means of compliance'</p> <p>21.B.120 replace with 'Initial certification procedure'</p> <p>Delete '21.B.130 Issue of letter of agreement'</p> <p>Delete '21.B.145 Limitation, suspension and revocation of a letter of agreement'</p> <p>Delete '21.B.150 Record-keeping'</p> <p>Insert '21.B.215 Means of compliance'</p>			
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		<p>21.B.220 replace with 'Initial certification procedure'</p> <p>21.B.125 replace with 'Findings and corrective actions; observations'</p> <p>Insert '21.B.221 Oversight principles'</p> <p>Insert '21.B.222 Oversight programme'</p> <p>21.B.225 replace with 'Findings and corrective actions; observations'</p> <p>Delete '21.B.230 Issue of certificate'</p> <p>Delete '21.B.235 Continued Surveillance'</p> <p>21.B.240 replace with 'Changes in production management system'</p> <p>Delete '21.B.245 Suspension and revocation of a production organisation approval'</p> <p>Delete '21.B.260 Record-keeping'</p> <p>Delete '21.B.330 Suspension and revocation of certificates of airworthiness and restricted certificates of airworthiness'</p> <p>Delete '21.B.345 Record-keeping'</p> <p>'21.B.430 replace with 'Initial certification procedure'</p> <p>Insert '21.B.431 Oversight principles'</p> <p>Insert '21.B.432 Oversight programme'</p> <p>Insert '21.B.433 Findings and corrective actions; observations'</p> <p>Insert '21.B.435 Changes in the design management system'</p> <p>Delete '21.B.445 Record-keeping'</p> <p>Delete '21.B.530 Revocation of permits to fly'</p> <p>Delete '21.B.545 Record-keeping'</p>			
5	Table of Content	Insert '21.A.65 Continuing structural integrity for aeroplanes structures'		0124/AAS	Immediately

6	21.A.3A	<p>Replace with:</p> <p>(a)</p> <p>Without prejudice to Regulation (EU) No 376/2014, all natural or legal persons that have applied for or hold a type-certificate, restricted type-certificate, supplemental type-certificate, UK Technical Standard Order (UKTSO) authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall:</p> <p>1.</p> <p>establish and maintain a system for collecting, investigating and analysing occurrence reports in order to identify adverse trends or to address deficiencies and to extract occurrences whose reporting is mandatory in accordance with point 3 and those which are reported voluntarily. The reporting system shall include:</p> <p>(i)</p> <p>reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the product, part or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, UKTSO authorisation, major repair design approval or by any other relevant approval deemed to have been issued under this Regulation;</p> <p>(ii)</p> <p>errors, near misses and hazards that do not fall under point (i);</p> <p>2.</p> <p>make available to known operators of the product, part or appliance and, on request, to any authorised person the information about the system established in accordance with point 1, and on how to provide reports of and information related to failures, malfunctions, defects or other occurrences referred to in point 1(i);</p> <p>3.</p>		022/SMS	1 January 2024

	<p>report to the CAA any failure, malfunction, defect or other occurrence of which it is aware and is related to a product, part or appliance covered by the type-certificate, restricted type-certificate, supplemental type- certificate, UKTSO authorisation, major repair design approval or by any other relevant approval deemed to have been issued under this Regulation, and which has resulted or may result in an unsafe condition.</p> <p>(b)</p> <p>Without prejudice to Regulation (EU) No 376/2014, any natural or legal person that holds or has applied for a production organisation approval certificate under Subpart G of this Section, or that produces a product, part or appliance under Subpart F of this Section, shall:</p> <p>1.</p> <p>establish and maintain a system for collecting and assessing occurrence reports, including reports on errors, near misses and hazards, in order to identify adverse trends or to address deficiencies and extract occurrences whose reporting is mandatory in accordance with points 2 and 3 and those which are reported voluntarily;</p> <p>2.</p> <p>report to the responsible design approval holder all the cases where products, parts or appliances have been released by the production organisation and possible deviations from the applicable design data have been subsequently identified, and investigate with the design approval holder to identify those deviations which could lead to an unsafe condition;</p> <p>(c)</p> <p>Without prejudice to Regulation (EU) No 376/2014, any natural or legal person, when reporting in accordance with points (a)(3), (b)(2), (b)(3) and (b)(4), shall appropriately protect the confidentiality of the person who reports and of the person(s) mentioned in the report.</p> <p>(d)</p> <p>Without prejudice to Regulation (EU) No 376/2014, any natural or legal person shall make the reports referred to in points (a)(3) and (b)(3) in a form and manner established by the CAA and dispatch them as soon as practicable and in any case not</p>			
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		<p>later than 72 hours after the natural or legal person has identified that the occurrence may lead to a possible unsafe condition, unless exceptional circumstances prevent this.</p> <p>(e)</p> <p>Without prejudice to Regulation (EU) No 376/2014, if an occurrence reported under point (a)(3) or under point (b)(3) results from a deficiency in the design or a production deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, UKTSO authorisation or any other relevant approval deemed to have been issued under this Regulation, or the production organisation as appropriate, shall investigate the reason for the deficiency and report to the CAA the results of its investigation and any action it intends to take or proposes to be taken to correct that deficiency.</p> <p>(f)</p> <p>If the CAA finds that action is required to correct the deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, UKTSO authorisation or any other relevant approval deemed to have been issued under this Regulation, or the production organisation as appropriate, shall submit the relevant data to the CAA upon its request.'</p> <p><i>Note: Term 'natural or legal person' is an existing term in UK Regulation 748/2012.</i></p> <p><i>Introduction of voluntary reporting.</i></p>			
7	21.A.5	<p>The following point is inserted:</p> <p>'21.A.5</p> <p>Record-keeping</p> <p>All natural or legal persons that hold or have applied for a type-certificate, restricted type-certificate, supplemental type-certificate, UKTSO authorisation, design or repair approval, permit to fly, production organisation approval certificate or letter of agreement under this Regulation shall:</p> <p>'(a)</p> <p>when they design a product, part or appliance or changes or repairs thereto, establish a record-keeping system and maintain the relevant design information/data; that information/data shall be made available to the CAA in order to provide the</p>		022/ Rationalisation	1 January 2024

		<p>information/data that is necessary to ensure the continued airworthiness of the product, part or appliance, the continued validity of the operational suitability data, and compliance with the applicable environmental protection requirements;</p> <p>(b) when they produce a product, part or appliance, record the details of the production process relevant to the conformity of the product, part or appliances with the applicable design data, and the requirements imposed on their partners and suppliers, and make that data available to the CAA in order to provide the information that is necessary to ensure the continuing airworthiness of the product, part or appliance;</p> <p>(c) with regard to permits to fly:</p> <ol style="list-style-type: none"> 1. maintain the documents that are produced to establish and justify the flight conditions, and make them available to the CAA in order to provide the information that is necessary to ensure the continued airworthiness of the aircraft; 2. when they issue a permit to fly under the privilege of approved organisations, maintain the documents associated with it, including inspection records and documents that support the approval of the flight conditions and the issuance of the permit to fly itself, and make them available to the CAA in order to provide the information that is necessary to ensure the continued airworthiness of the aircraft; <p>(d) retain records of the competence and qualifications, referred to in points 21.A.139(c), 21.A.145(b), 21.A.145(c), 21.A.239(c), 21.A.245(a) or 21.A.245(e)(1), of the personnel that are involved in the following functions:</p> <ol style="list-style-type: none"> 1. design or production; 2. independent monitoring of the compliance of the organisation with the relevant requirements; 			
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		<p>3. safety management;</p> <p>(e) retain records of the authorisation of personnel, when they employ personnel that:</p> <p>1. exercise the privileges of the approved organisation pursuant to points 21.A.163 and/or 21.A.263, as appropriate;</p> <p>2. carry out the independent function to monitor the compliance of the organisation with the relevant requirements pursuant to points 21.A.139(e) and/or 21.A.239(e), as appropriate;</p> <p>3. carry out the independent verification function of the demonstration of compliance pursuant to point 21. A.239(d)(2).'</p> <p><i>Note: Replacing all record-keeping requirements spread over in Section A.</i></p>			
8	21.A.6	<p>The following new 21.A.6 is inserted:</p> <p>'21.A.6 Manuals</p> <p>The holder of a type-certificate, restricted type-certificate, or supplemental type-certificate shall produce, maintain and update master copies of all manuals or variations in the manuals required by the applicable type-certification basis, the applicable operational suitability data certification basis and the environmental protection requirements for the product or article, and provide copies, on request, to the CAA.'</p>		0124/ICA	1 January 2024
9	21.A.7	<p>The following new 21.A.7 is inserted:</p> <p>'21.A.7 Instructions for continued airworthiness</p> <p>(a) The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, design change or repair design approval shall develop or reference the instructions which are necessary for ensuring that the airworthiness standard related to the aircraft type and any associated part is maintained throughout the operational life</p>		0124/ICA	1 January 2024

		<p>of the aircraft, when demonstrating compliance with the applicable type-certification basis established and notified by the CAA in accordance with point 21.B.80.</p> <p>(b) At least one set of complete instructions for continued airworthiness shall be provided by the holder of:</p> <ol style="list-style-type: none"> 1. a type-certificate or restricted type-certificate to each known owner of one or more products upon its delivery or upon the issuance of the first certificate of airworthiness or restricted certificate of airworthiness for the affected aircraft, whichever occurs later, 2. a supplemental type-certificate or design change approval to all known operators of the product affected by the change upon the release to service of the modified product, 3. a repair design approval to all known operators of the product affected by the repair upon the release to service of the product in which the repair design is embodied. The repaired product, part or appliance may be released into service before the related instructions for continued airworthiness have been completed, but this shall be for a limited service period, and in agreement with the CAA. <p>Thereafter, those design approval holders shall make those instructions available on request to any other person required to comply with those instructions.</p> <p>(c) By way of derogation from point (b), the type-certificate holder or restricted type-certificate holder may delay the availability of a part of the instructions for continued airworthiness, dealing with long lead accomplishment instructions of a scheduled nature, until after the product or modified product has entered into service, but shall make those instructions available before the use of this data is required for the product or modified product.</p> <p>(d) The design approval holder, who is required to provide instructions for continued airworthiness in accordance with point (b), shall also make available changes to those instructions to all known operators of the product affected by the change and, on request, to any other person required to comply with those changes. That design approval holder shall demonstrate to the CAA, on request, the adequacy of the process</p>			
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		of making changes to the instructions for continued airworthiness available in accordance with this point.’			
10	21.A.9	<p>The following point is inserted:</p> <p>‘21.A.9</p> <p>Access and investigation</p> <p>Any natural or legal person that holds or has applied for a type-certificate, restricted type-certificate, supplemental type-certificate, UKTSO authorisation, design change or repair approval, certificate of airworthiness, noise certificate, permit to fly, design organisation approval, production organisation approval certificate or letter of agreement under this Regulation, shall:</p> <p>(a)</p> <p>grant the CAA access to any facility, product, part and appliance, document, record, data, process, procedure or to any other material in order to review any report, make any inspection, or perform or witness any flight and ground test, as necessary, in order to verify the initial and continued compliance of the organisation with the applicable requirements of Regulation (EU) 2018/1139.;</p> <p>(b)</p> <p>make arrangements to ensure the CAA has access, as provided for in point (a), also in respect of the natural or legal person’s partners, suppliers and subcontractors.’</p> <p><i>Note: Replacing all investigation requirements spread over in Section A.</i></p>		022/ Rationalisation	1 January 2024
11	21.A.15(b)	<p>In point (b) after ‘the initial application’ insert ‘by’ before the comma.</p> <p><i>Note: Correction of grammatical error and improves clarity.</i></p>		0124/ Correction	Immediately
12	21.A.15(d)	<p>In point (d) after ‘the initial application’ insert ‘by’ before the comma.</p> <p><i>Note: Correction of grammatical error and improves clarity.</i></p>		0124/ Correction	Immediately
13	21.A.41	<p>In point 21.A.41 after ‘the operating limitations,’ insert ‘, the instructions for continued airworthiness,’.</p>		0124/ICA	1 January 2024
14	21.A.44(a)	<p>Replace ‘21.A.61 and 21.A.62;’ with ‘21.A.61, 21.A.62 and 21.A.65’.</p>		0124/AAS	Immediately

15	21.A.44(a)	Replace with: '(a) undertake the obligations laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.6, 21.A.7, 21.A.9, 21. A.62 and 21.A.65, and, for this purpose, shall continue to meet the qualification requirements for eligibility under point 21.A.13;'		022/SMS	1 January 2024
16	21.A.47	point 21.A.47 is replaced by the following: 'The transfer of a type-certificate or a restricted type-certificate or a UKTSO authorisation for an auxiliary power unit may only be made to a natural or legal person that is able to undertake the obligations laid down in point 21.A.44, and, for this purpose, has demonstrated its capability in accordance with point 21.A.14.' <i>Note: updated with the applicability to ETSO authorisation for APU.</i>		022/SMS	1 January 2024
17	21.A.55	Delete the point		0124/ICA	1 January 2024
18	21.A.57	Delete the point		0124/ICA	1 January 2024
19	21.A.61	Delete the point <i>Note: 21.A.61 is listed in ANO Schedule 13, Part 1, Chapter 2.</i>		0124/ICA	1 January 2024
20	21.A.65	The following new 21.A.65 is inserted: '21.A.65 Continuing structural integrity for aeroplanes structures The holder of the type-certificate or restricted type-certificate for a large aeroplane shall ensure that the continuing structural integrity programme remains valid throughout the operational life of the aeroplane, taking into account service experience and current operations.'	26.300 in UK Reg (EU) No. 2015/64 0, Annex I	0124/AAS	Immediately
21	21.A.90B	In 21.A.90B(a), point 2 replace the word 'continuing' with 'continued'.		0124/ICA	Immediately
22	21.A.90C	The following new 21.A.90C is inserted: '21.A.90C Stand-alone changes to the Instructions for Continued Airworthiness		0124/ICA	1 January 2024

		<p>(a) Stand-alone changes to the instructions for continued airworthiness are changes that are not directly prepared as a result of a change to the type design or repair design.</p> <p>(b) Stand-alone changes to the instructions for continued airworthiness can only be made by the holder of the design approval for which those instructions have been established.</p> <p>(c) Points 21.A.91 to 21.A.109 shall not apply to stand-alone changes to the instructions for continued airworthiness that:</p> <ol style="list-style-type: none"> 1. do not affect the airworthiness limitations section of the instructions for continued airworthiness, and 2. do not require the design approval holder to perform any additional demonstration of compliance with the certification basis. <p>(d) Stand-alone changes to the instructions for continued airworthiness referred to in point (c) shall be approved by the design approval holder under procedures agreed with the CAA.'</p>			
23	21.A.93(b)	<p>In point (b) after 'the initial application' insert 'by' before the comma.</p> <p><i>Note: Correction of grammatical error and improves clarity.</i></p>		0124/Correction	Immediately
24	21.A.93(c)(2)	<p>In the last sentence of the point (c)(2) for 'any other change to' replace with 'a change to any other'.</p> <p><i>Note: Correction of grammatical errors and improves clarity.</i></p>		0124/Correction	Immediately
25	21.A.101(b)	<p>In 21.A.101 at the beginning of point (b) insert the following: 'Except as provided in point (h), '.</p>		0124/AAS	Immediately
26	21.A.101	<p>the following point (h) is added:</p> <p>'(h)</p> <p>For large aeroplanes subject to point 26.300 of Annex I to Commission Regulation (EU) 2015/640 , the applicant shall comply with certification specifications that provide at least an equivalent level of safety to points 26.300 and 26.330 of Annex I to Regulation (EU) 2015/640, except for applicants for supplemental type-certificates who are not required to take into account point 26.303.'</p>	26.300, 26.303 and 26.330 in UK Reg (EU) No. 2015/64	0124/AAS	Immediately

			0, Annex I		
27	21.A.105	Delete the point.		0124/ICA	1 January 2024
28	21.A.107	Delete the point. <i>Note: 21.A.107 is listed in ANO Schedule 13, Part 1, Chapter 2.</i>		0124/ICA	1 January 2024
29	21.A.109(a)	Replace with: '(a) undertake the obligations laid down in points 21.A.4, 21.A.5, 21.A.6, 21.A.7, 21.A.9 and 21.A.108;'		022/SMS and ICA	1 January 2024
30	21.A.118A (a)(1)	Replace with: '1. laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.6, 21.A.7, 21.A.9 and 21.A.120B;'		022/SMS and ICA	1 January 2024
31	21.A.119	Delete the point.		0124/ICA	1 January 2024
32	21.A.120A	Delete the point. <i>Note: 21.A.120 is listed in ANO Schedule 13, Part 1, Chapter 2.</i>		0124/ICA	1 January 2024
33	21.A.124A	The following point is inserted: '21.A.124A Means of compliance (a) An organisation may use any alternative means of compliance to establish compliance with this Regulation. (b) If an organisation wishes to use an alternative means of compliance, it shall, prior to using it, provide the CAA with a full description. The description shall include any		022/SMS	1 January 2024

		<p>revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Regulation is achieved.</p> <p>The organisation may use those alternative means of compliance subject to prior approval from the CAA.'</p>			
34	21.A.125B	<p>Replace with:</p> <p>'Findings and observations</p> <p>(a)</p> <p>After receipt of the notification of findings in accordance with point 21.B.125, the holder of a letter of agreement shall:</p> <ol style="list-style-type: none"> 1. identify the root cause(s) of, and contributing factor(s) to, the non-compliance; 2. define a corrective action plan; 3. demonstrate the implementation of the corrective action to the satisfaction of the CAA. <p>(b)</p> <p>The actions referred to in point (a) shall be performed within the period agreed with that CAA in accordance with point 21.B.125.</p> <p>(c)</p> <p>The observations received in accordance with point 21.B.125(e) shall be given due consideration by the holder of the letter of agreement. The organisation shall record the decisions taken in respect of those observations.'</p> <p><i>Note: Text updated for clarity and classification and requirements for competent authority moved to Section B.</i></p>		022/ Rationalisation	1 January 2024
35	21.A.125C	<p>Replace with:</p> <p>'(a)</p>		022/ Rationalisation	1 January 2024

		<p>The letter of agreement shall be issued for a limited period of time that in any case shall not exceed 1 year. It shall remain valid subject to the organisation's compliance with all the following conditions:</p> <ol style="list-style-type: none"> 1. the production organisation continues to comply with the applicable requirements of this Annex; 2. the production organisation or any of its partners, suppliers or subcontractors acknowledges that the CAA may carry out investigations in accordance with point 21.A.9; 3. the production organisation is able to provide the CAA with evidence showing that it maintains satisfactory control of the manufacture of products, parts and appliances under the letter of agreement; 4. the letter of agreement has not been revoked by the CAA under point 21.B.65, has not been surrendered by the production organisation, and its duration has not expired. <p>(b) Upon surrender, revocation or expiry, the letter of agreement shall be returned to the CAA.'</p> <p><i>Note: References updated, text improved and harmonised with similar requirements in other subparts.</i></p>			
36	21.A.126 (b)(5)	'because of departures' replace with 'because of deviations'.		022/SMS/Correction	1 January 2024
37	21.A.126 (b)(6)	Delete the point.		022/Rationalisation	1 January 2024
38	21.A.129	In the title, for 'Obligations of the manufacturer' substitute 'Obligations of the production organisation'.		022/Correction	1 January 2024

		<i>Note: 21.A.129 is listed in ANO Schedule 13, Part 2, Chapter 2.</i>			
39	21.A.129(e)	<p>Replace with:</p> <p>'(e) comply with Subpart A of this Section.'</p> <p><i>Note: Reporting requirements moved to point 21.A.3A. 21.A.129 is listed in ANO Schedule 13, Part 2, Chapter 2.</i></p>		022/ Rationalisation	1 January 2024
40	21.A.129(f)	<p>Delete the point</p> <p><i>Note: Reporting requirements moved to point 21.A.3A. 21.A.129 is listed in ANO Schedule 13, Part 2, Chapter 2.</i></p>		022/ Rationalisation	1 January 2024
41	21.A.134A	<p>The following point is inserted:</p> <p>'21.A.134A Means of compliance</p> <p>(a) An organisation may use any alternative means of compliance to establish compliance with this Regulation.</p> <p>(b) If an organisation wishes to use an alternative means of compliance, it shall, prior to using it, provide the CAA with a full description. The description shall include any revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Regulation is achieved.</p> <p>The organisation may use those alternative means of compliance subject to prior approval from the CAA.'</p>		022/SMS	1 January 2024
42	21.A.139	<p>Replace with:</p> <p>'21.A.139 Production management system</p> <p>(a)</p>		022/SMS	1 January 2024

	<p>The production organisation shall establish, implement and maintain a production management system that includes a safety management element and a quality management element, with clearly defined accountability and lines of responsibility throughout the organisation.</p> <p>(b)</p> <p>The production management system shall:</p> <ol style="list-style-type: none"> 1. correspond to the size of the organisation, and to the nature and complexity of its activities, taking into account the hazards and associated risks inherent in those activities; 2. be established, implemented and maintained under the direct accountability of a single manager appointed pursuant to point 21.A.145(c)(1). <p>(c)</p> <p>As part of the safety management element of the production management system, the production organisation shall:</p> <ol style="list-style-type: none"> 1. establish, implement and maintain a safety policy and the corresponding related safety objectives; 2. appoint key safety personnel in accordance with point 21.A.145(c)(2); 3. establish, implement and maintain a safety risk management process to identify safety hazards entailed by its aviation activities, evaluate them and manage associated risks, including taking actions to mitigate the risks and verify their effectiveness; 4. establish, implement and maintain a safety assurance process that includes: <ol style="list-style-type: none"> (i) the measurement and monitoring of the organisation's safety performance; 			
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		<p>(ii) the management of changes in accordance with point 21.A.147;</p> <p>(iii) the principles for the continuous improvement of the safety management element;</p> <p>5. promote safety in the organisation through:</p> <p>(i) training and education;</p> <p>(ii) communication;</p> <p>6. establish an occurrence reporting system in accordance with point 21.A.3A in order to contribute to the continuous improvement of safety.</p> <p>(d) As part of the quality management element of the production management system, the production organisation shall:</p> <p>1. ensure that each product, part or appliance produced by the organisation or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in condition for safe operation, thus enabling the exercise of the privileges set out in point 21.A.163;</p> <p>2. establish, implement and maintain, as appropriate, within the scope of the approval, control procedures for:</p> <p>(i) document issue, approval, or change;</p> <p>(ii) vendor and subcontractor assessment audit and control;</p> <p>(iii) verification that incoming products, parts, materials, and equipment, including items supplied new or used by buyers of products, are as specified in the</p>			
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	<p>applicable design data;</p> <p>(iv) identification and traceability;</p> <p>(v) manufacturing processes;</p> <p>(vi) inspection and testing, including production flight tests;</p> <p>(vii) calibration of tools, jigs, and test equipment;</p> <p>(viii) non-conforming item control;</p> <p>(ix) airworthiness coordination with the applicant for, or holder of, the design approval;</p> <p>(x) records completion and retention;</p> <p>(xi) personnel competence and qualification;</p> <p>(xii) issue of airworthiness release documents;</p> <p>(xiii) handling, storage and packing;</p> <p>(xiv) internal quality audits and resulting corrective actions;</p> <p>(xv) work within the terms of approval performed at any location other than the approved facilities;</p> <p>(xvi) work carried out after completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation;</p> <p>(xvii) issue of permit to fly and approval of associated flight conditions.</p> <p>3.</p> <p>include specific provisions in the control procedures for any critical parts.</p> <p>(e)</p> <p>The production organisation shall establish, as part of the production management system, an independent monitoring function to verify compliance of the organisation with the relevant requirements of this Annex as well as compliance with and adequacy of the production management system. Monitoring shall include feedback to the person or group of persons referred to in point 21.A.145(c)(2) and to the manager</p>			
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		<p>referred to in point 21. A.145(c)(1) to ensure, where necessary, the implementation of corrective action.</p> <p>(f) If the production organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139, the production management system may be integrated with that required under the additional certificate(s) held.'</p> <p><i>Note: Original points (i) – (xvii) of point (b)(1) now feature as points (i) – (xvii) of a new point (d)(2). The text of points (i) – (xvii) remains unchanged.</i></p> <p><i>The sentence after the last point (xvii) remains unchanged and is now made into a new and separate point (3).</i></p> <p><i>Original point (b)(2) now features as point (e) with additional text.</i></p>			
43	21.A.143	<p>The title is replaced with: '21.A.143 Production organisation exposition'</p>		022/ Correction	1 January 2024
44	21.A.143(a)	<p>The introductory phrase is replaced by the following: 'The production organisation shall establish and maintain a production organisation exposition (POE) that provides directly or by cross reference the following information related to the production management system as described in point 21.A.139:'</p>		022/SMS	1 January 2024
45	21.A.143(a)(11)	<p>Replace with: '11. a description of the production management system, the policy, processes and procedures as provided for in point 21.A.139(c);'</p>		022/SMS	1 January 2024
46	21.A.143(a)(12)	<p>Replace with: '12. a list of the outside parties referred to in point 21.A.139(d)(1);'</p>		022/SMS	1 January 2024
47	21.A.143(b)	<p>Replace with: '(b) The initial issue of the POE shall be approved by the CAA.'</p>		022/SMS	1 January 2024
48	21.A.143	<p>the following point (c) is added:</p>		022/SMS	1 January 2024

		'(c) The POE shall be amended as necessary so that it remains an up-to-date description of the organisation. Copies of any amendments shall be supplied to the CAA.'			
49	21.A.145	<p>Replace with:</p> <p>'21.A.145</p> <p>Resources</p> <p>The production organisation shall demonstrate that:</p> <p>(a)</p> <p>the facilities, working conditions, equipment and tools, processes and associated materials, number and competence of staff, and the general organisation are adequate to discharge its obligations under point 21.A.165;</p> <p>(b)</p> <p>with regard to all the necessary airworthiness and environmental protection data:</p> <p>1.</p> <p>the production organisation holds all data it needs to determine conformity with the applicable design data. Such data may originate from the CAA and from the holder of, or applicant for, the type-certificate, restricted type-certificate or design approval, and may include any exemption granted from the environmental protection requirements;</p> <p>2.</p> <p>the production organisation has established a procedure to ensure that the airworthiness and environmental protection data are correctly incorporated in its production data;</p> <p>3.</p> <p>such data are kept up to date and made available to all personnel that need access to such data to perform their duties;</p> <p>(c)</p> <p>with regard to management and staff:</p> <p>1.</p> <p>an accountable manager has been appointed by the production organisation with the authority to ensure that, within the organisation, all production is performed to the</p>		022/SMS	1 January 2024

		<p>required standards and that the production organisation is continuously in compliance with the requirements of the production management system referred to in point 21.A.139, and the data and procedures identified in the POE referred to in point 21.A.143;</p> <p>2. a person or group of persons has/have been nominated by the accountable manager to ensure that the organisation is in compliance with the requirements of this Annex, and are identified, together with the extent of their authority; such person or group of persons shall be responsible to the accountable manager and have direct access to the accountable manager. The person or group of persons shall have the appropriate knowledge, background and experience to discharge their responsibilities;</p> <p>3. staff at all levels have been given the appropriate authority to be able to discharge their allocated responsibilities and that there is full and effective coordination within the production organisation in respect of airworthiness and environmental protection data matters;</p> <p>(d) with regard to certifying staff authorised by the production organisation to sign the documents issued under point 21.A.163 within the scope of the terms of approval:</p> <p>1. they have the appropriate knowledge, background (including other functions in the organisation) and experience to discharge their allocated responsibilities;</p> <p>2. they are provided with evidence of the scope of their authorisation.’</p> <p><i>Note: Improvements of text and updated reference.</i></p>			
50	21.A.157	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.9.</i></p>		022/ Rationalisation	1 January 2024
51	21.A.158	<p>Replace with: '21.A.158</p>		022/	1 January 2024

		<p>Findings and observations</p> <p>(a) After receipt of the notification of findings in accordance with point 21.B.225, the holder of the production organisation approval certificate shall:</p> <ol style="list-style-type: none"> 1. identify the root cause(s) of, and contributing factor(s) to, the non-compliance; 2. define a corrective action plan; 3. demonstrate the implementation of the corrective action to the satisfaction of the CAA. <p>(b) The actions referred to in point (a) shall be performed within the period agreed with that CAA in accordance with point 21.B.225.</p> <p>(c) The observations received in accordance with 21.B.225(e) shall be given due consideration by the holder of the production organisation approval certificate. The organisation shall record the decisions taken in respect of those observations.</p> <p><i>Note: Text updated for clarity and classification and requirements for competent authority moved to Section B.</i></p>		Rationalisation	
52	21.A.159	<p>Replace with:</p> <p>'(a) A production organisation approval certificate shall be issued for an unlimited period of time. It shall remain valid subject to the production organisation's compliance with all the following conditions:</p> <ol style="list-style-type: none"> 1. the production organisation continues to comply with the applicable requirements of Regulation (EU) 2018/1139; 2. 		022/SMS and Rationalisation	1 January 2024

		<p>the CAA is permitted by the production organisation or by any of its partners, suppliers or subcontractors to perform the investigations in accordance with point 21.A.9;</p> <p>3. the production organisation is able to provide the CAA with evidence showing that it maintains satisfactory control of the manufacture of products, parts and appliances under the approval;</p> <p>4. the production organisation approval certificate has not been revoked by the CAA under point 21.B.65, or surrendered by the production organisation.</p> <p>(b) Upon surrender or revocation, the production organisation approval certificate shall be returned to the CAA.’</p> <p><i>Note: References updated, text improved and harmonised with similar requirements in other subparts.</i></p>			
53	21.A.165(d) – (h)	<p>points (d) to (h) are replaced by the following:</p> <p>‘(d) provide assistance to the holder of the type-certificate or other design approval in dealing with any continuing airworthiness actions that are related to the products, parts or appliances that have been produced;</p> <p>(e) where, under its terms of approval, the holder of a production organisation approval intends to issue a certificate of release to service, determine, prior to issuing the certificate, that each completed aircraft has been subjected to necessary maintenance and is in condition for safe operation;</p> <p>(f) where applicable, under the privilege set out in point 21.A.163(e), determine the conditions under which a permit to fly can be issued;</p> <p>(g)</p>		022/ Rationalisation	1 January 2024

		<p>where applicable, under the privilege set out in point 21.A.163(e), establish compliance with points 21. A.711(c) and (e) before issuing an aircraft with a permit to fly;</p> <p>(h)</p> <p>comply with Subpart A of this Section.’</p> <p><i>Note: point (g) is now point (d);</i></p> <p><i>Point (i) is now point (e);</i></p> <p><i>Point (j) is now point (f);</i></p> <p><i>Point (k) is now point (g);</i></p> <p><i>Reporting requirements in point (h) have been moved to point 21.A.3A.</i></p>			
54	21.A.165(i), (j), (k)	<p>Delete the points.</p> <p><i>Note: Reporting requirements moved to point 21.A.3A.</i></p>		022/ Rationalisation	1 January 2024
55	21.A.174 (b)(3)(ii)	<p>21.A.174, point (ii) of point (b)(3) is changed by the highlighted text:</p> <p>‘(ii) a third country:</p> <ul style="list-style-type: none"> — a statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at the time of transfer; — a weight and balance report with a loading schedule; — the flight manual when such a manual is required by the airworthiness code for the aircraft; — historical records to establish the production, modification and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness issued in accordance with point 21.B.327; — a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and for an airworthiness review certificate pursuant to an airworthiness review in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014 or an airworthiness review certificate in accordance with Annex Vb (Part-ML) to Regulation (EU) No 1321/2014. 		0124/ Correction	Immediately

		<p>— the date on which the first certificate of airworthiness was issued and, if the standards of Volume III of Annex 16 to the Chicago Convention apply, the CO2 metric value data.;</p> <p><i>Note: Changes made to align with the requirements set out in Regulation (EU) No 1321/2014.</i></p>			
56	21.A.180	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.9.</i></p>		022/ Rationalisation	1 January 2024
57	21.A.181(a)	<p>The introductory phrase is replaced by the following:</p> <p>‘(a)</p> <p>An airworthiness certificate shall be issued for an unlimited period of time. It shall remain valid subject to compliance with all the following conditions:’</p> <p><i>Note: Change made to clarify the conditions of the compliance.</i></p>		022/SMS	1 January 2024
58	21.A.181 (a)(1)	<p>Replace with:</p> <p>‘1.</p> <p>the aircraft continues to comply with the applicable type design and continued airworthiness requirements; and’</p>		022/ICA	Immediately
59	21.A.181 (a)(4)	<p>Replace with:</p> <p>‘4.</p> <p>the certificate has not been revoked by the CAA under point 21.B.65, or surrendered by the certificate holder.’</p>		022/SMS	1 January 2024
60	21.A.210	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.9.</i></p>		022/ Rationalisation	1 January 2024
61	21.A.211(a)	<p>The introductory phrase is replaced by the following:</p> <p>‘(a)</p>		022/SMS	1 January 2024

		A noise certificate shall be issued for an unlimited period of time. It shall remain valid subject to compliance with all the following conditions: '			
62	21.A.211 (a)(1)	Replace with: '1. the aircraft continues to comply with the applicable type design and continued airworthiness requirements; and '		0124/ICA	Immediately
63	21.A.211 (a)(1)	Replace with: '1. the aircraft continues to comply with the applicable type design and continued airworthiness requirements; and' <i>Note: Text harmonised with the opening paragraph of the point.</i>		022/SMS	1 January 2024
64	21.A.211 (a)(4)	Replace with: '(4) the certificate has not been revoked by the CAA under point 21.B.65 , or surrendered by the certificate holder. '		022/SMS	1 January 2024
65	21.A.239(a) – (c)	Replace points (a), (b) and (c) with: '21.A.239 Design management system (a) The design organisation shall establish, implement and maintain a design management system that includes a safety management element and a design assurance element with clearly defined accountability and lines of responsibility throughout the organisation. (b) The design management system shall: 1.		022/SMS	1 January 2024

		<p>correspond to the size of the organisation and to the nature and complexity of its activities, taking into account the hazards and associated risks inherent in those activities;</p> <p>2. be established, implemented and maintained under the accountability of a single manager appointed pursuant to point 21.A.245(a).</p> <p>(c) As part of the safety management element of the design management system, the design organisation shall:</p> <p>1. establish, implement and maintain a safety policy and the corresponding related safety objectives;</p> <p>2. appoint key safety personnel in accordance with point 21.A.245(b);</p> <p>3. establish, implement and maintain a safety risk management process that includes the identification of aviation safety hazards entailed by its activities, their evaluation and the management of the associated risks, including taking actions to mitigate the risks and verify their effectiveness;</p> <p>4. establish, implement and maintain a safety assurance process that includes:</p> <p>(i) the measurement and monitoring of the organisation's safety performance;</p> <p>(ii) the management of changes in accordance with points 21.A.243(c) and 21.A.247;</p> <p>(iii) the principles for the continuous improvement of the safety management element;</p> <p>5.</p>			
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		<p>promote safety in the organisation through:</p> <p>(i) training and education;</p> <p>(ii) communication;</p> <p>6. establish an occurrence reporting system in accordance with point 21.A.3A in order to contribute to continuous improvement of safety.'</p>			
66	21.A.239	<p>The following point is inserted:</p> <p>'(d) As part of the design assurance element of the design management system, the design organisation shall:</p> <p>1. establish, implement and maintain a system for the control and supervision of the design, and of design changes and repairs, of products, parts and appliances covered by the terms of approval; that system shall:</p> <p>(i) include an airworthiness function responsible for ensuring that the design of products, parts and appliances, or the design changes and repairs, comply with the applicable type-certification basis, the applicable operational suitability data certification basis and the environmental protection requirements;</p> <p>(ii) ensure that the design organisation properly discharges its responsibilities in accordance with this Annex and with the terms of approval issued under point 21.A.251;</p> <p>2. establish, implement and maintain an independent verification function on the basis of which the design organisation demonstrates compliance with the applicable airworthiness, operational suitability data and environmental protection requirements;</p>		022/SMS	1 January 2024

		<p>3. specify the manner in which the design management system accounts for the acceptability of the parts or appliances that are designed or the tasks that are performed by its partners or subcontractors according to the methods which are the subject of written procedures.’</p> <p>(e) The design organisation shall establish, as part of the design management system, an independent monitoring function to verify compliance of the organisation with the relevant requirements of this Annex as well as the compliance with and adequacy of the design management system. Monitoring shall include feedback to the person or the group of persons referred to in point 21.A.245(b) and to the manager referred to in point 21. A.245(a) to ensure, where necessary, the implementation of corrective action.</p> <p>(f) If the design organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139, the design management system may be integrated with that required under the additional certificate(s).’</p>			
67	21.A.243	Replace the title with: ‘Handbook’.		022/SMS	1 January 2024
68	21.A.243(a)	The first sentence of the introductory paragraph (a) is replaced with the following: ‘(a) As part of the design management system, the design organisation shall create and furnish to the CAA a handbook that describes, directly or by cross reference, the organisation, its relevant policies, processes and procedures, the type of design work, and the categories of products, parts and appliances for which the design organisation holds a design organisation approval, as identified in the terms of approval issued in accordance with point 21.A.251 and, where relevant, the interfaces with and the control of its partners or subcontractors.’		022/SMS	1 January 2024
69	21.A.243(b)	For ‘is able to give’ substitute ‘demonstrate’. For ‘21.A.239(b)’ substitute ‘21.A.239(d)(2)’		022/SMS	1 January 2024

70	21.A.243(d)	<p>Replace with:</p> <p>'The design organisation shall establish and maintain a statement of the qualifications and experience of the management staff and of other persons in the organisation that are responsible for making decisions that affect airworthiness, operational suitability data and environmental protection matters. It shall submit that statement to the CAA.'</p>		022/SMS	1 January 2024
71	21.A.245(a) – (d)	<p>Replace with the following:</p> <p>21.A.245</p> <p>Resources</p> <p>(a)</p> <p>The organisation shall appoint a head of the design organisation with the authority to ensure that, within the organisation, all design activities are performed to the required standards and that the design organisation is continuously in compliance with the requirements of the design management system referred to in point 21. A.239 and the procedures specified in the handbook referred to in point 21.A.243.</p> <p>(b)</p> <p>The head of the design organisation shall nominate and specify the extent of authority of:</p> <ol style="list-style-type: none"> 1. a chief of the airworthiness function; 2. a chief of the independent monitoring function; 3. depending on the size of the organisation and the nature and complexity of its activities, any other person or group of persons that are required to ensure that the organisation complies with the requirements of this Annex. <p>(c)</p> <p>By way of derogation from point 21.A.245(b)(1), the airworthiness function referred to in point 21.A.239(d)(1)(i) may be performed under the direct supervision of the head of the design organisation in either of the following cases:</p>		022/SMS	1 January 2024

		<p>1. where the scope of activities of/of work of the design organisation, as identified in the terms of approval issued under point 21.A.251, is limited to minor changes and/or minor repairs;</p> <p>2. for a limited period of time when the design organisation does not have a nominated chief of the airworthiness function and the exercise of that function under the direct supervision of the head of the design organisation is commensurate with the scope and level of the organisation's activities.</p> <p>(d) The person or group of persons nominated pursuant to point (b) shall:</p> <p>1. be answerable to the head of the design organisation and have direct access to them;</p> <p>2. have the appropriate knowledge, background and experience to discharge their responsibilities.</p>			
72	21.A.245 (e)(1)	<p>Insert the following:</p> <p>(e) The design organisation shall ensure that:</p> <p>1. the staff in all technical departments are of sufficient numbers and experience and have been given the appropriate authority to be able to discharge their allocated responsibilities and the facilities, equipment and accommodation that are adequate to enable the staff to fulfil the airworthiness, operational suitability data and environmental protection requirements as regards the product;</p> <p>2.</p>		022/SMS	1 January 2024

		<p>there is full and efficient coordination between the departments and within the departments in respect of airworthiness, operational suitability data and environmental protection matters.’;</p> <p><i>Note: new point (e) was created, existing paragraphs (a) and (b) of point 21.A.245 now feature as 21.A.245 (e)(1) and (2).</i></p>			
73	21.A.247	<p>Change the title to ‘Changes in the design management system’</p> <p>The first sentence in in the paragraph is replaced by the following: ‘After the issue of a design organisation approval, each change to the design management system that is significant to the demonstration of compliance or to the airworthiness, operational suitability and environmental protection of the product, part or appliance shall be approved by the CAA before being implemented.’</p> <p><i>Note: The second sentence in point 21.A247 remains as is.</i></p>		022/SMS	1 January 2024
74	21.A.257	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.9.</i></p>		022/ Rationalisation	1 January 2024
75	21.A.258	<p>Replace with: ‘21.A.258 Findings and observations ’(a) After the receipt of the notification of findings in accordance with point 21.B.433, the holder of the design organisation approval shall:</p> <ol style="list-style-type: none"> 1. identify the root cause(s) of, and contributing factor(s) to, the non-compliance; 2. establish a corrective action plan; 3. demonstrate the implementation of the corrective action to the satisfaction of the CAA. 		022/ Rationalisation	1 January 2024

		<p>(b) The actions referred to in point (a) shall be performed within the period agreed by the CAA in accordance with point 21.B.433.</p> <p>(c) The observations received in accordance with point 21.B.433(e) shall be given due consideration by the holder of the design organisation approval. The organisation shall record the decisions taken in respect of those observations.'</p> <p><i>Note: Text updated for clarity and classification and requirements for competent authority moved to Section B.</i></p>			
76	21.A.259(a)	<p>Replace with:</p> <p>'(a) A design organisation approval shall be issued for an unlimited period of time. It shall remain valid subject to the design organisation's compliance with all the following conditions:</p> <ol style="list-style-type: none"> 1. the design organisation continues to comply with Regulation (EU) 2018/1139 taking into account the provisions of point 21.B.433 of this Annex related to the handling of findings; 2. the holder of the design organisation approval or any of its partners or subcontractors acknowledge that the CAA may carry out investigations in accordance with point 21.A.9; 3. the design organisation is able to provide the CAA with evidence showing that the design management system of the organisation maintains satisfactory control and supervision of the design of products, repairs and changes thereto under the approval; 4. the certificate has not been revoked by the CAA under point 21.B.65, or surrendered by the design organisation.' 		022/SMS and Rationalisation	1 January 2024

		<i>Note: References updated, text improved and harmonised with similar requirements in other subparts.</i>		
77	21.A.263(c)	The introductory phrase of point (c) is replaced by the following: '(c) The holder of a design organisation approval shall be entitled, within the scope of its terms of approval issued under point 21.A.251 and under the relevant procedures of the design management system.' <i>Note: points (1)-(9) of point (c) remain unchanged.</i>	022/SMS	1 January 2024
78	21.A.265(c)	Replace with: '(c) determine that the design of the products, or of the changes or repairs thereto, complies with the applicable type-certification basis, operational suitability data certification basis, and the environmental protection requirements, and have no unsafe features;'	022/SMS	1 January 2024
79	21.A.265(h)	For 'EASA.21.J' substitute 'CAA.21.J'	022/ Correction	Immediately
80	21.A.265(i)	the following point (i) is inserted: '(i) comply with Subpart A of this Section.';	022/SMS	1 January 2024
81	21.A.307	21.A.307 is replaced by the following: '21.A.307 The eligibility of parts and appliances for installation (a) A part or appliance is eligible for installation in a type-certified product when it is in a condition for safe operation, marked in accordance with Subpart Q and accompanied by an authorised release certificate (CAA Form 1), certifying that the item was manufactured in conformity with approved design data. (b) By way of derogation from point (a) and provided that the conditions in point (c) are met, the following parts or appliances do not require an CAA Form 1 in order to be eligible for installation in a type-certified product:	0124/EOPF1	1 January 2024

		<p>(1) a standard part;</p> <p>(2) in the case of ELA1 or ELA2, a part or appliance that is:</p> <ul style="list-style-type: none"> (i) not life limited, nor part of the primary structure, nor part of the flight controls; (ii) identified for installation in the specific aircraft; (iii) to be installed in an aircraft whose owner has verified compliance with the applicable conditions in (i) and (ii), and has accepted responsibility for this compliance; <p>(3) a part or appliance for which the consequences of a non-conformity with its approved design data has a negligible safety effect on the product and which is identified as such by the holder of the design approval in the instructions for continued airworthiness. In order to determine the safety effects of a non-conforming part or appliance, the design approval holder may establish in the instructions for continued airworthiness specific verification activities to be conducted by the installer of the part or appliance on the product;</p> <p>(4) in the case of the embodiment of a standard change in accordance with point 21.A.90B or a standard repair in accordance with point 21.A.431B, a part or appliance, for which the consequences of a non-conformity with its design data have a negligible safety effect on the product, and which is identified as such in the certification specifications for standard changes and standard repairs issued in accordance with point (a)(2) of point 21. A.90B and point (a)(2) of point 21.A.431B. In order to determine the safety effects of a non-conforming part or appliance, specific verification activities to be conducted by the person that installs the part or appliance on the product may be established in the certification specifications referred to above;</p> <p>(5) a part or appliance that is exempted from an airworthiness approval in accordance with Regulation (EU) No 965/2012; and</p> <p>(6) a part or appliance that is an item of a higher assembly identified in points (b)(1) to (b)(5).</p> <p>(c) Parts and appliances listed in point (b) are eligible for installation in a type-certified product without being accompanied by an CAA Form 1, provided that the installer</p>			
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		holds a document issued by the person or organisation that manufactured the part or appliance, which declares the name of the part or appliance, the part number, and the conformity of the part or appliance with its design data, and which contains the issuance date.'			
82	21.A.431B (a)(2)	In point (a)(2) for 'continuing' substitute with 'continued'.		0124/ Correction	Immediat ely
83	21.A.432C	In point (b) after 'the initial application' insert 'by' before the comma. <i>Note: Correction of grammatical error and improves clarity.</i>		0124/ Correction	Immediat ely
84	21.A.433 (a)(3)	In point (3) delete 'and' at the end of the sentence.		0124/AAS	Immediat ely
85	21.A.433 (b)(5)	The following point (5) is added: '5. when, for a repair to an aeroplane subject to point 26.302 of Annex I to Regulation (EU) 2015/640, it has been demonstrated that the structural integrity of the repair and affected structure is at least equivalent to the level of structural integrity established for the baseline structure by point 26.302 of Annex I to Regulation (EU) 2015/640.'	26.302 in UK Reg (EU) No. 2015/64 0, Annex I	0124/AAS	Immediat ely
86	21.A.447	Delete the point.		0124/ICA	1 January 2024
87	21.A.449	Delete the point. <i>Note: 21.A.449 is listed in ANO Schedule 13, Part 1, Chapter 2.</i>		0124/ICA	1 January 2024
88	21.A.451(a) (1)(i)	Replace with: '(i) laid down in points 21.A.3A, 21.A.3B, 21.A.4, 21.A.5, 21.A.6, 21.A.7, 21.A.9, 21.A.439, 21.A.441 and 21. A.443;'		022/SMS and ICA	1 January 2024
89	21.A.451 (b)(1)	Replace with: '1. undertake the obligations laid down in points 21.A.4, 21.A.5 and 21.A.7;'		0124/ICA	1 January 2024

90	21.A.604(a)	The first sentence of point (a) is replaced as follows: 'by way of derogation from points 21.A.9, 21.A.603, 21.A.610 and 21.A.621, the following points shall apply: points 21.A.15, 21.A.20, 21.A.21, 21.A.31, 21.A.33, 21.A.44, 21.A.47, 21.B.75 and 21.B.80.'		022/SMS	1 January 2024
91	21.A.609(b)	Replace with: '(b) prepare and maintain, for each model of each article for which an UKTSO authorisation has been issued, an updated set of complete technical data and records in accordance with point 21.A.5;'		0124/ICA	1 January 2024
92	21.A.609(f)	Replace with: '(f) comply with points 21.A.3A, 21.A.3B, 21.A.4 and 21.A.9;'		022/ Rationalisation	1 January 2024
93	21.A.613	Delete the point.		0124/ICA	1 January 2024
94	21.A.615	Delete the point.		022/ Rationalisation	1 January 2024
95	21.A.619	Replace the point by the following: '(a) An UKTSO authorisation shall be issued for an unlimited period of time. It shall remain valid subject to compliance with all the following conditions: 1. the conditions set when the UKTSO authorisation was granted continue to be observed by the applicant; 2. the obligations specified in point 21.A.609 continue to be discharged by the UKTSO authorisation holder; 3.		022/SMS and rationalisation	1 January 2024

		<p>the holder of the UKTSO authorisation or any of its partners, suppliers or subcontractors acknowledge that the CAA may carry out investigations in accordance with point 21.A.9;</p> <p>4. it has been proved that the UKTSO article does not give rise to unacceptable hazards in service;</p> <p>5. the UKTSO authorisation has not been revoked by the CAA under point 21.B.65, or surrendered by its holder.</p> <p>(b) Upon surrender or revocation, the UKTSO authorisation shall be returned to the CAA.’</p> <p><i>Note: References updated, text improved and harmonised with similar requirements in other subparts.</i></p>			
96	21.A.711(d)	<p>In point (d) after ‘granted in accordance with’ insert ‘point M.A.711 of Annex I (Part-M) of Regulation (EU) No 1321/2014 or’.</p> <p><i>Note: Changes made to align with the requirements set out in Regulation (EU) No 1321/2014.</i></p>		0124/ Correction	Immediately
97	21.A.721	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.9.</i></p>		022/ Rationalisation	1 January 2024
98	21.A.723(a)	<p>Replace with:</p> <p>‘(a) A permit to fly shall be issued for a maximum period of 12 months and shall remain valid subject to compliance with all the following conditions:</p> <p>1. the organisation continues to comply with the conditions and restrictions associated with the permit to fly as set out in point 21.A.711(e);</p> <p>2.</p>		022/SMS and rationalisation	1 January 2024

		<p>the holder or any of its partners, suppliers or subcontractors acknowledge that the CAA may carry out investigations in accordance with point 21.A.9;</p> <p>3. the permit to fly has not been revoked by the CAA under point 21.B.65, or surrendered by its holder;</p> <p>4. the aircraft remains on the same register.'</p> <p><i>Note: References updated, text improved and harmonised with similar requirements in other subparts.</i></p>			
99	21.A.729	<p>Delete the point.</p> <p><i>Note: Requirement moved to point 21.A.5.</i></p>		022/ Rationalisation	1 January 2024
100	21.A.804(a)	<p>In point (a) the introductory sentence is replaced by the following: '(a) Each part or appliance which is eligible for installation in a type-certified product shall be marked permanently and legibly with:'</p>		0124/EOPF1	1 January 2024
101	21.A.804(a)(3)	<p>In point (a)(3) after 'except for UKTSO articles' insert the following 'and for parts and appliances covered under point (b) of point 21.A.307.'</p>		0124/EOPF1	1 January 2024
102	21.A.804(b)	<p>In point (b) after 'marked on the part' insert 'or appliance.'</p>		0124/EOPF1	1 January 2024
Section B Generic Requirements					
103	21.B.5(a)	<p>point 21.B.5(a) is replaced by the following: Section B of this Annex establishes the conditions for conducting the certification oversight and enforcement tasks as well as the administrative and management system requirements to be complied with by the CAA when exercising its tasks and responsibilities referred to in this Annex.;</p>		022/SMS	1 January 2024
104	21.B.5(b)	<p>In point 21.B.5(b) replace 'Regulation (EC) No 216/2008' with 'Regulation (EU) 2018/1139'.</p>			

105	21.B.20	<p>The following point is added:</p> <p>'21.B.20 Immediate reaction to a safety problem</p> <p>(a) Without prejudice to Regulation (EU) No 376/2014, the CAA shall implement a system to appropriately collect, analyse and disseminate safety information.</p> <p>(b) Upon receiving the information referred to in points (a), CAA shall take adequate measures to address the safety problem.</p> <p>(c) The CAA shall immediately notify measures taken under point (b) to all persons or organisations which need to comply with them under Regulation (EU) 2018/1139.'</p>		022/SMS	1 January 2024
106	21.B.25	<p>Replace with:</p> <p>'21.B.25 Management system</p> <p>(a) The CAA shall establish and maintain a management system, including as a minimum:</p> <ol style="list-style-type: none"> 1. documented policies and procedures to describe its organisation, the means and methods for establishing compliance with Regulation (EU) 2018/1139. The procedures shall be kept up to date, and serve as the basic working documents within that CAA for all its related tasks; 2. a sufficient number of personnel to perform its tasks and discharge its responsibilities. A system shall be in place to plan the availability of personnel in order to ensure the proper completion of all tasks; 3. personnel that are qualified to perform their allocated tasks and that have the necessary knowledge and experience, and receive initial and recurrent training to ensure continuing competency; 		022/SMS	1 January 2024

		<p>4. adequate facilities and office accommodation for personnel to perform their allocated tasks;</p> <p>5. a function to monitor the compliance of the management system with the relevant requirements, and the adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the CAA to ensure the implementation of corrective actions as necessary;</p> <p>6. a person or group of persons having a responsibility to the senior management of the CAA for the compliance monitoring function.</p> <p>(b) The CAA shall, for each field of activity, including the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).</p>			
107	21.B.30	<p>Replace with:</p> <p>21.B.30 Allocation of tasks to qualified entities</p> <p>(a) The CAA may allocate tasks related to the initial certification or to the continuing oversight of products and parts, as well as of natural or legal persons subject to Regulation (EU) 2018/1139 to qualified entities. When allocating tasks, the CAA shall ensure that it has:</p> <p>1. put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI to Regulation (EU) 2018/1139. That system and the results of the assessments shall be documented;</p> <p>2. established a written agreement with the qualified entity, approved by both parties at the appropriate management level, which stipulates:</p>		022/SMS	1 January 2024

		<p>(i) the tasks to be performed;</p> <p>(ii) the declarations, reports and records to be provided;</p> <p>(iii) the technical conditions to be met when performing such tasks;</p> <p>(iv) the related liability coverage;</p> <p>(v) the protection given to the information acquired when carrying out such tasks.</p> <p>(b) The CAA shall ensure that the internal audit process and safety risk management process established pursuant to point 21.B.25(a)(5) cover all the certification and continuing oversight tasks performed by the qualified entity on its behalf.'</p>			
108	21.B.35	<p>Replace with:</p> <p>'21.B.35</p> <p>Changes in the management system</p> <p>(a) The CAA shall have a system in place to identify the changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EU) 2018/1139. That system shall enable the CAA to take action necessary to ensure that its management system remains adequate and effective.</p> <p>(b) The CAA shall update in a timely manner its management system to reflect any changes to Regulation (EU) 2018/1139 so as to ensure its effective implementation.</p>		022/SMS	1 January 2024
109	21.B.40	Delete the point.		022/ Correction	1 January 2024

110	21.B.55	<p>Replace with:</p> <p>(a) The CAA shall establish a record-keeping system that allows the adequate storage, accessibility and reliable traceability of:</p> <ol style="list-style-type: none"> 1. the management system’s documented policies and procedures; 2. the training, qualifications and authorisation of its personnel; 3. the allocation of tasks, covering the elements required by point 21.B.30, as well as the details of tasks allocated; 4. certification processes and continuing oversight of certified organisations, including: <ol style="list-style-type: none"> (i) the application for a certificate, approval, authorisation and letter of agreement; (ii) the CAA’s continuing oversight programme, including all the assessments, audits and inspection records; (iii) the certificates, approvals, authorisations and letters of agreement issued, including any changes to them; (iv) a copy of the oversight programme, listing the dates when audits are due and when audits were carried out; (v) copies of all formal correspondence; (vi) 		022/SMS	1 January 2024
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		<p>recommendations for the issue or continuation of a certificate, an approval authorisation or a letter of agreement, detail of findings and actions taken by the organisations to close those findings, including the date of closure, enforcement actions and observations;</p> <p>(vii) any relevant assessment, audit and inspection report issued by a foreign competent authority;</p> <p>(viii) copies of all the organisation expositions, handbooks or manuals, and of any amendments to them;</p> <p>(ix) copies of any other documents approved by the CAA;</p> <p>5. Statements of Conformity (CAA Form 52, see Appendix VIII) and Authorised Release Certificates (CAA Form 1, see Appendix I) that it has validated for organisations that produce products, parts or appliances without a production organisation approval certificate according to Subpart F of Section A of this Annex.</p> <p>(b) The CAA shall include in the record-keeping:</p> <ol style="list-style-type: none"> 1. documents supporting the use of alternative means of compliance 2. safety information in accordance with point 21.B.20(a) and follow-up measures; 3. the use of safeguard and flexibility provisions in accordance with Articles 70, 71(1) and 76(4) of Regulation (EU) 2018/1139. <p>(c) The CAA shall maintain a list of all the certificates, approvals, authorisations and letters of agreement it has issued.</p>			
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		<p>(d) All the records referred to in points (a), (b) and (c) shall be kept for a minimum period of 5 years, subject to applicable data protection law. <i>Note: Text aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
111	21.B.65	<p>New point: '21.B.65 Suspension, limitation and revocation The CAA shall:</p> <p>(a) suspend a certificate, approval, permit to fly, authorisation or letter of agreement when it considers that there are reasonable grounds that such action is necessary to prevent a credible threat to aircraft safety;</p> <p>(b) suspend, revoke or limit a certificate, approval, permit to fly, authorisation or letter of agreement if such action is required pursuant to points 21.B.125, 21.B.225 or 21.B.433;</p> <p>(c) suspend or revoke a certificate of airworthiness or a noise certificate upon evidence that some of the conditions specified in points 21.A.181(a) or 21.A.211(a) are not met;</p> <p>(d) suspend or limit in whole or in part a certificate, approval, permit to fly, authorisation or letter of agreement if unforeseeable circumstances outside the control of the CAA prevent its inspectors from discharging their oversight responsibilities over the oversight planning cycle.';</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>		022/SMS	1 January 2024
112	21.B.115	<p>New point: '21.B.115</p>		022/SMS	1 January 2024

		<p>Means of compliance</p> <p>(a) The CAA shall develop acceptable means of compliance ('AMC') that may be used to establish compliance with Regulation (EU) 2018/1139.</p> <p>(b) Alternative means of compliance may be used by an organisation to establish compliance with this Regulation when approved by the CAA.</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
113	21.B.120	<p>Point 21.B.120 is replaced by the following:</p> <p>'21.B.120</p> <p>Initial certification procedure</p> <p>(a) Upon receiving an application for the issue of a letter of agreement for the purpose of demonstrating conformity of the individual products, parts and appliances, the CAA shall verify the applicant's compliance with the applicable requirements.</p> <p>(b) The CAA shall record all the findings issued, closure actions as well as recommendations for the issue of the letter of agreement.</p> <p>(c) The CAA shall confirm to the applicant in writing all the findings raised during the verification. For initial certification, all findings must be corrected to the satisfaction of the CAA before the letter of agreement can be issued.</p> <p>(d) When satisfied that the applicant complies with the applicable requirements, the CAA shall issue the letter of agreement (CAA Form 65, see Appendix XI).</p> <p>(e) The letter of agreement shall contain the scope of the agreement, a termination date and, where applicable, the appropriate limitations.</p>		022/SMS	1 January 2024

		(f) The duration of the letter of agreement shall not exceed 1 year.'; <i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i>			
114	21.B.125	Point 21.B.125 is replaced by the following: '21.B.125 Findings and corrective actions; observations (a) The CAA shall have a system in place to analyse findings for their safety significance. (b) A level 1 finding shall be issued by the CAA when any significant non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's procedures and manuals, or with the terms of the letter of agreement which lowers safety or seriously endangers flight safety. Level 1 findings shall also include: 1. any failure to grant the CAA access to the organisation's facilities referred to in point 21.A.9 during normal operating hours and after two written requests; 2. obtaining the letter of agreement or maintaining its validity by falsification of the submitted documentary evidence; and 3. any evidence of malpractice or fraudulent use of the letter of agreement. (c) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's procedures and manuals, or with the terms of the letter of agreement, which is not classified as a level 1 finding.		022/SMS	1 January 2024

		<p>(d) When a finding is detected during oversight or by any other means, the CAA shall, without prejudice to any additional action required by Regulation (EU) 2018/1139, communicate in writing the finding to the organisation and request corrective action to address the non-compliance(s) identified.</p> <p>1. If there are any level 1 findings, the CAA shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the letter of agreement or to limit or suspend it in whole or in part, depending on the extent of the level 1 finding, until successful corrective action has been taken by the organisation.</p> <p>2. If there are any level 2 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation, requesting corrective action to address the non-compliance identified. At the end of that period, and subject to the nature of the finding, the CAA may extend the 3-month period provided that a corrective action plan has been agreed with the CAA;</p> <p>(ii) assess the corrective action plan and implementation plan proposed by the organisation, and if the assessment concludes that they are sufficient to address the non-compliance, accept them;</p> <p>(iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the CAA, the finding shall be raised to level 1 and action shall be taken as laid down in point (f)(1)(i).</p>			
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		<p>(e) The CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings:</p> <ol style="list-style-type: none"> 1. for any item whose performance has been assessed to be ineffective; 2. when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c); 3. when suggestions or improvements are of interest for the overall safety performance of the organisation. <p>The observations issued under this point shall be communicated in writing to the organisation and recorded by the CAA.’</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
115	21.B.130	<p>Delete the point.</p> <p><i>Note: Included in 21.B.120, to be consistent with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>		022/SMS	1 January 2024
116	21.B.145	Delete the point.		022/SMS	1 January 2024
117	21.B.150	Delete the point.		022/SMS	1 January 2024
118	21.B.215	<p>The following point 21.B.215 is added:</p> <p>21.B.215 Means of compliance</p> <p>(a)</p>		022/SMS	1 January 2024

		<p>The CAA shall develop acceptable means of compliance ('AMC') that may be used to establish compliance with Regulation (EU) 2018/1139.</p> <p>(b) Alternative means of compliance may be used by an organisation to establish compliance with this Regulation when approved by the CAA.'</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
119	21.B.220	<p>The following point 21.B.220 is added:</p> <p>'21.B.220 Initial certification procedure</p> <p>(a) Upon receiving an application for the initial issue of a production organisation approval certificate, the CAA shall verify the applicant's compliance with the applicable requirements.</p> <p>(b) A meeting with the accountable manager of the applicant shall be convened at least once during the investigation for initial certification to ensure that this person understands his or her role and accountability.</p> <p>(c) The CAA shall record all the findings issued, closure actions as well as the recommendations for the issue of the production organisation approval certificate.</p> <p>(d) The CAA shall confirm to the applicant in writing all the findings raised during the verification. For initial certification, all findings must be corrected to the satisfaction of the CAA before the certificate can be issued.</p> <p>(e) When satisfied that the applicant complies with the applicable requirements, the CAA shall issue the production organisation approval certificate (CAA Form 55, see Appendix X).</p>		022/SMS	1 January 2024

		<p>(f) The certificate reference number shall be included on the CAA Form 55 in a manner specified by the CAA.</p> <p>(g) The certificate shall be issued for an unlimited duration. The privileges and the scope of the activities that the organisation is approved to conduct, including any limitations as applicable, shall be specified in the terms of approval attached to the certificate.’ <i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
120	21.B.221	<p>The following point is inserted: ‘21.B.221 Oversight principles</p> <p>(a) The CAA shall verify:</p> <ol style="list-style-type: none"> 1. compliance with the requirements that are applicable to organisations, prior to issuing the production organisation approval certificate; 2. continued compliance with the applicable requirements of the organisations it has certified; 3. the implementation of appropriate safety measures mandated by the CAA according to points 21.B.20(c). <p>(b) This verification shall:</p> <ol style="list-style-type: none"> 1. be supported by documentation specifically intended to provide personnel responsible for oversight with guidance to perform their functions; 		022/SMS	1 January 2024

		<p>2. provide the organisations concerned with the results of oversight activities;</p> <p>3. be based on assessments, audits, inspections and, if needed, unannounced inspections;</p> <p>4. provide the CAA with the evidence needed in case further action is required, including the measures provided for in point 21.B.225.</p> <p>(c) The CAA shall establish the scope of the oversight defined in points (a) and (b) taking into account the results of past oversight activities and the safety priorities.</p> <p>(d) The CAA shall collect and process any information deemed necessary for performing oversight activities.</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
121	21.B.222	<p>The following point is inserted:</p> <p>'21.B.222</p> <p>Oversight programme</p> <p>(a) The CAA shall establish and maintain an oversight programme covering the oversight activities required by point 21.B.221(a).</p> <p>(b) The oversight programme shall take into account the specific nature of the organisation, the complexity of its activities, the results of past certification and/or oversight activities, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:</p> <p>1. assessments, audits and inspections, including, as appropriate:</p>		022/SMS	1 January 2024

		<p>(i) management system assessments and process audits;</p> <p>(ii) product audits of a relevant sample of the products, parts and appliances that are within the scope of the organisation;</p> <p>(iii) sampling of the work performed; and</p> <p>(iv) unannounced inspections;</p> <p>2. meetings convened between the accountable manager and the CAA to ensure that both parties remain informed of all significant issues.</p> <p>(c) The oversight planning cycle shall not exceed 24 months.</p> <p>(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the CAA has established that during the previous 24 months:</p> <p>1. the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks;</p> <p>2. the organisation has continuously demonstrated compliance with points 21.A.147 and 21.A.148 and it has full control over all changes to the production management system;</p> <p>3. no level 1 findings have been issued;</p> <p>4. all corrective actions have been implemented within the time period that was accepted or extended by the CAA as defined in point 21.B.225.</p>			
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		<p>Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in points (1) to (4) above, the organisation has established, and the CAA has approved, an effective continuous system for reporting to the CAA on the safety performance and regulatory compliance of the organisation itself.</p> <p>(e) The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.</p> <p>(f) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.</p> <p>(g) At the completion of each oversight planning cycle, the CAA shall issue a recommendation report on the continuation of the approval, reflecting the results of the oversight.'</p> <p><i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
122	21.B.225	<p>Replace with:</p> <p>'21.B.225</p> <p>Findings and corrective actions; observations</p> <p>(a) The CAA shall have a system in place to analyse findings for their safety significance.</p> <p>(b) A level 1 finding shall be issued by the CAA when any significant non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's procedures and manuals, or with the certificate including the terms of approval which lowers safety or seriously endangers flight safety.</p>		022/SMS and correction	1 January 2024

		<p>The level 1 findings shall also include:</p> <ol style="list-style-type: none"> 1. any failure to grant the CAA access to the organisation’s facilities referred to in point 21.A.9 during normal operating hours and after two written requests; 2. obtaining the production organisation approval certificate or maintaining its validity by falsification of the submitted documentary evidence; 3. any evidence of malpractice or fraudulent use of the production organisation approval certificate; and 4. failure to appoint an accountable manager pursuant to point 21.A.245(a)/ <p>(c) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation’s procedures and manuals, or with the certificate including the terms of approval, which is not classified as a level 1 finding.</p> <p>(d) When a finding is detected during oversight or by any other means, the CAA shall, without prejudice to any additional action required by Regulation (EU) 2018/1139, communicate in writing the finding to the organisation and request corrective action to address the non-compliance(s) identified.</p> <ol style="list-style-type: none"> 1. If there are any level 1 findings, the CAA shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the production organisation approval certificate or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation. 2. 			
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	<p>If there are any level 2 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified. At the end of this period, and subject to the nature of the finding, the CAA may extend the 3-month period provided that a corrective action plan has been agreed by the CAA;</p> <p>(ii) assess the corrective action and implementation plan proposed by the organisation, and if the assessment concludes that they are sufficient to address the non-compliance, accept them;</p> <p>(iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the CAA, the finding shall be raised to level 1 and action shall be taken as laid down in point (d)(1).</p> <p>(e) The CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings:</p> <ol style="list-style-type: none"> 1. for any item whose performance has been assessed to be ineffective; or 2. when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c); or 3. when suggestions or improvements are of interest for the overall safety performance of the organisation. 			
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		The observations issued under this point shall be communicated in writing to the organisation and recorded by the CAA. <i>Note: Updated to include classification and requirements for competent authority previously contained in Section A.</i>			
123	21.B.230	Delete the point.		022/SMS	1 January 2024
124	21.B.235	Delete the point.		022/SMS	1 January 2024
125	21.B.240	<p>Replace with:</p> <p>21.B.240</p> <p>Changes in production management system</p> <p>(a) Upon receiving an application for a significant change to the production management system, the CAA shall verify the organisation’s compliance with the applicable requirements of this Annex before issuing the approval.</p> <p>(b) The CAA shall establish the conditions under which the organisation may operate during the evaluation of a change unless the CAA determines that the production organisation approval certificate needs to be suspended.</p> <p>(c) When it is satisfied that the organisation complies with the applicable requirements, the CAA shall approve the change.</p> <p>(d) Without prejudice to any additional enforcement measures, if the organisation implements a significant change to the production management system without having received the approval of the CAA pursuant to point (c), the CAA shall consider the need to suspend, limit or revoke the organisation’s certificate.</p> <p>(e) For non-significant changes to the production management system, the CAA shall include the review of such changes in its continuing oversight in accordance with the</p>		022/SMS	1 January 2024

		principles set forth in point 21.B.221. If any non-compliance is found, the CAA shall notify the organisation, request further changes and act in accordance with point 21.B.225.’ <i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i>			
126	21.B.245	Delete the point.		022/SMS	1 January 2024
127	21.B.260	Delete the point.		022/SMS	1 January 2024
128	21.B.325(c)	Replace with: (c) For new aircraft, and used aircraft originating from a third country , in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the CAA shall issue: 1. for aircraft subject to Annex I (Part-M) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (CAA Form 15a, Appendix II); 2. for new aircraft subject to Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (CAA Form 15c, Appendix II); 3. for used aircraft originating from a third country and subject to Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (CAA Form 15c, Appendix II), when the CAA has performed the airworthiness review.’ <i>Note: Changes made to align with the requirements set out in Regulation (EU) No 1321/2014 and to address the case of new aircraft.</i>		022/ Correction	1 January 2024
129	21.B.330	Delete the point.		022/SMS	1 January 2024
130	21.B.345	Delete the point.		022/SMS	1 January 2024

131	Section B Subpart J	<p>Delete 'Administrative procedures established by the CAA shall apply.'</p> <p>Replace by the following:</p> <p>'21.B.430</p> <p>Initial certification procedure</p> <p>(a) Upon receiving an application for the initial issue of a design organisation approval, the CAA shall verify the applicant's compliance with the applicable requirements,</p> <p>(b) A meeting with the head of the design organisation shall be convened at least once during the investigation for initial certification to ensure that this person understands their role and accountability.</p> <p>(c) The CAA shall record all the findings issued, closure actions as well as recommendations for the issue of the design organisation approval.</p> <p>(d) The CAA shall confirm to the applicant in writing all the findings raised during the verification. For initial certification, all findings must be corrected to the satisfaction of the CAA before the design organisation approval can be issued.</p> <p>(e) When satisfied that the applicant complies with the applicable requirements, the CAA shall issue the design organisation approval.</p> <p>(f) The certificate reference number shall be included in the design organisation approval in a manner specified by the CAA.</p> <p>(g) The certificate shall be issued for an unlimited period of time. The privileges and the scope of the activities that the design organisation is approved to perform, including</p>		022/SMS	1 January 2024
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	<p>any limitations as applicable, shall be specified in the terms of approval attached to the design organisation approval.</p> <p>21.B.431 Oversight principles</p> <p>The CAA shall verify whether certified organisations continue to comply with the applicable requirements</p> <p>(a) The verification shall:</p> <ol style="list-style-type: none"> 1. be supported by documentation specifically intended to provide personnel responsible for oversight with guidance to perform their functions; 2. provide the organisations concerned with the results of oversight activities; 3. be based on assessments, audits, inspections and, if needed, unannounced inspections; 4. provide the CAA with the evidence needed in case further action is required, including the measures provided for in point 21.B.433. <p>(b) The CAA shall establish the scope of the oversight set out in point (a) taking into account the results of past oversight activities and the safety priorities.</p> <p>(c) The CAA shall collect and process any information deemed necessary for performing oversight activities.</p> <p>21.B.432 Oversight programme</p>			
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		<p>(a) The CAA shall establish and maintain an oversight programme covering the oversight activities required to comply with point 21.B.431(a).</p> <p>(b) The oversight programme shall take into account the specific nature of the organisation, the complexity of its activities, the results of past certification or oversight activities, or both, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:</p> <p>1. assessments, audits and inspections, including, where appropriate:</p> <p>(i) management system assessments and process audits;</p> <p>(ii) product audits of a relevant sample of the design and certification of the products, parts and appliances that are within the scope of work of the organisation;</p> <p>(iii) sampling of the work performed;</p> <p>(iv) unannounced inspections;</p> <p>2. meetings convened between the head of the design organisation and the CAA to ensure that both parties remain informed of all significant issues.</p> <p>(c) The oversight planning cycle shall not exceed 24 months.</p> <p>(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the CAA has established that during the previous 24 months:</p> <p>1.</p>			
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		<p>the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks;</p> <p>2. the organisation has continuously demonstrated compliance with point 21.A.247 and has full control over all changes to the design management system;</p> <p>3. no level 1 findings have been issued;</p> <p>4. all corrective actions have been implemented within the time period that was accepted or extended by the CAA as provided for in point 21.B.433(d).</p> <p>Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions laid down in points (d)(1) to (d)(4), the organisation has established, and the CAA has approved, an effective continuous system for reporting to the CAA on the safety performance and regulatory compliance of the organisation itself.</p> <p>(e) The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.</p> <p>(f) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.</p> <p>(g) At the completion of each oversight planning cycle, the CAA shall issue a recommendation report on the continuation of the approval, reflecting the results of the oversight.</p> <p>21.B.433</p>			
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		<p>Findings and corrective actions; observations</p> <p>(a) The CAA shall have a system in place to analyse findings for their safety significance.</p> <p>(b) A level 1 finding shall be issued by the CAA when a non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's procedures and manuals, or with the design organisation's certificate including the terms of approval, which may lead to uncontrolled non-compliances and to a potential unsafe condition.</p> <p>The level 1 findings shall also include:</p> <ol style="list-style-type: none"> 1. any failure to grant the CAA access to the organisation's facilities referred to in point 21.A.9 during normal operating hours and after two written requests; 2. obtaining the design organisation approval or maintaining its validity by falsification of the submitted documentary evidence; 3. any evidence of malpractice or fraudulent use of the design organisation approval; 4. failure to appoint a head of the design organisation pursuant to point 21.A.245(a). <p>(c) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's procedures and manuals, or with the certificate including the terms of approval, which is not classified as a level 1 finding.</p> <p>(d) When a finding is detected during oversight or by any other means, the CAA shall, without prejudice to any additional action required by Regulation (EU) 2018/1139,</p>			
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		<p>communicate in writing the finding to the organisation and request corrective action to address the non- compliance(s) identified.</p> <p>1. If there are any level 1 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding and that in any case shall not be more than 21 working days. That period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance(s) identified;</p> <p>(ii) assess the corrective action plan and implementation plan proposed by the organisation, and if it concludes that they are sufficient to address the non-compliance(s), accept them;</p> <p>(iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted by the CAA, take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, take action to revoke the design organisation approval or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.</p> <p>2. If there are any level 2 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. That period shall commence from the date of the written communication of the finding requesting corrective action. At the end of this period, and subject to the nature of the finding, the CAA may extend the 3-month period provided that a corrective action plan has been agreed by the CAA;</p>			
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		<p>(ii) assess the corrective action and the implementation plan proposed by the organisation, and if it concludes that they are sufficient to address the non-compliance(s), accept them;</p> <p>(iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the CAA, the finding shall be raised to level 1 and action shall be taken as laid down in point (d)(1).</p> <p>(e) The CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings:</p> <ol style="list-style-type: none"> 1. for any item whose performance has been assessed to be ineffective; 2. when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c); 3. when suggestions or improvements are of interest for the overall safety performance of the organisation. <p>The observations issued under this point shall be communicated in writing to the organisation and recorded by the CAA.</p> <p>21.B.435 Changes in the design management system</p> <p>(a) Upon receiving an application for a significant change to the design management system, the CAA shall verify the organisation’s compliance with the applicable requirements of Regulation (EU) 2018/1139 before issuing the approval.</p>			
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		<p>(b) The CAA shall establish the conditions under which the organisation may operate during the change unless the CAA determines that the design organisation approval needs to be suspended.</p> <p>(c) When it is satisfied that the organisation complies with the applicable requirements of Regulation (EU) 2018/1139, the CAA shall approve the change.</p> <p>(d) Without prejudice to any additional enforcement measures, if the organisation implements a significant change to the design management system without having received the approval of the CAA pursuant to point (c), the CAA shall consider the need to suspend, limit or revoke the organisation’s certificate.</p> <p>(e) For non-significant changes to the design management system, the CAA shall include the review of such changes in its continuing oversight in accordance with the principles set forth in point 21.B.431. If any non-compliance is found, the CAA shall notify the organisation, request further changes and act in accordance with point 21.B.433.’ <i>Note: New point aligned with Regulation (EU) No. 1321/2014, Annex Vc (Part-CAMO), Section B.</i></p>			
132	21.B.445	Delete the point.		022/SMS	1 January 2024
133	21.B.530	Delete the point.		022/SMS	1 January 2024
134	21.B.545	Delete the point.		022/SMS	1 January 2024
135	Appendix II	<p>In Appendix II, CAA Form 15c – Airworthiness review certificate is changed by the highlighted text: ‘Airworthiness Review Certificate – CAA Form 15c NOTE: persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the CRS referred to in point ML.A.801 corresponding to the 100-h/annual inspection.</p>		0124/ Correction	Immediately

		<p style="text-align: center;">AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML)</p> <p style="text-align: center;">ARC reference:</p> <p>Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council: [NAME OF THE COMPETENT AUTHORITY] (**) hereby certifies that:</p> <p><input type="checkbox"/>.....it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft: [or]</p> <p><input type="checkbox"/>.....the following new aircraft: Aircraft manufacturer:.....Manufacturer's designation:..... Aircraft registration:.....Aircraft serial number:..... (and that this aircraft) is considered airworthy at the time of the review. Date of issue:Date of expiry: Airframe flight hours (FH) at date of review (*): Signed:Authorisation No (if applicable):</p> <p>[OR] [NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE] (**) [or] [FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)] (**)</p> <p>hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:</p>			
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		<p>Aircraft manufacturer:.....Manufacturer's designation:.....</p> <p>Aircraft registration:.....Aircraft serial number:.....</p> <p>and that this aircraft is considered airworthy at the time of the review.</p> <p>Date of issue:Date of expiry:</p> <p>Airframe flight hours (FH) at date of review (*):</p> <p>Signed:Authorisation No (if applicable):</p> <p>=====</p> <p>1st extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)</p> <p>Date of issue:Date of expiry:</p> <p>Airframe flight hours (FH) at date of issue (*):</p> <p>Signed:Authorisation No:</p> <p>Company name:Approval reference:</p> <p>=====</p> <p>2nd extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)</p> <p>Date of issue:Date of expiry:</p>			
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		<p>Airframe flight hours (FH) at date of issue (*):</p> <p>.....</p> <p>Signed:Authorisation No:</p> <p>Company name:Approval reference:</p> <p>(*) Except for balloons and airships</p> <p>(**) The issuer of the Form can tailor it to his need by deleting the name, the certifying statement, the reference to the subject aircraft and the issuance details that are not relevant for his use.</p> <p>CAA Form 15c, Issue 2'</p> <p><i>Note: Changes made to align with the requirements set out in Regulation (EU) No 1321/2014.</i></p>			
136	Appendix VIII	<p>In the box 8. of the UK Form 52 for 'Manufacturer's' substitute 'Production Organisation'.</p> <p>1.1 For 'manufacturer' substitute 'production organisation'</p> <p>1.2 After 'organisation approval' insert 'certificate' After 'certificate of airworthiness' insert 'and, if requested, a noise certificate'</p> <p>3.1 For 'should' substitute 'must'</p> <p>3.2 after 'not be issued' insert 'by the'</p> <p>Block 3 For 'should' substitute 'must'</p> <p>Block 8 for 'manufacturer' substitute 'production organisation'</p>		022/ Corrections	1 January 2024

		<p>Block 9 for 'manufacturer' substitute 'production organisation' for 'should' substitute 'must'</p> <p>Block 11 and Block 16 for 'should' substitute 'must'</p> <p>Block 17 for 'should' substitute 'must'</p> <p>For '21.A.139(b)(1)(vi)' substitute '21.A.139(d)(1)(vi)'</p> <p>Block 18 for 'should' substitute 'must'</p> <p>Block 19 for 'should' substitute 'must'</p> <p>For 'certificate' substitute 'Statement'</p> <p>Block 20 and Block 21 for 'should' substitute 'must'</p> <p><i>Note: the word 'should' is replaced by 'must' for clarity to emphasise that those sections are mandatory. SMEs experienced some organisations challenging this point in the past.</i></p>			
137	Appendix X	<p>CAA Form 55</p> <p>For 'Regulation (EC) No 216/2008 of the European Parliament and of the Council' substitute 'Regulation (EU) 2018/1139'</p> <p>For 'to Commission Regulation [(EC) No 1702/2003]' substitute 'Regulation (EU) No 748/2012'</p> <p>For 'Regulation [(EC) No 1702/2003]' substitute 'Regulation (EU) No 748/2012'</p> <p>CONDITIONS:</p> <p>3.</p> <p>For 'Regulation [(EC) No 1702/2003]' substitute 'Regulation (EU) No 748/2012'</p>		022/ Corrections	Immediately

		<p>For 'UNITED KINGDOM.21G.XXXX' substitute 'UK.21G.XXXX'</p> <p>For 'the product an EASA Form 1' substitute 'the product an CAA Form 1'</p> <p><i>Note: Regulation [(EC) No 1702/2003 was repealed by Regulation (EC) No. 748/2012.</i></p>			
138	Appendix XI	<p>CAA Form 65</p> <p>For 'Reference: UNITED KINGDOM.21F.XXXX' substitute 'Reference: UK.21.F.XXXX'</p> <p>Throughout the form for 'Regulation [(EC) No 1702/2003]' substitute "Regulation (EU) No 748/2012'.</p> <p><i>Note: Regulation [(EC) No 1702/2003 was repealed by Regulation (EC) No. 748/2012.</i></p>		022/ Corrections	Immediately

RMT.0022 and 0125 - Table of proposed amendments to Regulation 1321/2014 (the Regulation) for the May 2023 SI

Purpose of the amendment:

- **Safety Management System (SMS)** – introduction of Safety Management Systems requirements for design and production organisations under Part 21 .
- **Rationalisation** – where similar requirements were spread across various subparts, they are now combined into a new point with some improvements to the text.
- **Correction** – corrections to the Regulation aiming to clarify or rectify the relevant and cited requirements.
- **FEA** – changes in relation to flight engineers' licences/existing limited authorisations for maintenance certification.
- **Instructions for Continued Airworthiness (ICA)** - Changes to provide a definition of ICA and maintenance data and to establish instructions as part of the type certificate.
- **Eligibility of parts and appliances for installation without a Form 1 (EOPF1)** - Changes to provide clarity for parts and appliances for which their effect on the safety of the operation of aircraft is negligible and a Form 1 is no longer required.

Cross referencing:

DfT lawyers may be assisted in drafting by understanding where equivalent provisions already exist in retained EU aviation safety legislation, or where a proposal is put forward to make an equivalent change to a related Regulation.

Where an equivalent or related provision already exists, it will be identified as follows: **[Reg xx/xxx, Annex xx, para xx]**

Where a provision is connected to another Regulation being amended as part of these rulemaking tasks, reference will be made to the table containing that proposed amendment and to the amendment by line number as follows [Table 748/2012 or 1321/2014 (as applicable); Amendment No. xx]

EU Regulation provision from which amendment is derived:

- [Commission Implementing Regulation \(EU\) 2021/1963](#) of 8 November 2021 amending Regulation (EU) No 1321/2014 as regards safety management systems in maintenance organisations and correcting that Regulation.
- [Commission Implementing Regulation \(EU\) 2021/700](#) of 26 March 2021 amending and correcting Regulation (EU) No 1321/2014 as regards the maintenance data and the installation of certain aircraft components during maintenance.

UK Regulation to be amended:

- [UK Regulation \(EU\) 1321/2014](#) - the UK Continuing Airworthiness Regulation (Part M, Part 145, Part 66, Part ML and Part CAO).

The provisions of the amending Regulation should come into force 21 days after the day the Regulation is made or, otherwise, as identified in the last column in the table provided. Unless otherwise indicated in the last column, each amendment should therefore come into force as indicated above. For SMS related requirements, due to the volume and extent of the implementation work required, an implementation period up to 1 January 2024 is being proposed. This will allow the organisations to adjust their procedures and processes as well as update their Expositions which will be submitted to the CAA for approval.

At the end of the implementation period, from 1 January 2024, the CAA will commence its oversight process in respect of compliance with the amending Regulation. Any issues of non-compliance will be raised as an SMS related finding by the CAA. Organisations will be required to correct those findings enabling the CAA to close them by no later than 1 January 2026. Where from 1 January 2026 such findings will not have been closed, the approval certificate will be revoked, limited or suspended in whole or in part.

For requirements related to Instructions for Continued Airworthiness (ICA) and Eligibility of parts and appliances for installation without a Form 1 (EOPF1), a transition period aligning with amendments to Regulation No 748/2012 of 1 year will be required. It is therefore proposed an entry into force date of 1 January 2024 for the related provisions defined in the table below. All corrections should come into force at the same time as the next Statutory Instrument amendment.

Highlighting is used to assist in identifying the changes from the existing provision.

Orange shading indicates that a provision is listed in the Air Navigation Order 2016 (ANO) Schedule 13, Part 1, Chapter 2. Note that currently the Secretary of State does not have powers to create new offences for provisions for retained EU legislation. Some of the provisions being amended in the table have offences associated with them in article 265 ANO and Schedule 13 ANO, as shown highlighted in orange in the 2nd column below. The approach previously agreed with DfT has been that if an amendment materially changes the scope of such a provision, it would effectively create a new offence, which as yet we are not allowed to do without new primary legislation. This leaves 2 options: a) do not proceed with the amendment or b) draft the amendment as a new provision that does have the offence associated with it. The CAA's preferred approach is for b), where this arises. It could be the case that this legislation is in force before the relevant provision is changed, in which case there is no problem, or that the change proposed is so minor so as not to affect the offence. Alternatively, where the amendment does not come into force until a later date, as indicated in the last column, and the power to create such offences, by an amendment to section 61 of the Civil Aviation Act 1982, will be in force by that date, perhaps the amendment may be made with a particular "in force" date.

Green shading indicates provisions derived from Commission Implementing Regulation (EU) 2021/700. All non-shaded provisions are from Commission Implementing Regulation (EU) 2021/1963.

Some of the amendments in the table are updating references to other Regulations, e.g. to Regulation 2018/1139 (the so-called Basic Regulation), which is still referred to in retained Regulation 748/2012 as Regulation 216/2008 (now revoked by 2018/1139 although note article 139(4) of 2018/1139). There are however other, existing references in 748/2012 which this table does not address. If these amendments update the references as mentioned below, then presumably the other references in 748/2012, not mentioned in this table, should also be updated?

¹ “References to the repealed Regulations referred to in paragraphs 1, 2 and 3 shall be construed as references to this Regulation and, where appropriate, read in accordance with the correlation table in Annex X.” [law-2018-1139-30-mar-2021.pdf \(caa.co.uk\)](http://law-2018-1139-30-mar-2021.pdf(caa.co.uk))

The change from continuing to continued airworthiness is important because there is a distinction between the two. To aid understanding a description of the meaning has been included:

- Continued Airworthiness – (related to Type Certificate Holder) actions associated with the upkeep of a Type Design and the associated Approved Data through life.
- Continuing Airworthiness – (related to Operator) actions associated with maintenance ensuring that aircraft remains in a condition for safe operation throughout its operating life.

For legal powers to make the amendments please see the Opinion Document.

Amdnt No.	Provision being amended	Proposed amendment text	EU Reg provision, if any, from which amendment derived	Relevant RMT No. and purpose of amendment	Date when amdnt should come into force
Regulation (EU) No 1321/2014					
1	Article 3	paragraph 5 is replaced by the following: ‘5. Aircraft maintenance programmes for aircraft referred to in point (a) of Article 1 that comply with the requirements specified in point M.A.302 of Annex I (Part-M) applicable before 24 March 2020 shall be deemed to comply with the requirements specified in point		0125/Correction	Immediately

		M.A.302 of Annex I (Part-M) or point ML.A.302 of Annex Vb (Part-ML), as applicable, in accordance with paragraphs 1 and 2.'			
2	Art 4	<p>The following paragraph 7 is added:</p> <p>'7. By way of derogation from points (1) and (2) of point 145.B.350(d) of Annex II (Part-145), a maintenance organisation that holds a valid approval certificate issued in accordance with Annex II (Part-145) shall implement the Safety Management System requirements of Annex II by 1 January 2024.</p> <p>Organisations may correct any findings of non-compliance related to the Safety Management System requirements introduced by amending Regulation by 1 January 2026.</p> <p>Where from 1 January 2026, the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.'</p> <p><i>Note: The dates proposed in this amendment assume that the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised.</i></p>		022/SMS	1 January 2024
3	Article 5	<p>paragraph 1 is replaced by the following:</p> <p>'1. Certifying staff shall be qualified in accordance with the requirements of Annex III (Part-66), except as provided for in points M.A.606(h), M.A.607(b), M.A.801(c) and M.A.803 of Annex I (Part-M), in points ML.A.801(c) and ML. A.803 of Annex Vb (Part-ML), CAO.A.040(b) and CAO.A.040(c) of Annex Vd (Part-CAO) and in points 145.A.30(j) of and Appendix IV to Annex II (Part-145).'</p>		0125/Correction	Immediately
4	Art 5	The following paragraph 7 is added:		022/FEA	1 January 2024

		<p>'7. Limited certifying staff authorisations issued to flight engineer licence holders pursuant to point 145.A.30(j)(3) or (4) of Annex II (Part-145) before 1 January 2024 shall remain valid until they expire or until they are revoked by the maintenance organisation.'</p> <p><i>Note: The date proposed in this amendment assume that the SI will be in force by the end of 2022. Should this not be the case, the dates will need to be revised.</i></p>			
5	Article 8	<p>paragraph 7 is deleted;</p> <p><i>Note: the content of the article is now provided for in Article 3(7)</i></p>		0125/Correction	Immediately
Annex I, Part M					
6	Table of Contents	<p>in the table of contents, the title of Appendix IV is replaced by the following: 'Appendix IV – Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F';</p> <p><i>Note: The class and rating system information for Part-145 organisations is introduced in Appendix II to Annex II (Part-145).</i></p>		022/SMS	1 January 2024
7	Annex I Appendix III	<p>Annex I, Appendix III, the certifying phrase of UK CAA Form 15b is replaced by the following:</p> <p>Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council the following organisation, approved in accordance with Section A of Annex Vc (Part-CAMO) or Section A of Subpart G of Annex I (Part-M) or Section A of Annex Vd (Part-CAO) to Regulation No 1321/2014,</p> <p style="text-align: center;">[NAME OF ORGANISATION APPROVED AND ADDRESS] [APPROVAL REFERENCE]</p> <p>hereby certifies that it has performed an airworthiness review in accordance with point M.A.901 of Annex I to Regulation No 1321/2014 on the following aircraft:</p>		0125/Correction	Immediately

		<i>Note: previously Vb (Part-CAO) which is incorrect.</i>			
8	Annex I, Appendix IV	<p>Appendix IV is amended as follows:</p> <p>‘(a) the title is replaced by the following: ‘Appendix IV Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F’;</p> <p>(b) points 1 and 2 are replaced by the following:</p> <p>‘1. Except as stated otherwise for the smallest organisations referred to in point 11, the table in point 12 provides for the standard system for the approval of a maintenance organisation referred to in Annex I (Part-M), Subpart F. An organisation must be granted an approval that ranges from a single class and rating with limitations to all classes and ratings with limitations.</p> <p>2. In addition to the table referred to in point 12, the approved maintenance organisation is required to indicate its scope of work in its maintenance organisation manual.’</p> <p>(c) points 8 to 12 are replaced by the following:</p> <p>‘8. The limitation section is intended to give the competent authorities the flexibility to customise the approval to any particular organisation. Ratings shall be mentioned on the approval only when appropriately limited. The table referred to in point 12 specifies the types of limitation possible. Whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation (an example could be avionic systems installations and related maintenance). Such mention in the limitation section indicates that the maintenance organisation is approved to carry out maintenance up to and including this particular type/task.</p>		022/SMS	1 January 2024

9. When reference is made to series, type and group in the limitation section of class A and B, series means a specific type series such as Cessna 150 or Cessna 172 or Beech 55 series or continental O-200 series etc; type means a specific type or model such as Cessna 172RG type; any number of series or types may be quoted; group means for example Cessna single piston engine aircraft or Lycoming non-supercharged piston engines, etc.

10. When a lengthy capability list is used which could be subject to frequent amendments, then such amendments may be performed in accordance with the indirect approval procedure referred to in points M.A.604(c) and M.B.606(c).

11. A maintenance organisation which employs only one person to both plan and carry out all maintenance can only hold a limited scope of approval rating. The maximum permissible limits are:

CLASS	RATING	LIMITATION
CLASS AIRCRAFT	RATING A2 AEROPLANES 5 700 KG AND BELOW	PISTON ENGINE 5 700 KG AND BELOW
CLASS AIRCRAFT	RATING A3 HELICOPTERS	SINGLE PISTON ENGINE 3 175 KG AND BELOW
CLASS AIRCRAFT	RATING A4 AIRCRAFT OTHER THAN A1, A2 AND A3	NO LIMITATION
CLASS ENGINES	RATING B2 PISTON	LESS THAN 450 HP
CLASS COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs.	C1 TO C22	AS PER CAPABILITY LIST
CLASS SPECIALISED	D1 NDT	NDT METHOD(S) TO BE SPECIFIED.

It should be noted that such an organisation may be further limited by the CAA in the terms of approval depending on the capability of the particular organisation.

12. Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A2 Aeroplanes 5 700 kg and below	[Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks]	[YES/NO] (*)	[YES/NO] (*)

Note: The numbering system has changed paragraph 8 has been removed and now details the contents of para 9. The deleted paragraph removed references to Annex II (Part 145.).

Paragraph 9 removes examples of large aircraft not relevant in this section.

Paragraph 10 adds references to M.B.606(c) and removes Part 145 references .

Paragraph 11, changed from paragraph 12 - no change to the table contents

Table 12 (previously 13) removes the 1st line of this table in UK as it refers to A1 Aeroplanes above 5700Kg

Note: Appendix IV is amended to remove the references to Part-145 and keep only those to Part-M Subpart F. This is because the class and rating system information for Part-145 organisations is introduced in Appendix II to Annex II (Part-145).

9

Annex I
Appendix VII

The introductory phrase is replaced by the following:
'The following constitutes the complex maintenance tasks referred to in **point M.A.801(b):**'

022/FEA/Correction

Immediately

		<i>Note: the reference has changed from 'in point (b)(2) and (c) of point M.A.801</i>		
10	M.A.201	<p>M.A.201(h), point (3) is replaced by the following:</p> <p>(3) the CAMO or CAO referred to in point (2) is approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or as a CAO with maintenance privileges, or that CAMO or CAO has concluded a written contract with organisations approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) with maintenance privileges.</p> <p><i>Note: Part CAMO references removed.</i></p>		0125/Correction Immediately
11	M.A.305	<p>M.A.305(e)(3), point (iii) is replaced by the following:</p> <p>'(iii) the CRS and owner's acceptance statement for any component that is fitted to an ELA2 aircraft without a CAA Form 1 in accordance with point 21.A.307(b)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months.</p> <p><i>Note: Highlighted reference updated.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>		0125/EOPF1 1 January 2024
12	M.A.401	<p>M.A.401, point (b) is replaced by the following:</p> <p>'(b) For the purposes of this Annex, applicable maintenance data is any of the following:</p> <ol style="list-style-type: none"> 1. any applicable requirement, procedure, standard or information issued by the CAA; 2. any applicable airworthiness directive; 3. the applicable instructions for continued airworthiness and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder 		0125/EOPF1 1 January 2024

		<p>and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;</p> <p>4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;</p> <p>5. any applicable data issued in accordance with point 145.A.45(d).</p> <p><i>Note: Paragraph 4 has been inserted and 5 has been renumbered.</i></p>			
13	M.A.403(b)	<p>point (b) is replaced by the following:</p> <p>‘(b) Only the certifying staff referred to in point M.A.801(b)(1) or in Subpart F of this Annex or in Annex II (Part-145) or in Annex Vd (Part-CAO), or the person authorised in accordance with point M.A.801(c) of this Annex can decide, using maintenance data referred to in point M.A.401 of this Annex, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the certifying staff.’</p> <p><i>Note: Change of paragraph arrangement to add and clarify references. Too many changes, complete paragraph replacement recommended. References to the points of M.A.801 had to be corrected due to the changes to M.A.801 in Commission Implementing Regulation (EU) 2019/1383.</i></p>		022/FEA/Correction	Immediately
14	M.A.501	<p>M.A.501(a), point (1) is replaced by the following:</p> <p>‘(1) Components which are in a satisfactory condition, released on a CAA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, or in this Annex (Part-M), or in Annex Vd (Part-CAO).</p>		0125/EOPF1	1 January 2024

		<p><i>Note: highlighted reference added.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
15	M.A.502	<p>M.A.502 is replaced by the following:</p> <p>‘M.A.502 Component maintenance</p> <p><i>Note: title remains as is</i></p> <p>(a) The maintenance of components other than the components referred to in points (b)(2) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by maintenance organisations approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable.</p> <p>(b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO) or by the certifying staff referred to in point (b)(1) of point M.A.801. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the CAA. Such aircraft maintenance organisation or the certifying staff may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point shall not be eligible for the issuance of a CAA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.</p> <p>(c) By way of derogation from point (a), where a component is fitted to the engine or the auxiliary power unit (APU), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance with Subpart F of this Annex, or with Annex II (Part-145), or with Annex Vd (Part-CAO). Such maintenance shall be</p>		0125/EOPF1	1 January 2024

	<p>performed in accordance with the engine or the APU maintenance data or in accordance with the component maintenance data if agreed by the CAA. Such B-rated engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.</p> <p><i>Note: the sentence following point (c) is now covered by the additional highlighted text in (a) and (e).</i></p> <p><i>Note: the highlighted text in paragraph (c) has been corrected via in RMT.022. See line below. The text replaces 'B-rated' for clarity and rationalisation across each annex. This is because there is no 'B rating' in Annex Vd (Part-CAO).</i></p> <p>(d) The maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, shall be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable, by the certifying staff referred to in point (b)(1) of point M.A.801 or by the pilot-owner referred to in point (b)(2) of point M.A.801. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an CAA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.</p> <p><i>Note: first highlighted reference updated and other references restructured.</i></p> <p>(e) The maintenance of components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be performed by the organisation referred to in point (a), or performed by any person or organisation and released with a "declaration of maintenance accomplished" issued by the person or organisation that performed the maintenance. The "declaration of maintenance accomplished" shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or</p>			
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		<p>person that issues it. It shall be considered a maintenance record and equivalent to a CAA Form 1 in respect of the maintained component.</p> <p><i>Note: (e) has been added in its entirety.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
16	M.A.502(c)	<p>Point M.A.502(c), the third sentence is replaced by the following:</p> <p>‘Such engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.’</p> <p><i>Note: the highlighted text replaces ‘B-rated’ for clarity and rationalisation across each annex. This is because there is no ‘B rating’ in Annex Vd (Part-CAO).</i></p> <p>Note: ANO Schedule 13 – List of offences</p>		022/Correction	Immediately
17	M.A.801	<p>M.A.801 point (d) is replaced by the following:</p> <p>(d) In case of a release to service in accordance with point (b)(1), the certifying staff may be assisted in performing the maintenance tasks by one or more persons subject to his or her direct and continuous control.</p>		0125/Correction	Immediately
18	M.A.802	<p>M.A.802, point (a) is replaced by the following:</p> <p>‘(a) Except for components released to service by a maintenance organisation that is approved in accordance with Annex II (Part-145) and for the cases covered by point (e) of point M.A.502, a CRS shall be issued at the completion of any maintenance work carried out on an aircraft component in accordance with point M.A.502.’</p> <p><i>Note: highlighted text added for clarity.</i></p>		0125/EOPF1	1 January 2024

19	M.A.901	<p>M.A.901, the introductory phrase of point (e) is replaced by the following:</p> <p>(e) For aircraft of 2 730kg MTOM and below not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, any CAMO or CAO chosen by the owner or operator may in accordance with CAMO.A.125(e) of Annex Vc or point M.A.711(b) of this Annex or CAO.A.095(c) of Annex Vd, as applicable, and subject to compliance with point (j):</p>		0125/Correction	Immediately
Annex II (Part 145)					
20	<p>Table of Content</p> <p>SECTION A</p>	<p>The table of content is amended as follows:</p> <p>SECTION A</p> <p>145.A.15 replace with ‘Application for an organisation certificate’</p> <p>145.A.20 replace with ‘Terms of approval and scope of work’</p> <p>Delete ‘145.A.36 ‘Records of airworthiness review staff’</p> <p>Insert ‘145.A.37 Airworthiness Review Staff’</p> <p>145.A.55 replace with ‘Record-keeping’</p> <p>145.A.65 replace with ‘Maintenance procedures’</p> <p>145.A.70 replace with ‘Maintenance organisation exposition (MOE)’</p> <p>145.A.95 replace with ‘Findings and observations’ <i>(note this has not changed in contents page?)</i></p> <p>Insert ‘145.A.120 Means of compliance’</p> <p>Insert ‘145.A.140 Access’</p> <p>Insert ‘145.A.155 Immediate reaction to a safety problem’</p> <p>Insert ‘145.A.200 Management system’</p>		022/SMS	1 January 2024

	SECTION B	<p>Insert '145.A.202 Internal safety reporting scheme' Insert '145.A.205 Contracting and subcontracting'</p> <p>Section B – Authority Requirements is replaced with the following:</p> <p>145.B.005 Scope 145.B.115 Oversight documentation 145.B.120 Means of compliance 145.B.125 Information to the CAA 145.B.135 Immediate reaction to a safety problem 145.B.200 Management system 145.B.205 Allocation of tasks to qualified entities 145.B.210 Changes in the management system 145.B.220 Record-keeping 145.B.300 Oversight principles 145.B.305 Oversight programme 145.B.310 Initial certification procedure 145.B.330 Changes – organisations 145.B.350 Findings and corrective actions; observations 145.B.355 Suspension, limitation and revocation</p> <p>Appendix I – Authorised Release Certificate – CAA Form 1 Appendix II – Class and rating system for the terms of approval of Part-145 maintenance organisations Appendix III – Maintenance organisation certificate – CAA Form 3-145 Appendix IV – Conditions for the use</p>			
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		<i>Note: The Part B Requirements have changed entirely, increased provisions and hence numbering system. This now aligns with the CAMO Part B requirements.</i>			
21	Section A	<p>Section A, the title is replaced by the following:</p> <p style="text-align: center;">‘SECTION A</p> <p>TECHNICAL AND ORGANISATION REQUIREMENTS’;</p> <p><i>Note: ‘and Organisation Requirements’ added for clarity and rationalisation across the annexes.</i></p>	Part CAMO Section A	022/SMS	1 January 2024
22	145.A.10	<p>145.A.10 is replaced by the following:</p> <p>‘145.A.10 Scope</p> <p>This Section establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval certificate for the maintenance of aircraft and components.’</p> <p><i>Note: the word certificate has been added after the word approval. This is for clarity and rationalisation across all Annexes. The certificate has been referenced hereafter in many provisions to distinguish between the organisation approvals and the certificate for this or each particular Annex (in the sense of the output of an approval process).</i></p>	CAMO.A.005	022/SMS	1 January 2024
23	145.A.15	<p>145.A.15 is replaced by the following:</p> <p>‘145.A.15 Application for an organisation certificate</p> <p>(a) An application for a certificate or an amendment to an existing certificate in accordance with this Annex shall be made in a form and manner established by the CAA, taking into account the applicable requirements of Annex I (Part-M), Annex Vb (Part-ML) and this Annex.</p>	CAMO.A.115	022/SMS	1 January 2024

		<p>(b) Applicants for an initial certificate pursuant to this Annex shall provide the CAA with:</p> <ol style="list-style-type: none"> 1. the results of a pre-audit performed by the organisation against the applicable requirements provided for in Annex I (Part-M), Annex Vb (Part-ML) and this Annex; 2. documentation demonstrating how they will comply with the requirements established in this Regulation.' <p><i>Note: Title change to highlight specifically what the application is for. Two paragraphs added to clarify the form and manner acceptable to the authority and the documentation required. Wording alignment with Part CAMO.</i></p>			
24	145.A.20	<p>Replace with;</p> <p>'145.A.20 Terms of approval and scope of work</p> <p>(a) The organisation's scope of work shall be specified in the maintenance organisation exposition (MOE) in accordance with point 145.A.70.</p> <p>(b) The organisation shall comply with the terms of approval attached to the organisation certificate issued by the CAA, and with the scope of work specified in the MOE.'</p> <p><i>Note: Title change to add 'and scope of work'. Two paragraphs added to clarify where the scope (MOE) and the terms of approval attached to the organisation certificate.</i></p>	ORO.GEN.125 CAMO.A.125	022/SMS	1 January 2024
25	145.A.30(a), (b), (c)	<p>Points (a), (b) and (c) are replaced by the following:</p> <p>'(a) The organisation shall appoint an accountable manager that has corporate authority to ensure that all maintenance activities of the organisation can be financed and carried out in accordance with Regulation (EU) 2018/1139. The accountable manager shall:</p>	CAMO.A.305	022/SMS	1 January 2024

		<p>1. ensure that all necessary resources are available to accomplish maintenance in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, to support the organisation certificate;</p> <p>2. establish and promote the safety policy specified in point 145.A.200(a)(2);</p> <p>3. demonstrate a basic understanding of this Regulation.</p> <p>(b) The accountable manager shall nominate a person or group of persons representing the management structure for the maintenance functions and with the responsibility to ensure that the organisation works in accordance with the MOE and approved procedures. It shall be made clear in the procedures who deputises for a particular person in the case of lengthy absence of that person.</p> <p>(c) The accountable manager shall nominate a person or group of persons with the responsibility to manage the compliance monitoring function as part of the management system.'</p> <p><i>Note: Inclusion of EU Regulation ref 2018/1139 detailing where the maintenance activities and financing requirements originated and should be carried out in accordance with. The 145.A.65(b) references have been updated. Some rewording and organisation of the paragraph order, hence complete paragraph replacement recommended.</i></p>			
26	145.A.30(ca), (cb), (cc)	<p>The following points (ca), (cb) and (cc) are inserted:</p> <p>'(ca) The accountable manager shall nominate a person or group of persons with the responsibility to manage the development, administration and maintenance of effective safety management processes as part of the management system.</p>	CAMO.A.305	022/SMS	1 January 2024

		<p>(cb) The person or group of persons nominated in accordance with points (b), (c) and (ca) shall have a responsibility to the accountable manager and direct access to him/her to keep him/her properly informed on compliance and safety matters.</p> <p>(cc) The person or persons nominated in accordance with points (b), (c) and (ca) shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Regulation.’</p>			
27	145.A.30(d), (e),	<p>points (d) and (e) are replaced by the following:</p> <p>‘(d) The organisation shall have a maintenance man-hour plan to ensure it has sufficient and appropriately qualified staff to plan, perform, supervise, inspect and monitor the organisation’s activities in accordance with the terms of approval. In addition, the organisation shall have a procedure to reassess the work intended to be carried out when the actual staff availability is reduced compared to the planned staffing level for a particular work shift or period.</p> <p><i>Note: paragraph reworded slightly for clarity and to add ‘appropriately qualified’ and remove reference to ‘quality’ monitor for rationalisation.</i></p> <p>(e) The organisation shall establish and control the competency of the personnel involved in any maintenance, airworthiness reviews, safety management and compliance monitoring in accordance with a procedure and to a standard agreed with the CAA. In addition to the necessary expertise related to the job function, the competency of the personnel must include an understanding of the application of safety management principles, including human factors and human performance issues, which is appropriate to their function and responsibilities in the organisation.’</p>	CAMO.A305	022/SMS	1 January 2024

		<i>Note: These paragraphs have been reworded for clarity and rationalisation, too many small changes hence full paragraph replacement recommended.</i>			
28	145.A.30(j)	<p>In point (j) the introductory phrase is replaced by the following:</p> <p>‘(j) By way of derogation from points (g) and (h), in relation to the obligation to comply with Annex III (Part-66), the organisation may use certifying staff and support staff that are qualified in accordance with the following provisions:’</p> <p><i>Note: highlighted text added for clarity.</i></p>	CAMO.A.305	022/SMS	1 January 2024
29	145.A.30(j)(1) – (4)	<p>Points (1) to (4) of point (j) are replaced by the following:</p> <p>‘1. For base maintenance carried out at a location outside the United Kingdom, the certifying staff and support staff may be qualified in accordance with the national aviation regulations of the State in which the base maintenance facility is located, subject to the conditions specified in Appendix IV to this Annex.</p> <p><i>Note: ‘base maintenance carried out’ has replaced ‘organisation facilities located outside’ for clarity. ‘support staff’ has also been added for clarity.</i></p> <p>2. For line maintenance carried out at a line station located outside the United Kingdom, the certifying staff may be qualified, subject to the conditions specified in Appendix IV to this Annex, in accordance with the following alternative conditions:</p> <ul style="list-style-type: none"> — national aviation regulations of the State in which the line station is located, — national aviation regulations of the State in which the organisation’s principal place of business is located. <p><i>Note: highlighted text added for clarity.</i></p>	CAMO.A.305	022/SMS	1 January 2024

		<p>3. For a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organisation may issue a limited certification authorisation to the pilot on the basis of the flight crew licence held. In that case, the organisation shall ensure that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the airworthiness directive.</p> <p><i>Note: highlighted text change from 'however' to specify in that specific case.</i></p> <p>4. If an aircraft is operated away from a supported location, the organisation may issue a limited certification authorisation to the pilot on the basis of the flight crew licence held, subject to being satisfied that the pilot has carried out sufficient practical training ensuring that the pilot can accomplish the specified task.'</p> <p><i>Note: replacement of the term and/or flight crew. Point (5) not amended and therefore should remain.</i></p>			
30	145.A.30(k)	<p>Point (k) is replaced by the following:</p> <p>'(k) If the organisation performs airworthiness reviews and issues the corresponding airworthiness review certificate in accordance with point ML.A.903 of Annex Vb (Part-ML), it shall have airworthiness review staff that are qualified and authorised in accordance with point 145.A.37.'</p> <p><i>Note: points 1-7 removed and replaced with the highlighted reference for rationalisation and prevent duplication. 145.A.37 is a new provision insertion.</i></p>	CAMO.A.305	022/SMS	1 January 2024
31	145.A.35(d), (e), (f)	<p>Points (d), (e) and (f) are replaced by the following:</p> <p>'(d) The organisation shall ensure that all certifying staff and support staff receive sufficient recurrent training in each 2-year period to ensure that they have up-to-date</p>		022/SMS	1 January 2024

		<p>knowledge of relevant technologies, organisation procedures and safety management, including human factor issues.'</p> <p><i>Note: 'recurrent' changed from 'continuation' for clarity and rationalisation across the annexes.</i></p> <p>(e) The organisation shall establish a programme for recurrent training for certifying staff and support staff, including a procedure to ensure compliance with the relevant provisions of this point and a procedure to ensure compliance with Annex III (Part-66). <i>Note: 'relevant provisions' replaces previous reference to 145.A.35</i></p> <p>(f) With the exception of the unforeseen cases specified in point 145.A.30(j)(5), the organisation shall assess all certifying staff for their competency, qualifications and capability to carry out their intended certifying duties in accordance with a procedure in the MOE prior to the issue or reissue of a certification authorisation under this Annex to such staff.'</p> <p><i>Note: paragraph reworded for additional clarity and rationalisation of terminology, recommend full paragraph replacement.</i></p>			
32	145.A.35(i) - (n)	<p>Points (i) to (n) are replaced by the following:</p> <p>'(i) The person or persons referred to in point 145.A.30(c) that are responsible for the compliance monitoring function shall also remain responsible for issuing certification authorisations to certifying staff. That personnel may nominate other persons to effectively issue or revoke certification authorisations in accordance with a procedure in the MOE.</p> <p><i>Note: the highlighted text replaces 'the person responsible for the quality system shall'. Slight rewording and acronym additions, hence paragraph replacement recommended.</i></p>		022/SMS	1 January 2024

		<p>(j) The organisation shall provide certifying staff with a copy of their certification authorisation in either a documented or electronic format.</p> <p>(k) Certifying staff shall produce their certification authorisation to any authorised person within 24 hours.</p> <p>(l) The minimum age for certifying staff and support staff is 21 years.</p> <p>(m) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an organisation appropriately approved in accordance with Annex II (Part-145) or Annex IV (Part-147). This training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the organisation.</p> <p>(n) The holder of a category B2 aircraft maintenance licence may only exercise the certification privileges described in point 66.A.20(a)(3)(ii) of Annex III (Part-66) following the satisfactory completion of:</p> <p>(i) the relevant category A aircraft task training; and</p> <p>(ii) 6 months of documented practical experience covering the scope of the authorisation that will be issued.</p> <p>The task training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment. Task training and examination/assessment shall be carried out by the maintenance organisation issuing the</p>			
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		certifying staff authorisation. The practical experience shall be also obtained within such maintenance organisation.’ <i>Note: paragraphs (j) through (n) have been re-lettered and renumbered for additional clarity and updates of references. Complete paragraph replacement recommended.</i>			
33	145.A.35(o)	Point (o) is deleted; <i>Note: the intent of this paragraph has been included in the previous paragraph amendments.</i>		022/SMS	1 January 2024
34	145.A.36	Point 145.A.36 is deleted. <i>Note: This provisions intent is now covered within ‘145.A.37 Airworthiness review staff’ and 145.A.55(b) Record -keeping’ as inserted below.</i>		022/SMS	1 January 2024
35	145.A.37	The following point 145.A.37 is inserted: ‘145.A.37 Airworthiness review staff’ (a) In order to be approved to carry out airworthiness reviews and to issue the corresponding airworthiness review certificates (ARC) for aircraft covered by Annex Vb (Part-ML), the organisation shall have airworthiness review staff that comply with all of 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 a certifying staff authorisation for the corresponding aircraft;	CAO.A.045	022/SMS	1 January 2024

		<p>(3) they have acquired knowledge of Annex I (Part-M), Subpart C, or of Annex Vb (Part-ML), Subpart C;</p> <p>(4) they have acquired knowledge of the procedures of the maintenance organisation relevant to the airworthiness review and issue of the airworthiness review certificate.</p> <p>(b) Before the organisation issues an airworthiness review authorisation to a candidate, that person shall perform an airworthiness review under the supervision of the CAA or under the supervision of a person that is already authorised as airworthiness review staff by the organisation. If this airworthiness review under supervision is satisfactory, the CAA shall formally accept that person to become airworthiness review staff.</p> <p>(c) The organisation shall ensure that the airworthiness review staff can demonstrate appropriate recent continuing airworthiness experience.'</p>			
36	145.A.42	<p>In point (a), point (i) is replaced by the following:</p> <p>'(i) Components which are in a satisfactory condition, released on a CAA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, in point M.A.502 of Annex I (Part-M), in point ML.A.502 of Annex III (Part-ML), or in this Annex (Part-145).</p>		0125/EOPF1	1 January 2024
37	145.A.42	<p>In point (b), point (iv) is replaced by the following:</p> <p>'(iv) Components which are referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall only be installed if considered eligible for installation by the aircraft owner on their own aircraft.</p> <p><i>Note: reference for Part-ML added and others updated.</i></p>		0125/EOPF1	1 January 2024

38	145.A.45(a), (c), (d) and (e)	<p>Points (a) is replaced by the following:</p> <p>‘(a) The organisation shall hold and use applicable current maintenance data which is necessary in the performance of maintenance, including modifications and repairs. “Applicable” means relevant to any aircraft, component or process specified in the organisation’s terms of approval and in any associated capability list.</p> <p>In the case of maintenance data provided by the person or organisation requesting the maintenance, the organisation shall hold such data when the work is in progress, with the exception of the need to comply with point 145.A.55(a)(3).’</p> <p><i>Note: highlighted text is replacing ‘organisation’s approval class rating schedule’ for clarity and rationalisation and the reference has been changed from 145.A.55(c).</i></p> <p>points (c), (d) and (e) are replaced by the following:</p> <p>‘(c) The organisation shall establish procedures to ensure that if inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction is found in the maintenance data used by maintenance personnel, it is recorded as part of the internal safety reporting scheme referred to in point 145.A.202 and notified to the author of the maintenance data.</p> <p><i>Note: reference to internal safety reporting scheme inserted.</i></p> <p>(d) The organisation may only modify maintenance instructions in accordance with a procedure that is specified in the MOE. With respect to changes to maintenance instructions, the organisation shall demonstrate that they result in equivalent or improved maintenance standards, and shall inform the author of the maintenance instructions of such changes. For the purposes of this point, “maintenance instructions” mean</p>		022/SMS	1 January 2024
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		<p>instructions on how to carry out a particular maintenance task; they exclude the engineering design of repairs and modifications.</p> <p><i>Note: ‘author of the maintenance instructions’ has replaced ‘the type-certificate holder’ for clarity as referring to changes of maintenance instructions as opposed to changes to design.</i></p> <p>(e) The organisation shall provide a common work card or worksheet system to be used throughout the relevant parts of the organisation. In addition, the organisation shall either accurately transcribe the maintenance data referred to in points (b) and (d) onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in that maintenance data. Work cards and worksheets may be computer generated and held in an electronic database that is adequately protected against unauthorised alteration, and for which there is a backup electronic database which shall be updated within 24 hours after an entry is made to the main electronic database. Complex or long maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure that there is a record of the accomplishment of the complete maintenance task.</p> <p>When the organisation provides maintenance services to an aircraft operator which requires its own work card or worksheet system to be used, then such work card or worksheet system may be used. In that case, the organisation shall establish a procedure to ensure that those work cards or worksheets are correctly completed.’</p> <p><i>Note: highlighted text added for clarity and paragraph split out at ‘When the org ...’ amended from ‘Where the org...’ to prevent misinterpretation.</i></p>			
39	145.A.45	<p>145.A.45, point (b) is replaced by the following:</p> <p>(b) Applicable maintenance data is the data specified in point M.A.401(b) of Annex I (Part-M) or in point ML.A.401(b) of Annex Vb (Part-ML), as applicable.</p>		0125/ICA	1 January 2024

		<i>Note: paragraph replaced in its entirety, point 1-5 replaced with references to applicable annexes.</i>			
40	145.A.47(b)	<p>Point (b) is replaced by the following:</p> <p>‘(b) As part of the management system, the planning of maintenance tasks, and the organising of shifts, shall take into account human performance limitations, including the threat of fatigue for maintenance personnel.’</p> <p><i>Note: highlighted text added for clarity and addition of SMS terminology.</i></p>		022/SMS	1 January 2024
41	145.A.47(d)	<p>Point (d) is added:</p> <p>‘(d) The organisation shall ensure that aviation safety hazards associated with external working teams carrying out maintenance at the organisation’s facilities are considered by the organisation’s management system.’</p>		022/SMS	1 January 2024
42	145.A.48	<p>Point 145.A.48 is replaced by the following:</p> <p><i>Note: the title remains as is.</i></p> <p>‘(a) The organisation may only carry out maintenance on an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and personnel are available.</p> <p>(b) The organisation shall be responsible for the maintenance that is performed within the scope of its approval.</p> <p>(c) The organisation shall ensure that:</p>	M.A.201(c), M(L).A.403(b)	022/SMS	1 January 2024

		<p>(1) after the completion of the maintenance, a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels that were removed have been refitted;</p> <p>(2) an error-capturing method is implemented after the performance of any critical maintenance task;</p> <p>(3) the risk of errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;</p> <p>(4) damage is assessed, and modifications and repairs are carried out using the data specified in point M.A.304 of Annex I (Part-M) or point ML.A.304 of Annex Vb (Part-ML), as applicable;</p> <p>(5) the assessment of aircraft defects is carried out in accordance with point M.A.403(b) of Annex I (Part-M) or ML.A.403(b) of Annex Vb (Part-ML), as applicable.'</p> <p><i>Note: whole provision paragraph arrangement revised, excluding title, the intent has not changed and is still detailed within new 145.A.48(c) 1-5. References have been added aligning with the other Annexes for damage assessment and aircraft defects. Recommend complete replacement.</i></p>			
43	145.A.50(a)	<p>Point (a) is replaced by the following:</p> <p>'(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when that certifying staff has verified that all the maintenance that was ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45, and that there are no known non-compliances which endanger flight safety.'</p>	M.A.801	022/Rationalisation	

		<p><i>Note: the term 'known' has been placed before 'non-compliance' as opposed 'to endanger flight safety' for clarity in interpretation.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
44	145.A.50(c), (d)	<p>Points (c) and (d) are replaced by the following:</p> <p>'(c) New defects or incomplete maintenance work orders identified during the maintenance shall be brought to the attention of the person or organisation responsible for the aircraft continuing airworthiness for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. In the case where that person or organisation declines to have such maintenance carried out under this point, point (e) is applicable.</p> <p><i>Note: highlighted text replaces 'aircraft operator' for clarity and rationalisation with new annexes added.</i></p> <p>(d) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation after the maintenance that was ordered has been carried out on a component whilst it was off the aircraft. The authorised release certificate "CAA Form 1" referred to in Appendix II of Annex I (Part-M) constitutes the component certificate of release to service except if otherwise specified in point M.A.502 of Annex I (Part-M) or ML.A.502 of Annex Vb (Part-ML), as applicable. When an organisation maintains a component for its own use, a CAA Form 1 may not be necessary if the organisation's internal release procedures in its MOE so provides.'</p> <p><i>Note: highted text 'by appropriately authorised certifying staff' added for clarity and sentence restructured to accommodate. Acronym 'MOE' added and last sentence restructured also.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>	M.A.801	022/Rationalisation	

45	145.A.50(f)	<p>Point (f) is replaced by the following:</p> <p>‘(f) By way of derogation from point 145.A.50(a) and point 145.A.42, when an aircraft is grounded at a location other than the main line station or main maintenance base due to the non-availability of a component with the appropriate release certificate, the organisation contracted for the maintenance of that aircraft may temporarily fit a component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the agreement of the person or organisation responsible for the aircraft’s continuing airworthiness and subject to that component having a suitable release certificate but otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the time limit provided for in the first sentence of this point unless an appropriate release certificate has been obtained in the meantime under points 145.A.50(a) and 145.A.42.’</p> <p><i>Note: highlighted text added for clarity and rationalisation with other annexes. Reference changes for clarity – rather than (a) it states full reference .</i></p> <p>Note: ANO Schedule 13 – List of offences</p>	M.A.801	022/Rationalisation	
46	145.A.55	<p>Point 145.A.55 is replaced by the following:</p> <p>‘145.A.55 Record-keeping’</p> <p>(a) Maintenance records</p> <p>(1) The organisation shall record the details of the maintenance work that is carried out within the scope of its approval. As a minimum, the organisation shall retain all the records that are necessary to prove that all the requirements have been met for the issue</p>	CAMO.A.220	022/SMS	1 January 2024

		<p>of the certificate of release to service, including, if any, subcontractor's release documents.</p> <p>(2) The organisation shall provide a copy of each certificate of release to service to the operator or customer, together with copies of the detailed maintenance records that are associated with the work carried out and that are necessary to demonstrate compliance with point M.A.305 of Annex I (Part-M) or ML.A.305 of Annex Vb (Part-ML), as applicable.</p> <p>(3) The organisation shall retain a copy of all detailed maintenance records (including certificates of release to service) and of any associated maintenance data for 3 years from the date when the aircraft or component to which the work relates was issued with a certificate of release to service.</p> <p>(4) If an organisation terminates its operation, it shall transfer all the retained maintenance records that cover the last 3 years to the last customer or owner of the respective aircraft or component, or shall store them in the manner specified by the CAA.</p> <p><i>Note: paragraph (b) through (g) below added for clarity and rationalisation with other annexes.</i></p> <p>(b) Airworthiness review records</p> <p>(1) If an organisation has the privilege referred to in point 145.A.75(f), it shall retain a copy of each airworthiness review certificate that it has issued, together with all the supporting documents, and shall make those records available, upon request, to the owner of the aircraft.</p> <p>(2) The organisation shall retain a copy of all the records referred to in point (1) for 3 years after the issue of the airworthiness review certificate.</p>			
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	<p>(3) If an organisation terminates its operation, it shall transfer all the retained airworthiness review records that cover the last 3 years to the last owner or operator of the respective aircraft, or shall store them in the manner specified by the CAA.</p> <p>(c) Management system, contracting and subcontracting records</p> <p>The organisation shall ensure that the following records are retained for a minimum period of 5 years:</p> <p>(i) records of management system key processes referred to in point 145.A.200;</p> <p>(ii) contracts, both for contracting and subcontracting, referred to in point 145.A.205.</p> <p>(d) Personnel records</p> <p>(1) The organisation shall ensure that the following records are retained:</p> <p>(i) records of the qualifications, training and experience of the personnel involved in maintenance, compliance monitoring and safety management;</p> <p>(ii) records of the qualifications, training and experience of all airworthiness review staff.</p> <p>(2) The records of all airworthiness review staff shall include details of any appropriate qualifications held, together with a summary of their relevant continuing airworthiness experience and training, and a copy of the airworthiness review authorisation issued to that staff by the organisation.</p> <p>(3) The records of all the certifying staff and support staff shall include the following:</p>			
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	<p>(i) the details of any aircraft maintenance licence held under Annex III (Part-66) or equivalent;</p> <p>(ii) the scope of the certification authorisations that were issued to that staff, where relevant;</p> <p>(iii) the particulars of the staff that held limited or one-off certification authorisations referred to in point 145.A.30(j).</p> <p>(4) Personnel records shall be kept for as long as a person works for the organisation, and shall be retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn.</p> <p>(5) The organisation shall give to the staff referred to in points (2) and (3), upon their request, access to their personnel records as detailed in those points. In addition, upon their request, the maintenance organisation shall furnish each of them with a copy of their personnel records on leaving the organisation.</p> <p>(e) The organisation shall establish a record-keeping system that allows adequate storage and reliable traceability of all its activities.</p> <p>(f) The format of the records shall be specified in the organisation's procedures.</p> <p>(g) The records shall be stored in a manner that ensures that they are protected from damage, alteration and theft.'</p> <p><i>Note: paragraph (b) through (g) added for clarity and rationalisation with other annexes.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
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47	145.A.60	<p>Point 145.A.60 is replaced by the following: <i>Note: the title remains as is.</i></p> <p>‘(a) As part of its management system, the organisation shall establish and maintain an occurrence-reporting system, including mandatory and voluntary reporting.</p> <p>(b) The organisation shall report to the CAA and to the design approval holder 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.</p> <p>(c) The organisation shall also report any such event or condition that affects an aircraft 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 Annex Vb (Part-ML), as applicable. For events or conditions that affect aircraft components, the organisation shall report to the person or organisation that requested the maintenance.</p> <p>(d) For organisations that do not have their principal place of business in the United Kingdom:a Member State:</p> <p>(1) the initial mandatory reports shall:</p> <p>(i) appropriately safeguard the confidentiality of the identity of the reporter and of the persons mentioned in the report;</p> <p>(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 this;</p>	367/2014 and 145.A.202	022/SMS	1 January 2024

		<p>(iii) be made in a form and manner established by the CAA;</p> <p>(iv) contain all pertinent information about the condition known to the organisation;</p> <p>(2) where relevant, a follow-up report that provides details of the actions 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:</p> <p>(i) be sent to the entities referred to in points (b) and (c) to which the initial report was sent;</p> <p>(ii) be made in a form and manner established by the CAA.’</p> <p><i>Note: provision expanded for clarity of reporting channels and in line with the SMS implementation terminology, recommend full replacement.</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
48	145.A.65	<p>Point 145.A.65 is replaced by the following:</p> <p>‘145.A.65 Maintenance procedures’</p> <p>(a) The organisation shall establish procedures which ensure that human factors and good maintenance practices are taken into account during maintenance, including subcontracted activities, and which comply with the applicable requirements of this Annex, Annex I (Part-M) and Annex Vb (Part-ML). Such procedures shall be agreed with the CAA.</p> <p><i>Note: paragraph restructured to remove reference to human performance and specific provision references have been replaced with reference to the applicable annexes. The</i></p>	CAMO.A.315	022/SMS	1 January 2024

		<p><i>term 'human performance' is considered to be covered by 'human factors' and is, therefore, deleted here for the purpose of simplification.</i></p> <p>(b) The maintenance procedures established under this point shall:</p> <p>(1) ensure that a clear maintenance work order or contract has been agreed between the organisation and the person or organisation that requests the maintenance, to clearly establish the maintenance to be carried out so that the aircraft and components may be released to service in accordance with point 145.A.50;</p> <p>(2) cover all the aspects of carrying out the maintenance, including the provision and control of specialised services, and lay down the standards according to which the organisation intends to work.'</p> <p><i>Note: minor change to clarify it can also be a person requesting the maintenance. In paragraph 2 addition of the word 'the' for clarity.</i></p>			
49	145.A.70	<p>Point 145.A.70 is replaced by the following:</p> <p>'145.A.70 Maintenance organisation exposition MOE</p> <p>'(a) The organisation shall establish and maintain a maintenance organisation exposition (MOE) that includes, directly or by reference, all of the following:</p> <p>(1) a statement signed by the accountable manager confirming that the maintenance organisation will at all times work in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, and with the approved MOE. If the accountable manager is not the chief executive officer of the organisation, then the chief executive officer shall countersign the statement;</p>	CAMO.A.300	022/SMS	1 January 2024

	<p>(2) the organisation's safety policy and the related safety objectives referred to in point 145.A.200(a)(2);</p> <p>(3) the title(s) and name(s) of the person(s) nominated under points 145.A.30(b), (c) and (ca);</p> <p>(4) the duties and responsibilities of the persons nominated under points 145.A.30(b), (c) and (ca), including the matters on which they may deal directly with the CAA on behalf of the organisation;</p> <p>(5) an organisation chart showing the accountability and associated lines of responsibility, established in accordance with point 145.A.200(a)(1), between all the persons referred to in points 145.A.30(a), (b), (c) and (ca);</p> <p>(6) a list of the certifying staff and, if applicable, support staff and airworthiness review staff with their scope of authorisation;</p> <p>(7) a general description of the manpower resources and of the system that is in place to plan the availability of staff, as required by point 145.A.30(d);</p> <p>(8) a general description of the facilities at each approved location;</p> <p>(9) a specification of the scope of work of the organisation that is relevant to the terms of approval as required by point 145.A.20;</p> <p>(10) the procedure that sets out the scope of changes not requiring prior approval and that describes how such changes will be managed and notified to the CAA, as required by point 145.A.85(c);</p>			
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	<p>(11) the procedure for amending the MOE;</p> <p>(12) the procedures specifying how the organisation ensures compliance with this Annex;</p> <p>(13) a list of the commercial operators to which the organisation provides regular aircraft maintenance services, and the associated procedures;</p> <p>(14) where applicable, a list of the subcontracted organisations referred to in point 145.A.75(b);</p> <p>(15) a list of the approved locations including, where applicable, line maintenance locations referred to in point 145.A.75(d);</p> <p>(16) a list of the contracted organisations;</p> <p>(17) a list of the currently approved alternative means of compliance used by the organisation.</p> <p>(b) The initial issue of the MOE shall be approved by the CAA. It shall be amended as necessary so that it remains an up-to-date description of the organisation.</p> <p>(c) Amendments to the MOE shall be managed as set out in the procedures referred to in points (a)(10) and (a)(11). Any amendments that are not included in the scope of the procedure referred to in point (a)(10), as well as any amendments related to the changes listed in point 145.A.85(a), shall be approved by the CAA.'</p> <p><i>Note: points 1-16 references have been updated and a few wording changes for clarity. Point 17 has been added. Paragraphs (b) and (c) have been restructured with the same</i></p>			
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		<i>intent and an additional reference added for clarity. Recommend full paragraph replacement.</i>			
50	145.A.75	The introductory phrase of point 145.A.75 is replaced by the following: ‘In accordance with the MOE , the organisation shall be entitled to carry out the following tasks:’ Note: highlighted text replaces ‘exposition’ for rationalisation with other annexes.		022/Rationalisation	Immediately
51	145.A.75(a), (b)	Points (a) and (b) are replaced by the following: ‘(a) maintain any aircraft or component for which it is approved at the locations identified in the certificate and in the MOE ; (b) arrange for the maintenance of any aircraft or component for which it is approved at another subcontracted organisation that works under the management system of the organisation. This is limited to the work permitted under the procedures established in accordance with point 145.A.65 and it shall not include a base maintenance check of an aircraft, or a complete workshop maintenance check or overhaul of an engine or an engine module;’ <i>Note: paragraph restructure to update references and terminology to rationalise with other annexes. Simplification of (b) to prevent the interpretation that subcontracting maintenance to approved organisation is prohibited.</i>	CAMO.A.125(e)	022/Rationalisation	Immediately
52	145.A.75(f)	Point (f) is replaced by the following: ‘(f) if specifically approved to do so for aircraft covered by Annex Vb (Part-ML) and if it has its principal place of business in the United Kingdom , the organisation may perform airworthiness reviews and issue the corresponding airworthiness review certificates under the conditions specified in point ML.A.903 of Annex Vb (Part-ML).’		022/Rationalisation	Immediately

		<i>Note: highlighted text added to specify this condition.</i>			
53	145.A.80	Point 145.A.80 is deleted.		022/SMS	1 January 2024
54	145.A.85	<p>point 145.A.85 is replaced by the following:</p> <p>'145.A.85 Changes to the organisation</p> <p><i>Note: title remains as is</i></p> <p>(a) The following changes to the organisation shall require prior approval by the CAA:</p> <p>(1) changes to the certificate, including the terms of approval of the organisation;</p> <p>(2) changes of the persons referred to in points 145.A.30(a), (b), (c) and (ca);</p> <p>(3) changes to the reporting lines between the personnel nominated in accordance with points 145.A.30(b), (c) and (ca), and the accountable manager;</p> <p>(4) the procedure as regards changes not requiring prior approval referred to in point (c);</p> <p>(5) additional locations of the organisation other than those that are subject to point 145.A.75(c).</p> <p>(b) For the changes referred to in point (a) and for all other changes requiring prior approval in accordance with this Annex, the organisation shall apply for and obtain an approval issued by the CAA. The application shall be submitted before such changes take place in order to enable the CAA to determine that there is continued compliance with</p>	CAMO.A.130	022/SMS	1 January 2024

		<p>this Annex and to amend, if necessary, the organisation certificate and the related terms of approval that are attached to it.</p> <p>The organisation shall provide the CAA with any relevant documentation.</p> <p>The change shall only be implemented upon the receipt of a formal approval from the CAA in accordance with point 145.B.330.</p> <p>The organisation shall operate under the conditions prescribed by the CAA during such changes, as applicable.</p> <p>(c) All changes not requiring prior approval shall be managed and notified to the CAA as set out in a procedure which is approved by the CAA in accordance with point 145.B.310(h).’</p> <p><i>Note: Full provision updated with new references and restructured. Recommend full replacement. Simplification of point (a)(1) and inclusion of ‘accountable manager’ in point (a)(2).</i></p> <p>Note: ANO Schedule 13 – List of offences</p>			
55	145.A.90	<p>Point 145.A.90 is replaced by the following:</p> <p><i>Note: the title remains as is.</i></p> <p>‘(a) The organisation’s certificate shall remain valid, subject to compliance with all of the following conditions:</p> <p>(1) the organisation remaining in compliance with Regulation (EU) 2018/1139 taking into account the provisions of point 145.B.350 of this Annex related to the handling of findings;</p>	CAMO.A.135	022/SMS	1 January 2024

		<p>(2) the CAA being granted access to the organisation.</p> <p>(3) the certificate not being surrendered by the organisation, or suspended or revoked by the CAA under point 145.B.355.</p> <p>(b) Upon surrender or revocation, the certificate shall be returned to the CAA without delay.'</p> <p><i>Note: Removal of previous references and update of new ones with slight wording changes.</i></p>			
56	145.A.95	<p>Point 145.A.95 is replaced by the following:</p> <p>'145.A.95 Findings and observations</p> <p><i>Note: ('and observations' has been added)</i></p> <p>(a) After the receipt of a notification of findings in accordance with point 145.B.350, the organisation shall:</p> <p>(1) identify the root cause(s) of, and contributing factor(s) to, the non-compliance;</p> <p>(2) define a corrective action plan;</p> <p>(3) demonstrate the implementation of corrective action to the satisfaction of the CAA.</p> <p>(b) The actions referred to in point (a) shall be performed within the period agreed with that CAA in accordance with point 145.B.350.</p>	CAMO.A.150	022/SMS	1 January 2024

		<p>(c) The observations received in accordance with point 145.B.350(e) shall be given due consideration by the organisation. The organisation shall record the decisions taken in respect of those observations.'</p> <p><i>Note: this whole provision has changed removing the definition of a Level 1 and Level 2 Finding and updating references to new Section B provisions. Recommend complete replacement. Rationalisation with Part CAMO.</i></p>			
57	145.A.120	<p>Point 145.A.120 is added</p> <p>'145.A.120 Means of compliance</p> <p>(a) An organisation may use any alternative means of compliance to establish compliance with this Regulation.</p> <p>(b) If an organisation wishes to use an alternative means of compliance, it shall, prior to using it, provide the CAA with a full description. The description shall include any revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Regulation is achieved.</p> <p>The organisation may use those alternative means of compliance subject to prior approval from the CAA.'</p>	CAMO.A.120	022/SMS	1 January 2024
58	145.A.140	<p>Point 145.A.140 is added</p> <p>'145.A.140 Access</p>	CAMO.A.140	022/SMS	1 January 2024

		For the purpose of determining compliance with the relevant requirements of Regulation (EU) 2018/1139 the organisation shall ensure that access to any facility, aircraft, document, records, data, procedures or to any other material relevant to its activity subject to certification, whether it is subcontracted or not, is granted to any person authorised by the CAA.'			
59	145.A.155	Point 145.A.155 is added '145.A.155 Immediate reaction to a safety problem The organisation shall implement: (a) any safety measures mandated by the CAA in accordance with point 145.B.135; (b) any relevant mandatory safety information issued by the CAA.'	CAMO.A.155	022/SMS	1 January 2024
60	145.A.200	Point 145.A.200 is added '145.A.200 Management system (a) The organisation shall establish, implement and maintain a management system that includes: (1) clearly defined accountability and lines of responsibility throughout the organisation, including a direct safety accountability of the accountable manager; (2) a description of the overall philosophies and principles of the organisation with regard to safety ("the safety policy"), and the related safety objectives;	CAMO.A.200	022/SMS	1 January 2024

		<p>(3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of the associated risks, including taking actions to mitigate the risks and verify their effectiveness;</p> <p>(4) maintaining personnel trained and competent to perform their tasks;</p> <p>(5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending that documentation;</p> <p>(6) a function to monitor the compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure the effective implementation of corrective actions as necessary.</p> <p>(b) The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and the associated risks inherent in those activities.</p> <p>(c) If the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139, the management system may be integrated with that required under the additional certificate(s) held.'</p>			
61	145.A.202	<p>Point 145.A.202 is added</p> <p>'145.A.202 Internal safety reporting scheme</p> <p>(a) As part of its management system, the organisation shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences that are to be reported under point 145.A.60.</p>	CAMO.A.202	022/SMS	1 January 2024

		<p>(b) The scheme shall also enable the collection and evaluation of those errors, near misses and hazards reported internally that do not fall under point (a).</p> <p>(c) Through that scheme, the organisation shall:</p> <p>(1) identify the causes of, and contributing factors to, the errors, near misses and hazards reported, and address them as part of its safety risk management process in accordance with point 145.A.200(a)(3);</p> <p>(2) ensure an evaluation of all known, relevant information relating to errors, near misses, hazards and the inability to follow procedures, and a method to circulate the information as necessary.</p> <p>(d) The organisation shall make arrangements to ensure the collection of safety issues related to subcontracted activities.'</p>			
62	145.A.205	<p>Point 145.A.205 is added</p> <p>'145.A.205 Contracting and subcontracting</p> <p>(a) The organisation shall ensure that when contracting or subcontracting any part of its maintenance activities:</p> <p>(1) the maintenance conforms to the applicable requirements;</p> <p>(2) any aviation safety hazard associated with such contracting or subcontracting is considered as part of the organisation's management system.</p>	CAMO.A.205	022/SMS	1 January 2024

		(b) If the organisation subcontracts any part of its maintenance activities to another organisation, the subcontracted organisation shall work under the scope of approval of the subcontracting organisation.'			
63	Section B	<p>Section B is replaced by the following:</p> <p>SECTION B</p> <p>THE CAA REQUIREMENTS</p> <p>145.B.005 Scope This section establishes the conditions for conducting the certification, oversight and enforcement tasks as well as the administrative and management system requirements to be followed by the CAA that is responsible for the implementation and enforcement of Section A.</p> <p>145.B.115 Oversight documentation The CAA shall provide all the standards, rules, technical publications, and related documents to the relevant personnel in order to allow them to perform their tasks and to discharge their responsibilities.</p> <p>145.B.120 Means of compliance (a) The CAA shall develop acceptable means of compliance (“AMC”) that may be used to establish compliance with Regulation (EU) 2018/1139.</p>	Part CAMO Section B	022/SMS/Rationalisation	1 January 2024

	<p>(b) Alternative means of compliance may be used to establish compliance with this Regulation.</p> <p>145.B.135. Immediate reaction to a safety problem</p> <p>(a) Without prejudice to Regulation (EU) No 376/2014 the CAA shall implement a system to appropriately collect, analyse and disseminate safety information.</p> <p>(b) Upon receiving the information referred to in points (a) , the CAA shall take adequate measures to address the safety problem.</p> <p>(c) The CAA shall immediately notify measures taken under point (b) to all persons or organisations which need to comply with them under Regulation (EU) 2018/1139.</p> <p>145.B.200 Management system</p> <p>(a) The CAA shall establish and maintain a management system, including as a minimum:</p> <p>(1) documented policies and procedures to describe its organisation, the means and methods for establishing compliance with Regulation (EU) 2018/1139. The procedures shall be kept up to date, and serve as the basic working documents within that CAA for all its related tasks;</p>			
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	<p>(2) a sufficient number of personnel to perform its tasks and discharge its responsibilities. A system shall be in place to plan the availability of personnel in order to ensure the proper completion of all tasks;</p> <p>(3) personnel that are qualified to perform their allocated tasks and that have the necessary knowledge and experience and receive initial and recurrent training to ensure continuing competency;</p> <p>(4) adequate facilities and office accommodation for personnel to perform their allocated tasks;</p> <p>(5) a function to monitor the compliance of the management system with the relevant requirements, and the adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process. Compliance monitoring shall include a feedback system of audit findings to the senior management of the CAA to ensure the implementation of corrective actions as necessary;</p> <p>(6) a person or group of persons having a responsibility to the senior management of the CAA for the compliance monitoring function.</p> <p>(b) The CAA shall, for each field of activity, including the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).</p> <p>145.B.205 Allocation of tasks to qualified entities</p>			
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	<p>(a) The CAA may allocate tasks related to the initial certification or to the continuing oversight of organisations subject to Regulation (EU) 2018/1139, to qualified entities. When allocating tasks, the CAA shall ensure that it has:</p> <p>(1) put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI to Regulation (EU) 2018/1139. That system and the results of the assessments shall be documented;</p> <p>(2) established a written agreement with the qualified entity, approved by both parties at the appropriate management level, which stipulates:</p> <ul style="list-style-type: none"> (i) the tasks to be performed; (ii) the declarations, reports and records to be provided; (iii) the technical conditions to be met when performing such tasks; (iv) the related liability coverage; (v) the protection given to the information acquired when carrying out such tasks. <p>(b) The CAA shall ensure that the internal audit process and safety risk management process established pursuant to point 145.B.200(a)(5) cover all the certification and continuing oversight tasks performed by the qualified entity on its behalf.</p> <p>145.B.210</p> <p>Changes in the management system</p> <p>(a) The CAA shall have a system in place to identify the changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EU) 2018/1139. That system shall enable the CAA to take action necessary to ensure that its management system remains adequate and effective.</p>			
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	<p>(b) The CAA shall update in a timely manner its management system to reflect any changes to Regulation (EU) 2018/1139 so as to ensure its effective implementation.</p> <p>145.B.220</p> <p>Record-keeping</p> <p>(a) The CAA shall establish a record-keeping system that allows the adequate storage, accessibility and reliable traceability of:</p> <p>(1) the management system’s documented policies and procedures;</p> <p>(2) the training, qualifications and authorisations of its personnel;</p> <p>(3) the allocation of tasks, covering the elements required by point 145.B.205, as well as the details of tasks allocated;</p> <p>(4) certification processes and continuing oversight of certified organisations, including:</p> <p>(i) the application for an organisation certificate;</p> <p>(ii) the CAA’s continuing oversight programme, including all the assessments, audits and inspection records;</p> <p>(iii) the organisation certificate, including any changes to it;</p> <p>(iv) a copy of the oversight programme, listing the dates when audits are due and when audits were carried out;</p> <p>(v) copies of all formal correspondence;</p>			
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	<p>(vi) recommendations for the issue or continuation of a certificate, details of findings and actions taken by the organisations to close those findings, including the date of closure, enforcement actions and observations;</p> <p>(vii) any assessment, audit and inspection report issued by a foreign competent authority pursuant to point 145. B.300(d);</p> <p>(viii) copies of all the organisation MOEs or manuals, and of any amendments to them;</p> <p>(ix) copies of any other documents approved by the CAA;</p> <p>(5) documents supporting the use of alternative means of compliance;</p> <p>(6) safety information provided in accordance with point 145.B.125 and follow-up measures;</p> <p>(7) the use of safeguard and flexibility provisions in accordance with Article 70, Article 71(1) and Article 76(4) of Regulation (EU) 2018/1139.</p> <p>(b) The CAA shall maintain a list of all the organisation certificates it has issued.</p> <p>(c) All the records referred to in points (a) and (b) shall be kept for a minimum period of 5 years, subject to applicable data protection law.</p> <p>145.B.300</p> <p>Oversight principles</p> <p>(a) The CAA shall verify:</p> <p>(1) compliance with the requirements that are applicable to organisations, prior to issuing an organisation certificate;</p>			
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	<p>(2) continued compliance with the applicable requirements of the organisations it has certified;</p> <p>(3) the implementation of appropriate safety measures mandated by the CAA in accordance with points 145.B.135(c).</p> <p>(b) This verification shall:</p> <p>(1) be supported by documentation specifically intended to provide personnel responsible for oversight with guidance to perform their functions;</p> <p>(2) provide the organisations concerned with the results of oversight activities;</p> <p>(3) be based on assessments, audits and inspections and, if needed, unannounced inspections;</p> <p>(4) provide the CAA with the evidence needed in case further action is required, including the measures provided for in point 145.B.350.</p> <p>(c) The CAA shall establish the scope of the oversight set out in points (a) and (b) taking into account the results of past oversight activities and the safety priorities.</p> <p>(d) The CAA shall collect and process any information deemed necessary for performing oversight activities.</p> <p>145.B.305</p> <p>Oversight programme</p> <p>(a) The CAA shall establish and maintain an oversight programme covering the oversight activities required by point 145.B.300.</p>			
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	<p>(b) The oversight programme shall take into account the specific nature of the organisation, the complexity of its activities, the results of past certification or oversight activities, or both, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:</p> <p>(1) assessments, audits and inspections, including, as appropriate:</p> <ul style="list-style-type: none"> (i) management system assessments and process audits; (ii) product audits of a relevant sample of the maintenance carried out by the organisation; (iii) sampling of the airworthiness reviews performed; (iv) unannounced inspections; <p>(2) meetings convened between the accountable manager and the CAA to ensure that both parties remain informed of all significant issues.</p> <p>(c) The oversight planning cycle shall not exceed 24 months.</p> <p>(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the CAA has established that during the previous 24 months:</p> <ul style="list-style-type: none"> (1) the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks; (2) the organisation has continuously demonstrated compliance with point 145.A.85 and it has full control over all changes; (3) no level 1 findings have been issued; (4) all corrective actions have been implemented within the time period that was accepted or extended by the CAA as provided for in point 145.B.350. 			
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	<p>Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in points (d)(1) to (4), the organisation has established, and the CAA has approved, an effective continuous system for reporting to the CAA on the safety performance and regulatory compliance of the organisation itself.</p> <p>(e) The oversight planning cycle may be shortened if there is evidence that the safety performance of the organisation has decreased.</p> <p>(f) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.</p> <p>(g) At the completion of each oversight planning cycle, the CAA shall issue a recommendation report on the continuation of the approval, reflecting the results of the oversight.</p> <p>145.B.310</p> <p>Initial certification procedure</p> <p>(a) Upon receiving an application from an organisation for the initial issue of a certificate, the CAA shall verify the organisation's compliance with the applicable requirements.</p> <p>(b) A meeting with the accountable manager of the organisation shall be convened at least once during the investigation for initial certification to ensure that that person understands his or her role and accountability.</p> <p>(c) The CAA shall record all the findings issued, closure actions as well as the recommendations for the issue of the certificate.</p>			
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	<p>(d) The CAA shall confirm to the organisation in writing all the findings raised during the verification. For initial certification, all findings must be corrected to the satisfaction of the CAA before the certificate can be issued.</p> <p>(e) When satisfied that the organisation complies with the applicable requirements, the CAA shall:</p> <p>(1) issue the certificate as established in Appendix III “CAA Form 3-145” in accordance with the class and rating system provided for in Appendix II;</p> <p>(2) formally approve the MOE.</p> <p>(f) The certificate reference number shall be included on the CAA Form 3-145 certificate in a manner specified by the CAA.</p> <p>(g) The certificate shall be issued for an unlimited duration. The privileges and the scope of the activities that the organisation is approved to conduct, including any limitations as applicable, shall be specified in the terms of approval attached to the certificate.</p> <p>(h) To enable the organisation to implement changes without prior CAA approval in accordance with point 145.A.85(c), the CAA shall approve the relevant MOE procedure that sets out the scope of such changes and describes how such changes will be managed and notified to the CAA.</p> <p>145.B.330</p> <p>Changes – organisations</p> <p>(a) Upon receiving an application for a change that requires prior approval, the CAA shall verify the organisation’s compliance with the applicable requirements before issuing the approval.</p> <p>(b) The CAA shall establish the conditions under which the organisation may operate during the change unless the CAA determines that the organisation’s certificate needs to be suspended.</p> <p>(c) When it is satisfied that the organisation complies with the applicable requirements, the CAA shall approve the change.</p>			
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	<p>(d) Without prejudice to any additional enforcement measures, if the organisation implements changes requiring prior approval without having received the approval of the CAA pursuant to point (c), the CAA shall consider the need to suspend, limit or revoke the organisation's certificate.</p> <p>(e) For changes not requiring prior approval, the CAA shall include the review of such changes in its continuing oversight in accordance with the principles set forth in point 145.B.300. If any non-compliance is found, the CAA shall notify the organisation, request further changes, and act in accordance with point 145. B.350.</p> <p>145.B.350</p> <p>Findings and corrective actions; observations</p> <p>(a) The CAA shall have a system in place to analyse findings for their safety significance.</p> <p>(b) A level 1 finding shall be issued by the CAA when any significant non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139 with the organisation's procedures and manuals, or with the organisation's certificate including the terms of approval, which lowers safety or seriously endangers flight safety. Level 1 findings shall also include:</p> <ol style="list-style-type: none"> (1) any failure to grant the CAA access to the organisation's facilities referred to in point 145.A.140 during normal operating hours and after two written requests; (2) obtaining the organisation certificate or maintaining its validity by falsification of the submitted documentary evidence; (3) any evidence of malpractice or fraudulent use of the organisation certificate; (4) the lack of an accountable manager. <p>(c) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139, with the organisation's</p>			
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	<p>procedures and manuals, or with the organisation’s certificate including the terms of approval, which is not classified as a level 1 finding.</p> <p>(d) When a finding is detected during oversight or by any other means, the CAA shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 communicate in writing the finding to the organisation and request corrective action to address the non-compliance identified.</p> <p>(1) If there are any level 1 findings, the CAA shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the certificate or to limit or suspend it in whole or in part, depending on the extent of the level 1 finding, until successful corrective action has been taken by the organisation.</p> <p>(2) If there are any level 2 findings, the CAA shall:</p> <p>(i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified. At the end of that period, and subject to the nature of the finding, the CAA may extend the 3-month period provided that a corrective action plan has been agreed with the CAA;</p> <p>(ii) assess the corrective action plan and implementation plan proposed by the organisation, and if the assessment concludes that they are sufficient to address the non-compliance, accept them.</p> <p>(3) If the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the CAA, the finding shall be raised to level 1 and action shall be taken as laid down in point (d)(1).</p> <p>(4) The CAA shall record all the findings that it has raised or that have been communicated to it in accordance with point (e) and, where applicable, the enforcement measures it has applied, as well as all corrective actions and the dates of the action closures for all the findings.</p> <p>(e) The CAA may issue observations for any of the following cases not requiring level 1 or level 2 findings:</p> <p>(1) for any item whose performance has been assessed to be ineffective;</p>			
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		<p>(2) when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c);</p> <p>(3) when suggestions or improvements are of interest for the overall safety performance of the organisation.</p> <p>The observations issued under this point shall be communicated in writing to the organisation and recorded by the CAA.</p> <p>145.B.355</p> <p>Suspension, limitation and revocation</p> <p>The CAA shall:</p> <p>(a) suspend a certificate when it considers that there are reasonable grounds that such action is necessary to prevent a credible threat to aircraft safety;</p> <p>(b) suspend, revoke or limit a certificate if such action is required pursuant to point 145.B.350;</p> <p>(c) suspend or limit in whole or in part a certificate if unforeseeable circumstances outside the control of the CAA prevent its inspectors from discharging their oversight responsibilities over the oversight planning cycle.’;</p> <p><i>Note: To be changed in its entirety – Ref source of change</i></p>			
64		<p>Appendix II is replaced by the following:</p> <p>‘Appendix II</p> <p>Class and rating system for the terms of approval of Part-145 maintenance organisations</p> <p>(a)</p>		022/SMS/Rationalisation	1 January 2024

	<p>Except as stated otherwise for the smallest organisations referred to in point (m), the table referred to in point (l) provides the possible classes and ratings to be used to establish the terms of approval of the certificate of the organisation approved in accordance with Annex II (Part-145) . An organisation must be granted terms of approval that range from a single class and rating with limitations to all classes and ratings with limitations.</p> <p>(b) In addition to the table in point (l), each maintenance organisation is required to indicate its scope of work in its MOE.</p> <p>(c) Within the approval class(es) and rating(s) established by the CAA, the scope of work specified in the MOE defines the exact limits of its approval. It is therefore essential that the approval class(es) and rating(s) and the organisation’s scope of work match.</p> <p>(d) A category A class rating means that the maintenance organisation may carry out maintenance on aircraft and components (including engines and/or auxiliary power units (APUs)), in accordance with the aircraft maintenance data or, if agreed by the CAA, in accordance with the component maintenance data, only while such components are fitted to the aircraft. Nevertheless, such an A-rated maintenance organisation may temporarily remove a component for maintenance in order to improve access to that component, except when its removal generates the need for additional maintenance that the organisation is not approved to perform. Such removal of component for maintenance by A-rated maintenance organisation shall be subject to an appropriate control procedure in the MOE.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>(e) Category A class ratings are subdivided into “Base” or “Line” maintenance categories. Such an organisation may be approved for either “Base” or “Line” maintenance, or both. It</p>			
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	<p>should be noted that a “Line” facility located at a main base facility requires a “Line” maintenance approval.</p> <p>(f)</p> <p>A category B class rating means that the maintenance organisation may carry out maintenance on uninstalled engines and/or APUs and engine and/or APU components, in accordance with the engine and/or APU maintenance data or, if agreed by the CAA, in accordance with the component maintenance data, only while such components are fitted to the engine and/or the APU. Nevertheless, such a B-rated approved maintenance organisation may temporarily remove a component for maintenance in order to improve access to that component, except when its removal generates the need for additional maintenance that the organisation is not approved to perform.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>A maintenance organisation that is approved with a category B class rating may also carry out maintenance on an installed engine during aircraft base and line maintenance, provided that an appropriate control procedure in the MOE has been approved by the CAA. The scope of work in the MOE shall reflect those activities if they are permitted by the CAA.</p> <p>(g)</p> <p>A category C class rating means that the maintenance organisation may carry out maintenance on uninstalled components (excluding complete engines and APUs) that are intended to be fitted on the aircraft or the engine/APU.</p> <p>The limitation column must specify the scope of such maintenance, thereby indicating the extent of the approval.</p> <p>A maintenance organisation that is approved with a category C class rating may also carry out maintenance on an installed component (other than a complete engine/APU) during aircraft base and line maintenance, or at an engine/APU maintenance facility provided that an appropriate control procedure in the MOE has been approved by the CAA. The scope of work in the MOE shall reflect those activities if they are permitted by the CAA.</p> <p>(h)</p>			
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	<p>A category D class rating is a self-contained class rating that is not necessarily related to a specific aircraft, engine or other component. The D1 – Non-Destructive Testing (NDT) rating is only necessary for a maintenance organisation that carries out NDT as a particular task for another organisation. A maintenance organisation that is approved with a class rating in the A, B or C category may carry out NDT on products that it maintains without the need for a D1 class rating provided that the MOE contains appropriate NDT procedures.</p> <p>(i)</p> <p>The limitation column is intended to give competent authorities the flexibility to customise an approval for any particular organisation. Ratings may only be mentioned on the approval if they are appropriately limited. The table in point (l) specifies the types of limitations that are possible. It is acceptable to stress in the limitation column the maintenance task rather than the type or manufacturer of the aircraft or engine, if that is more appropriate to the organisation (an example could be avionics systems installations and the related maintenance). If that is mentioned in the limitation column, it indicates that the maintenance organisation is approved to carry out maintenance up to and including that particular type/task.</p> <p>(j)</p> <p>When reference is made to the series, type and group in the limitation column of class A and B, it shall be understood as follows:</p> <ul style="list-style-type: none"> — “series” means a specific type series such as the Airbus 300, 310 or 319, or the Boeing 737-300 series, the RB211-524 series, the Cessna 150 or Cessna 172, the Beech 55 series, the continental O-200 series, etc., — “type” means a specific type or model such as the Airbus 310-240 type, the RB 211-524 B4 type, or the Cessna 172RG type. <p>Any number of series or types may be quoted,</p> <ul style="list-style-type: none"> — “group” means, for example, Cessna single piston engine aircraft or Lycoming non-supercharged piston engines, etc. <p>(k)</p> <p>By way of derogation from point 145.A.85(a)(1), when a component capability list is used that could be subject to frequent amendments, then the organisation may propose to</p>			
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include such amendments in the procedure referred to in point 145.A.85(c) for changes not requiring prior approval.

(I)

Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes above 5 700kg maximum take- off mass (MTOM)	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] Example: Airbus A320 Series	[YES/NO](*)	[YES/NO](*)
	A2 Aeroplanes of 5 700kg MTOM and below	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] Example: DHC-6 Twin Otter Series State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO](*)	[YES/NO](*)
	A3 Helicopters	[Shall state the helicopter manufacturer or the group or series or type and/or the maintenance task(s)] Example: Robinson R44	[YES/NO](*)	[YES/NO](*)

			State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))					
		A4 Aircraft other than A1, A2 and A3 aircraft	[Shall state the aircraft category (sailplane, balloon, airship, etc.), the manufacturer or group or series or type and/or the maintenance task(s)] State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO](*)	[YES/NO](*)			
	ENGINES	B1 Turbine	[Shall state the engine series or type and/or the maintenance task(s)] Example: PT6A Series					
		B2 Piston	[Shall state the engine manufacturer or group or series or type and/or the maintenance task(s)]					
		B3 APU	[Shall state the engine manufacturer or series or type and/or the maintenance task(s)]					
	COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	[Shall state the aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross-refer to a capability list in the exposition and/or the maintenance task(s)] Example: PT6A Fuel Control					
		C2 Auto Flight						

			C3 Comms and Nav			
			C4 Doors — Hatches			
			C5 Electrical Power & Lights			
			C6 Equipment			
			C7 Engine — APU			
			C8 Flight Controls			
			C9 Fuel			
			C10 Helicopter — Rotors			
			C11 Helicopter — Trans			
			C12 Hydraulic Power			
			C13 Indicating — recording system			
			C14 Landing Gear			
			C15 Oxygen			
			C16 Propellers			

		<table border="1"> <tr> <td></td> <td>C17 Pneumatic & Vacuum</td> <td></td> </tr> <tr> <td></td> <td>C18 Protection ice/rain/fire</td> <td></td> </tr> <tr> <td></td> <td>C19 Windows</td> <td></td> </tr> <tr> <td></td> <td>C20 Structural</td> <td></td> </tr> <tr> <td></td> <td>C21 Water ballast</td> <td></td> </tr> <tr> <td></td> <td>C21 Water ballast</td> <td></td> </tr> <tr> <td>SPECIALISED SERVICES</td> <td>D1 Non- Destructive Testing</td> <td>[Shall state particular NDT method(s)]</td> </tr> <tr> <td colspan="3">(*) Delete as appropriate.</td> </tr> </table> <p>Note: To be changed in its entirety – Ref source of change</p>		C17 Pneumatic & Vacuum			C18 Protection ice/rain/fire			C19 Windows			C20 Structural			C21 Water ballast			C21 Water ballast		SPECIALISED SERVICES	D1 Non- Destructive Testing	[Shall state particular NDT method(s)]	(*) Delete as appropriate.					
	C17 Pneumatic & Vacuum																												
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(*) Delete as appropriate.																													
Annex Vb (Part-ML)																													
65	ML.A.401	<p>ML.A.401, point (b) is replaced by the following:</p> <p>(b) For the purposes of this Annex, “applicable maintenance data” means any of the following:</p> <ol style="list-style-type: none"> 1. any applicable requirement, procedure, standard or information issued by the [CAA]. 2. any applicable AD; 		0125/ICA	1 January 2024																								

		<p>3. the applicable ICA and other maintenance instructions, issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012;</p> <p>4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder;</p> <p>5. any applicable data issued in accordance with point 145.A.45(d).</p> <p><i>Note: paragraph 4 inserted and 5 renumbered.</i></p>			
66	ML.A.501	<p>ML.A.501, point (a) is replaced by the following:</p> <p>(a) Unless otherwise specified in Subpart F of Annex I (Part-M), in Annex II (Part-145), in Annex Vd (Part-CAO) to this Regulation or in point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, a component may be fitted only if all of the following conditions are met:</p> <p>(i) it is in a satisfactory condition;</p> <p>(ii) it has been appropriately released to service using a CAA Form 1 as set out in Appendix II to Annex I (Part-M), or equivalent;</p> <p>(iii) it has been marked in accordance with Subpart Q of Annex I (Part 21) to Regulation (EU) No 748/2012.</p> <p><i>Note: highlighted reference inserted.</i></p>		0125/EOPF1	1 January 2024
67	ML.A.502	<p>ML.A.502, point (a) is replaced by the following:</p>		0125/EOPF1	1 January 2024

		<p>(a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of that Annex. This maintenance is not eligible for the issuance of a CAA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft release requirements.</p> <p><i>Note: references amended</i></p>			
68	ML.A.502	<p>ML.A.502, the following point (c) is added:</p> <p>(c) Components which are referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (b), the maintenance of those components shall be released with a “declaration of maintenance accomplished” issued by the person or organisation that performed the maintenance. The “declaration of maintenance accomplished” shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to a CAA Form 1 in respect of the maintained component.</p>		0125/EOPF1	1 January 2024
69	ML.A.802	<p>ML.A.802, point (a) is replaced by the following:</p> <p>(a) Except for the cases covered by point (c) of point ML.A.502, a component CRS shall be issued after the required maintenance work has been properly carried out on an aircraft component in accordance with point ML.A.502.</p> <p><i>Note: highlighted text inserted for clarity.</i></p>		0125/EOPF1	1 January 2024
70	ML.A.901	<p>ML.A.901, the introductory phrase is replaced by the following:</p>		0125/Correction	Immediately

		To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.			
71	ML.A.906(a)	<p>Point ML.A.906(a), the introductory phrase is replaced by the following:</p> <p>(a) When importing an aircraft from a third country or from a regulatory system where Regulation (EU) 2018/1139 does not apply, onto [the United Kingdom] register, the applicant shall:</p> <p><i>Note: The additional highlighted text has been added for further clarity.</i></p>		SMS/Rationalisation	Immediately
72	Appendix IV	<p>Reg No 1321/2014, Annex Vb, Appendix IV is replaced by the following:</p> <p style="text-align: center;">Airworthiness Review Certificate – UK CAA Form 15c</p> <p>NOTE: persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the CRS referred to in point ML.A.801 corresponding to the 100-h/annual inspection.</p> <p style="text-align: center;">United Kingdom AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML) ARC reference: ...</p> <p>Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council:</p> <p style="text-align: center;">the Civil Aviation Authority</p> <p>hereby certifies that:</p> <p><input type="checkbox"/>... it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:</p> <p>[or]</p> <p><input type="checkbox"/>... the following new aircraft:</p>		0125/Correction	Immediately

Aircraft manufacturer: Manufacturer's designation:
 Aircraft registration: Aircraft serial number:
 (and) is considered airworthy at the time of the review.
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of review (*):
 Signed: Authorisation No (if applicable):

[OR]

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

[or]

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

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:
 Aircraft manufacturer: Manufacturer's designation:
 Aircraft registration: Aircraft serial number:
 (and) is considered airworthy at the time of the review.
 Date of issue: Date of expiry:

Airframe flight hours (FH) at date of review (*):
 Signed: Authorisation No (if applicable):

1st extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of issue (*):
 Signed: Authorisation No:
 Company name: Approval reference:

2nd extension: The aircraft complies with the conditions of ML.A.901(c) of Annex Vb (Part-ML)
 Date of issue: Date of expiry:
 Airframe flight hours (FH) at date of issue (*):
 Signed: Authorisation No:
 Company name: Approval reference:

(*)Except for balloons and airships

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

UK CAA Form 15c, Issue XX

		<i>Note: Change of layout of the form, to be updated internally</i>			
Annex III (Part 66)					
73	66.A.20	<p>66.A.20(b), point 1 is replaced by the following:</p> <p>1. in compliance with the applicable requirements of Annex I (Part-M), Annex II (Part-145), Annex Vb (Part-ML) and Annex Vd (Part-CAO); and</p> <p><i>Note: additional references added</i></p>		0125/Correction	Immediately
74	66.A.25	<p>Reg No 1321/2014, Annex III, 66.A.25(a), the first sentence is replaced by the following:</p> <p>For licences other than category L, an applicant for an aircraft maintenance licence, or for the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66).</p> <p><i>Note: changed from B2L and L</i></p>		0125/Correction	Immediately
75	66.B.120	<p>66.B.120(b), point 2 is replaced by the following:</p> <p>2. the CAA shall inform the licence holder and any known maintenance organisation approved in accordance with Annex I (Part-M) Subpart F, Annex II (Part-145) or Annex Vd (Part-CAO) that may be directly affected by such fact.</p>		0125/Correction	Immediately
76	Section B	<p>Section B, the introductory phrase of Subpart E is replaced by the following:</p> <p>This Subpart provides the procedures for granting examination credits referred to in point 66.A.25(e).</p>		0125/Correction	Immediately

77	66.B.500	66.B.500, point 8 is replaced by the following: '8. issuing certificate of release to service while not in compliance with this Regulation.'		0125/Correction	Immediately
78	Appendix V	Annex III, Appendix V, point 2 is replaced by the following: 2.The CAA may modify the CAA Form 19 only to include additional information necessary to support the case where the national requirements permit or require the aircraft maintenance licence issued in accordance with Annex III (Part-66) to be used outside the requirements of this Regulation.		0125/Correction	Immediately
Annex Vd (Part CAO)					
79	CAO.A.045	CAO.A.045(a), point (2) is replaced by the following: (2) they hold an appropriate licence issued in accordance with Article 5 of this Regulation or an aeronautical degree or equivalent, or they acquired experience in continuing airworthiness in addition to that referred to in point (1) of at least 2 years for sailplanes and balloons and at least 4 years for all other aircraft;		0125/Correction	Immediately
80	CAO.A.105	CAO.A.105(a), the introductory phrase is replaced by the following: (a) In order to enable the CAA to determine continued compliance with this Annex, the CAO shall notify the CAA of any proposal to carry out any of the following changes, before such changes take place:		0125/Correction	Immediately