



AMENDMEND OF EMAR 21 AMC&GM TO EDITION 2.1

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DOCUMENT APPROVAL

The following table identifies the persons who have prepared and approved the amendment of EMAR 21 AMC&GM to Edition 2.1:

Edition:	Step	Entity	Represented by	Date
Amendment to Edition 2.1	Prepared by	DPAG	Krzysztof Sajda DPAG Chairman	05 June 2023
	Approved by	MAWA Forum F45	Emilio Fajardo, Director EDA/ISE	17 October 2023

Notes:

In this document, only the proposed changes to the current published EMAR 21 AMC&GM Edition 2.0 are addressed. A comprehensive list of the final EMAR AMC&GM Edition 2.1 together with references to the associated EASA AMC&GM is provided as Appendix 1. The table provides full traceability between the current revision of EMAR 21 AMC&GM and the EASA ED Decisions that were used as a source for drafting.

Please also note that in some cases, different EASA AMC or GM were addressed in a single EMAR AMC or GM. In such cases, multiple rows with the same EMAR AMC or GM reference were entered in that table (e.g. GM 21.B.20 Considerations for EMAR 21 implementation).

GM 21.A.303(c) was corrected after the consultation to remove a reference to non-existing AMC 21.A.303(c).

Annex 1 contains EMAR 21 related forms that were prepared by the DPAG to correspond to the published EMAR 21 Edition 2.0 and the draft EMAR 21 AMC&GM Edition 2.1. These forms are subject to the consultation and approval of the Amendment of EMAR 21 AMC&GM to Edition 2.1. After their approval, they will also be published together with the other approved forms in the EMAR Forms document. The EMAR Forms document, however, will not be subject to consultation or approval for publication itself. Each Form will carry appropriate information about its approval status.

Annex 2 contains a list of new, changed or deleted AMC&GM.

Annex 3 contains a list of new, changed or deleted Forms.

Appendix 1 provides a preview on the consolidated EMAR 21 AMC&GM Edition 2.1.

EMAR 21 AMC&GM REVISION STATUS

EASA EXECUTIVE DIRECTORS (ED) DECISIONS REVIEWED

The table below details EASA ED decisions reviewed and considered by the MAWA Design and Production Advisory Group for EMAR 21 AMC&GM Edition 2.1.

Title	EASA ED Decision	Comments
AMC & GM Part 21 - Issue 2	2012/020/R	AMC&GM for EASA Part 21 Section B addressing the organisation and processes of authorities were not included
Amendment 1	2013/001/R	Implementation of CAEP/8
Amendment 2	2014/007/R	Operational Suitability Data (OSD)
Amendment 3	2015/016/R	Limited to Airworthiness codes for Standard Repairs
Amendment 4	2015/026/R	Flight Testing, not included
Amendment 5	2016/003/R	Implementation of CAEP/9 amendments (Noise Certificates), not included, scheduled for next revision
Amendment 6	2016/007/R	Changes to OSD
Amendment 7	2017/024/R	Regular update of the Acceptable Means of Compliance and Guidance Material to Annex I (EASA Part-21)
Amendment 8	2019/003/R	Introduction of proportionality and simplification of airworthiness and environmental certification regulations for small aircraft (ELA), assessed as not relevant for EMAR 21, not included
Amendment 9	2019/018/R	Major update
Amendment 10	2020/006/R	Aircraft cybersecurity, no change to EMAR GM 21.A.3B(d)(4)
Amendment 11	2021/001/R	Not included, scheduled to be considered together with next update of EMAR 21

REVISION HISTORY

Edition	Approval date	Reason for Document Revision
1.1	23 September 2014	Initial Document
1.2	4 October 2016	Amended to align with the equivalent EASA document
1.3	1 February 2018	Amended to align with EMAR 21 Edition 1.3
2.0	4 October 2022	Amended to align with EMAR 21 Edition 2.0
2.1	17 October 2023	Amended to include missing EMAR 21 B AMC&GM and update EMAR 21 related Forms

SECTION A

GM 21.A.M42 Integration

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The following principles of military type-certification should be applied when determining the responsibilities for integration.

- (a) The certification of products, including their parts and appliances, is based on the demonstration of compliance (refer to EMAR 21.A.20 and EMAR 21.A.303) with the applicable type-certification basis, the certification basis for operational suitability data and the specified environmental protection requirements (EMAR 21.B.80, EMAR 21.B.82, EMAR 21.B.85).
 1. The responsibility for the integration of products installed on an aircraft follows the hierarchy as specified in EMAR 21.A.21(a)(3);
 2. The responsibility for the certification and integration of Parts and Appliances (refer also to EMAR 21.A.303(a)), which are to be approved under the procedures of Subparts B or D, lies in principle with the type certificate holder of the respective product;
 3. The responsibility for the certification and integration of a part of a product covered by a supplemental type-certificate remains with the holder of the supplemental type-certificate.
- (b) The approval of parts and appliances within the scope of a (Military) Technical Standard Order Authorisation (M)TSOA according to the procedures of Subpart O (refer to EMAR 21.A.303(b)) is based on the demonstration of compliance with the specified technical performance and airworthiness requirements by the respective manufacturer / holder of the (M)TSO authorisation. The responsibility for integration of these items on the aircraft lies with the aircraft type certificate holder by demonstrating that the aircraft, with any generic article authorised to the same technical and airworthiness standards is and remains compliant with the applicable type-certification basis, the certification basis for operational suitability data and the specified environmental protection requirements.

Equivalent foreign regulation reference:

EASA reference: n/a

GM 21.A.303(c) Officially Recognised Standards

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In this context “officially recognised Standards” means:

- a) Those standards established or published by an official body whether having legal personality or not, which are widely recognised by the aerospace sector as constituting good practice.

Equivalent foreign regulation reference:

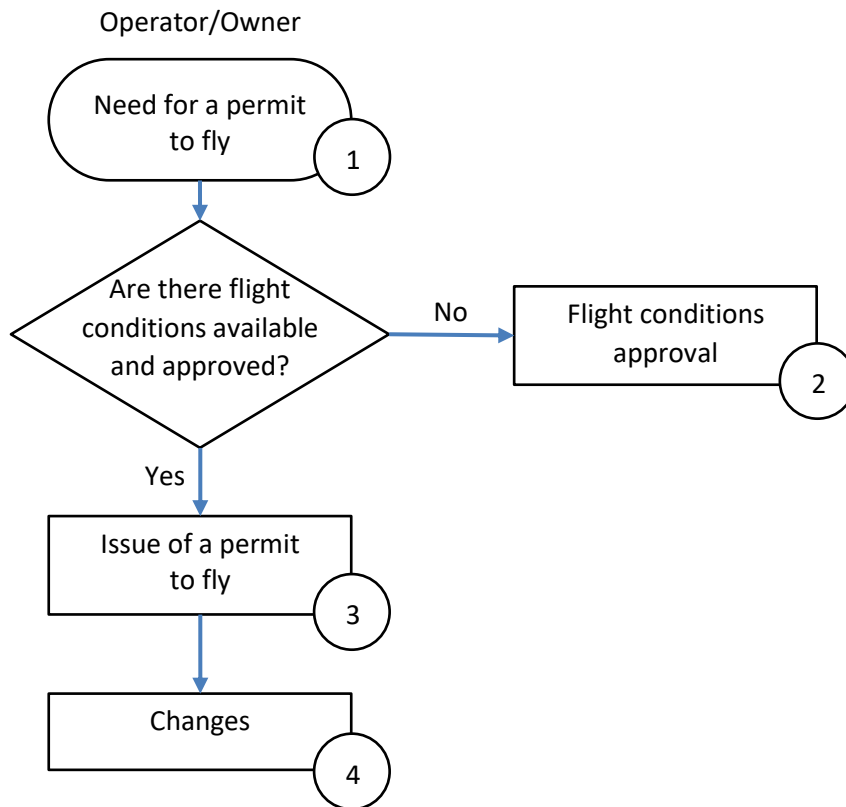
EASA reference: EASA ED Decision 2012/020/R

GM to Subpart P

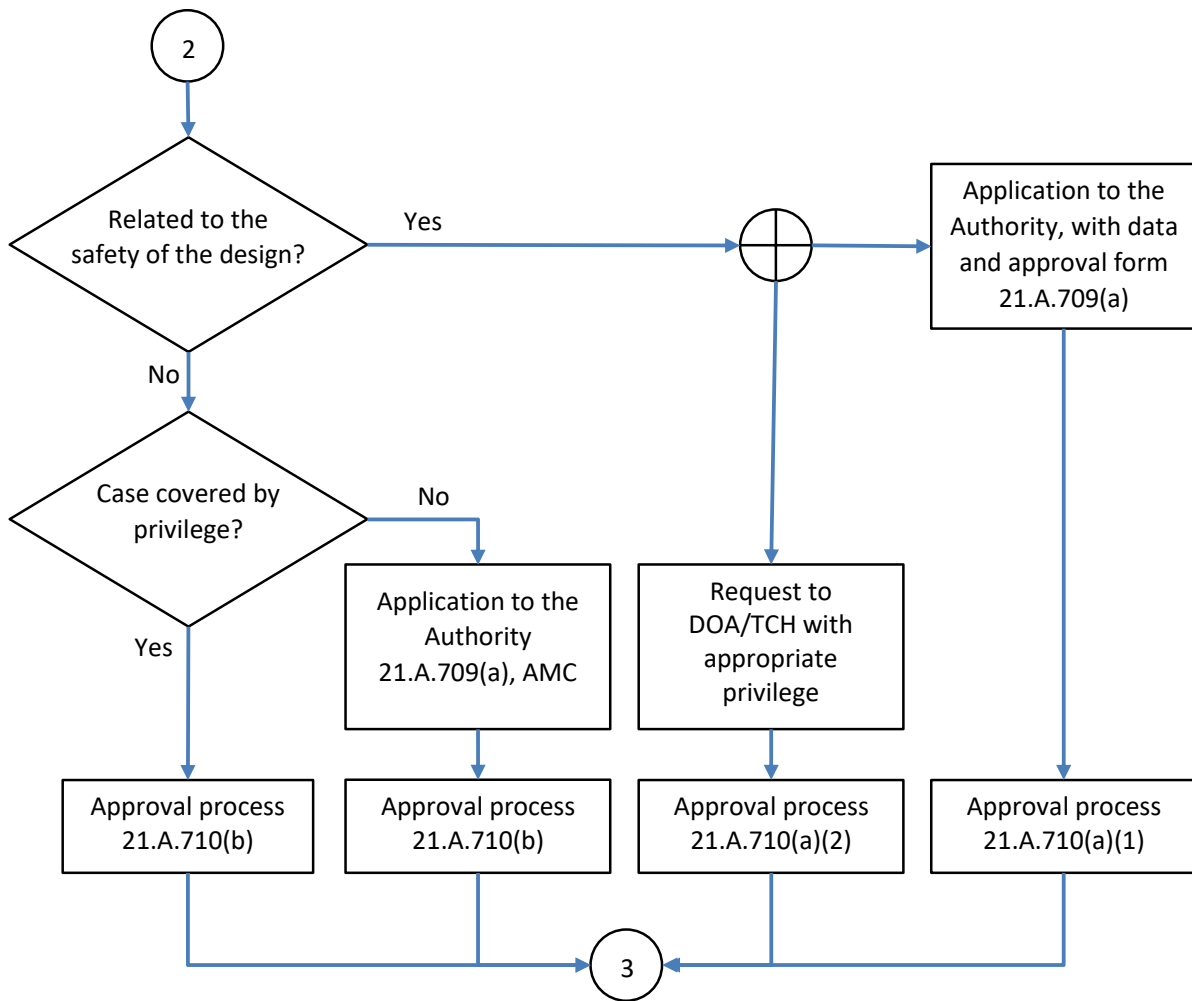
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The process allowing a flight under a military permit to fly can be described as follows:

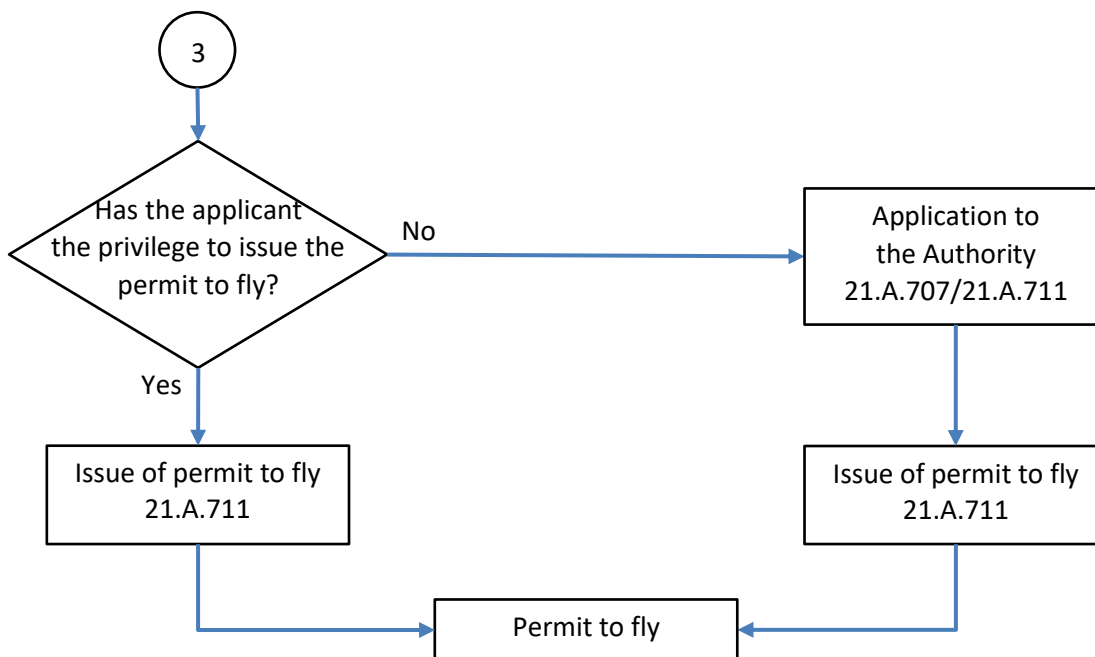
1. Flow-chart 1: overview;
2. Flow-chart 2: approval of flight conditions;
3. Flow-chart 3: issue of military permit to fly;
4. Flow-chart 4: changes after first issue of military permit to fly.



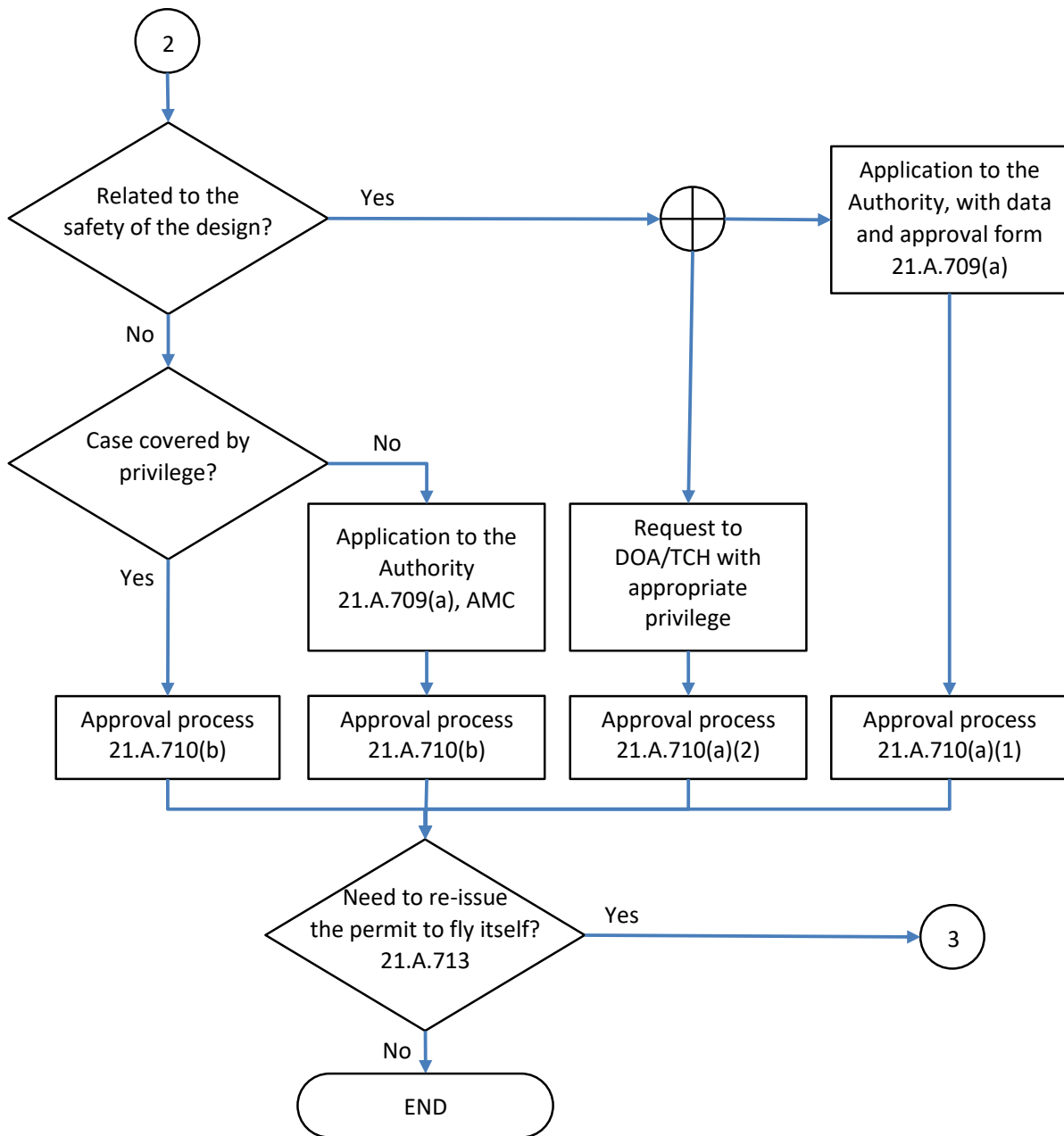
Flow-chart 1: overview



Flow-chart 2: approval of flight conditions



Flow-chart 3: issue of permit to fly



Flow-chart 4: changes after first issue of permit to fly

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM No 3 to 21.A.708(c) Operation of Overweight Aircraft

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This GM provides information and guidance with respect to permit to fly for operating an aircraft in excess of its maximum certificated take-off weight, for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available. The criteria mentioned below may also be used as a starting point to discuss the approval of other overweight operations with the Authority.

1. GENERAL.

The excess weight that may be authorized using the criteria below refer to overweight operations as defined above and would normally be limited to additional fuel, fuel carrying facilities, and navigational equipment necessary for the flight. Hence, other overweight operations may require additional considerations.

It is recommended that the applicant discuss the proposed flight with the TC holder of the aircraft to determine the availability of technical data on the installation of additional fuel carrying facilities and/or navigational equipment.

2. CRITERIA USED TO DETERMINE THE SAFETY OF ADDITIONAL FACILITIES.

In evaluating the installation of additional facilities, the Authority or the design organisation must find that the changed aircraft is safe for operation. To assist in arriving at such a determination, the following questions are normally considered:

- a. Does the technical data include installation drawings, structural substantiating reports, weight, balance, new centre of gravity limits computations, and aircraft performance limitations in sufficient detail to allow a conformity inspection of the aircraft to be made?
- b. In what ways does the aircraft not comply with the applicable certification specifications?
- c. Are the fuel tanks vented to the outside? Are all areas in which tanks are located ventilated to reduce fire, explosion, and toxicity hazards?
- d. Are the tanks even when empty strong enough to withstand the differential pressure at maximum operating altitude for a pressurized aircraft?
- e. Have means been provided for determining the fuel quantity in each tank prior to flight?
- f. Are shutoff valves, accessible to the pilot, provided for each additional tank to disconnect these tanks from the main fuel system?
- g. Are the additional fuel tank filler connections designed to prevent spillage within the aircraft during servicing?
- h. Is the engine oil supply and cooling adequate for the extended weight and range?

3. LIMITATIONS.

The following types of limitations may be necessary for safe operation of the aircraft:

- a. Revised operational airspeeds for use in the overweight condition.
- b. Increased pilot skill requirements.
- c. A prescribed sequence for using fuel from various tanks as necessary to keep the aircraft within its centre of gravity range.
- d. Notification to the control tower of the overweight take-off condition to permit use of a runway to minimize flight over congested areas.
- e. Avoidance of severe turbulence. If encountered, the aircraft should be inspected for damage as soon as possible.

EXAMPLE of operating limitations which may be prescribed as part of the permit to fly:

Aircraft type: xxxxxx Model: yyyy

Limitations:

1. Maximum weight must not exceed 8 150 pounds.
2. Maximum quantity of fuel carried in auxiliary tanks must not exceed 106 gallons in fwd tank, 164 gallons in centre tank, and 45 gallons in aft tank.

3. Centre of gravity limits must not exceed (fwd) +116.8 and (aft) +124.6.
4. Aerobatics are prohibited.
5. Use of autopilot while in overweight condition is prohibited.
6. Weather conditions with moderate to severe turbulence should be avoided.
7. When an overweight landing is made or the aircraft has been flown through moderate or severe turbulence while in an overweight condition, the aircraft must be inspected for damage after landing. The inspections performed and the findings must be entered in the aircraft log. The pilot must determine, before the next take-off, that the aircraft is airworthy.
8. When operated in the overweight condition, the cruising speed (V_c) shall not exceed 185 m.p.h. and the maximum speed (V_{ne}) shall not exceed 205 m.p.h.
9. Operation in the overweight condition must be conducted to avoid areas having heavy air traffic, to avoid cities, towns, villages, and congested areas, or any other areas where such flights might create hazardous exposure to person or property on the ground.

Equivalent foreign regulation reference:

EASA reference: ED Decision 2012/020/R

SECTION B

GM 21.B.20 Responsibility for implementation

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Each certificate or approval in accordance with EMAR 21 Section A Subparts F, G, H, I and P will normally be issued and controlled by the competent Authority in whose country the applicant or holder is located. Therefore, to ensure consistency between the competent Authorities in issuing certificates and approvals, implementation of EMAR 21 should be based on the following three principles:

- a) The establishment and maintenance of an effective organisation and corresponding processes.
- b) The operation in accordance with EMAR 21 and its Acceptable Means of Compliance (AMC) and guidance material (GM).
- c) Standardised processes and information exchange between the competent Authorities.

As a result the responsibility for implementation comprises of the two main objectives:

- a) To ensure that certificates and approvals are only granted to applicants that comply with the requirements of EMAR 21; and
- b) To ensure sufficient visibility of the processes to mutually give the Authorities the necessary confidence in the certificates or approvals granted.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or military technical standard order (MTSO) authorisation for an auxiliary power unit (APU)

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1. Definitions

Risk: the combination of the likelihood and the potential impact of a non-compliance with part of the certification basis.

Likelihood: a prediction of how likely an occurrence of non-compliance with part of the certification basis is, based on a combination of the novelty and complexity of the proposed design and its related compliance demonstration activities, as well as on the performance of the design organisation.

Criticality: a measure of the potential impact of a non-compliance with part of the certification basis on product safety or on the environment.

Compliance demonstration item (CDI): a meaningful group of compliance demonstration activities and data of the certification programme, which can be considered in isolation for the purpose of performing a risk assessment.

Certification panels: The Authority's certification team may be structured in sub-groups (like EASA panels) covering dedicated areas of expertise and being composed of one or more experts who are responsible for a particular technical area.

Discipline: a discipline is a technical subarea of a certification panel.

Level of involvement (LoI): the compliance demonstration activities and data that the Authority retains for verification during the certification process, as well as the depth of the verification.

2. Background

The applicant has to submit a certification programme for their compliance demonstrations in accordance with EMAR 21.A.15(b). The applicant has to break down the certification programme into meaningful groups of compliance demonstration activities and data, hereinafter referred as 'CDIs', and provide their proposal for the Authority's LoI.

The applicant should also indicate the certification panel(s) that is (are) affected by each CDI.

This AMC explains:

- (a) how to propose the Authority's LoI for each CDI as per EMAR 21.A.15(b)(6), 21.A.93(b)(3)(iii), 21.A.432C(b)(6) as well as 21.A.113(b); and
- (b) how the Authority will determine its LoI on the basis of the criteria established in EMAR 21.B.100.

The Authority will review the proposal and determine its LoI. Both parties, in mutual trust, should ensure that the certification project is not delayed through the LoI proposal and determination.

Additionally, in accordance with EMAR 21.A.20, the applicant has the obligation to update the certification programme, as necessary, during the certification process, and report to the Authority any difficulty or event encountered during the compliance demonstration process which may require a change to the LoI that was previously notified to the applicant.

In such a case, or when the Authority has other information that affects the assumptions on which the LoI was based, the Authority will revisit its LoI determination.

In accordance with EMAR 21.A.33, 21.A.447 and 21.A.615, irrespective of the LoI, the Authority has the right to review any data and information related to compliance demonstration.

Note: This AMC should not be considered to be interpretative material for the classification of changes or repairs.

3. Principles and generic criteria for the LoI determination

The Authority determines its LoI based on the applicant's proposal in view of the risk (the combination of the likelihood of an unidentified non-compliance and its potential impact). This is performed after proper familiarisation with the certification project in three steps:

- Step 1: identification of the likelihood of an unidentified non-compliance,
- Step 2: identification of the risk class, and
- Step 3: determination of the Authority's LoI.

This AMC contains criteria, common to all certification panels, for the determination of:

- any novel or unusual features of the certification project, including operational, organisational and knowledge management aspects;
- the complexity of the design and/or compliance demonstration;

- the performance and experience of the design organisation of the applicant in the domain concerned;
- the criticality of the design or technology and the related safety and environmental risks, including those identified on similar designs; and
- the data and activities to be retained by the Authority.

Note: EASA provides additional information on the criteria for the determination of the Lol in product certification, e.g. as contained in EASA Certification Memorandum (CM) 21.A/21.B-001, which may be used for reference but should not be considered to be AMC.

3.1. Lol determination at CDI level

The determination of the Authority's Lol is performed at the level of the CDI (please refer to AMC 21.A.15(b)(5)).

The applicant should demonstrate that all affected elements of the type-certification basis as specified in EMAR 21.B.80, of the OSD certification basis as specified in EMAR 21.B.82, and of the environmental protection requirements as specified in 21.B.85, the corresponding means and methods of compliance, as well as the corresponding certification activities and data, are fully covered by the proposed CDIs. If the provided data does not clearly show that this is the case, the applicant should clearly state to the Authority that all the above-mentioned elements are fully covered.

Note: There could be different ways to 'clearly show' that all the elements of the certification basis are included in at least one CDI. For instance, this could be achieved by means of a 'CDI reference' column added in the table that lists all the elements of the certification basis.

3.2. Method for determining the likelihood of an unidentified non-compliance

3.2.1. Principle

The likelihood of an unidentified non-compliance is assessed on the basis of the following criteria:

- novelty,
- complexity, and
- the performance of the design organisation.

3.2.2. Novelty

For the purpose of risk class determination, the following simplification has been made: a CDI may be either novel or non-novel.

Whether or not a CDI is novel is based on the extent to which the respective elements of the certification project, as well as the related requirement or means of compliance, are new/novel to either the industry as a whole, or to the applicant, including their subcontractors, or from a certification panel perspective.

The determination that a CDI is novel may be driven by the use of new technology, new operations, new kind of installations, the use of new requirements or the use of new means of compliance.

When an applicant utilises a type of technology for the first time, or when that applicant is relatively unfamiliar with the technology, this technology is considered to be 'novel', even if other applicants may be already familiar with it. This also

means that a type of technology may no longer be novel for one applicant, while it may still be novel for other applicants.

The following list includes some examples:

- new materials or combinations of materials;
- a new application of materials or combinations of materials;
- new manufacturing processes;
- a new or unusual aircraft configuration and/or system architecture;
- a novel reconfiguration of systems;
- a new interface or interaction with other parts or systems;
- the unusual location of a part or a system, or an unusual construction;
- a new or unusual use;
- new functions;
- new kinds of operations;
- the potential for new failure modes;
- the introduction of a new threat (e.g. new threats regarding fire, fuel, hydrogen, energy storage devices, etc.) or a new prevention/detection/mitigation method;
- new maintenance techniques;
- novel operating conditions or limitations;
- a new human-machine interface (HMI); or
- new flight¹ or cabin crew tasks.

Another consideration is the extent to which the requirements, means of compliance or guidance have changed or need to be adapted due to particular novel features of the design. The following list includes some examples:

- recently issued or amended airworthiness codes with which the applicant has little or no experience;
- new or adapted special conditions;
- new or adapted equivalent safety findings;
- new or adapted deviations;
- new or adapted guidance or interpretative material;
- new or adapted means of compliance (i.e. other than those previously applied by the applicant) or unusual means of compliance (different from the existing guidance material and/or different from industry standard practices), e.g. the replacing of tests by simulation, numerical models or analytical methods;

¹ Flight crew may also consist of additional crew members, such as load master or jump master, hoist operator etc., as applicable.

- the use of new or adapted industry standards or in-house methods, as well as the Authority’s familiarity with these standards and methods;
- a change in methodology, tools or assumptions (compared with those previously applied by the applicant), including changes in software tools/programs; or
- novelty in the interpretation of the results of the compliance demonstration, e.g. due to in-service occurrences (compliance demonstration results are interpreted differently from the past).

Additional new guidance/interpretative material, e.g in the form of new EASA certification memoranda (EASA CM), may be considered for the determination of novelty if its incorrect application/use may lead to an unidentified non-compliance. In the context of novelty, the time between the last similar project and the current project of the applicant should also be considered.

Regardless of the extent of an organisation’s previous experience in similar projects, a CDI may be classified as novel if there are specific discontinuities in the process for transferring information and know-how within the organisation.

3.2.3. Complexity

For the purpose of risk class determination, the following simplification has been made: a CDI may be either complex or non-complex. For each CDI, the determination of whether it is complex or not may vary based on factors such as the design, technology, associated manufacturing process, compliance demonstration (including test set-ups or analysis), interpretation of the results of the compliance demonstration, interfaces with other technical disciplines/CDIs, and the requirements. The compliance demonstration may be considered to be ‘complex’ for a complex (or highly integrated) system, which typically requires more effort from the applicant. The following list includes some examples:

- Compliance demonstration in which challenging assessments are required, e.g.:
 - for requirements of a subjective nature, i.e. they require a qualitative assessment, and do not have an explicit description of the means of compliance with that requirement, or the means of compliance are not a common and accepted practice; this is typically the case where the requirement uses terms such as ‘subjective’, ‘qualitative’, ‘assessment’ or ‘suitable’/‘unsuitable’
 - in contrast, engineering judgement for a very simple compliance demonstration should not be classified as ‘complex’;
 - a test for which extensive interpretation of the results may be anticipated;
 - an analysis that is sensitive to assumptions and could potentially result in a small margin of safety;
 - the classification of structures, depending on the conservatism of the method;
 - an advanced analysis of dynamic behaviour;
 - a multidisciplinary compliance demonstration in which several panels are involved and interface areas need to be managed (e.g. sustained

- engine imbalance, extended-range twin-engine operation performance standards (ETOPS), 2X.1309 assessment, flight in known icing conditions, full authority digital engine control (FADEC)-controlled engines, etc.);
- when the representativeness of a test specimen is questionable, e.g. due to its complexity;
- the introduction of complex work-sharing scheme with system or equipment suppliers.

For major changes, the complexity of the change should be taken into account, rather than the complexity of the original system.

Whether or not a CDI is complex should be determined in a conservative manner if this cannot be determined at an early stage of the certification project. When greater clarity has been achieved, the complexity may be re-evaluated and the Lol adapted accordingly.

3.2.4. Performance of the design organisation

The assessment of the level of performance of the design organisation takes into account the applicant's experience with the applicable certification processes, including their performance on previous projects and their degree of familiarity with the applicable certification requirements.

For approved design organisations, the Authority uses relevant data to consider the design organisation's expected performance at an organisational, panel or discipline level, depending on the availability of data¹.

This data stems from design organisation audits, the applicant's measured level of performance on previous projects, and their performance during the familiarisation phase. The Authority shares the data with the respective design organisation in an appropriate manner, e.g. in form of a dashboard.

For each CDI proposed by the applicant, the DOA holder's performance associated with the affected disciplines or panels is to be considered.

If one CDI affects more panels or disciplines than the others, a conservative approach should be followed in selecting the lower performance level. As an alternative, that CDI may be assessed separately for each affected certification panel or discipline.

If, for a well-established organisation, there is no shared performance data available at the panel level, it may be acceptable to propose the overall DOA holder's performance. If the organisation or its scope are fundamentally new, the 'unknown' level of performance should be conservatively proposed by the applicant.

The determination of the performance of the design organisation may also take into consideration information that is more specific or more recent than the information on the DOA holder's dashboard, e.g. experience gained during technical familiarisation with the current certification project, the performance of compliance verification engineers and of the affected technical areas, as well as

¹ The ultimate objective is to define the organisation's performance at the discipline level.

the performance of the design organisation in overseeing subcontractors and suppliers.

The performance of some applicants' organisations is not known if:

- the Authority has agreed in accordance with EMAR 21.A.14(b) that the applicants may use procedures that set out specific design practices, as an alternative means to demonstrate their capability (excluding military technical standard order (MTSO) applicants for other than APU, covered by EMAR 21.B.100(b))

In these cases, the assumed level of performance is 'unknown'.

Exceptionally, the Authority may consider a higher level of performance for a specific CDI if that is proposed and properly justified by the applicant.

The following list includes some examples:

- a CDI with which the Authority is fully familiar and satisfied (from previous similar projects) regarding the demonstration of compliance proposed by the applicant;
- if the applicant fully delegates the demonstration of compliance to a supplier that holds a DOA, the performance level of the supplier may be proposed.

3.2.5. Likelihood of an unidentified non-compliance

Assessing the likelihood of an unidentified non-compliance is the first step that is necessary to determine the risk class.

The likelihood of an unidentified non-compliance should not be confused with the likelihood of occurrence of an unsafe condition as per AMC 21.A.3B(b). In fact, that AMC provides the Authority's confidence level that the design organisation addresses all the details of the certification basis for the CDI concerned, and that a non-compliance will not occur.

The likelihood of an unidentified non-compliance is established as being in one of four categories (very low, low, medium, high), depending on the level of performance of the design organisation as assessed by the Authority, and on whether the CDI is novel or complex, as follows:

Step 1 — Likelihood of an unidentified non-compliance			
CDI	No novel aspects, no complex aspects	No novel aspects, but complex ones; Novel aspects, but no complex ones	Novel and complex aspects
Performance level of the DOAH			
High	Very low	Low	Medium
Medium	Low	Medium	High
Low or unknown	Medium	High	High

3.3. Criticality

The second step that is necessary to determine the risk class is the assessment of the potential impact of a non-compliance on part of the certification basis regarding the airworthiness or the environmental protection of the product. For the purpose of risk class determination, the following simplification has been made: the impact of a non-compliance can be either critical or non-critical.

Some of the guidance below has been derived from GM 21.A.91, not due to a major/minor change classification, but because the same considerations may be applied

to determine the effect of a non-compliance on the airworthiness or environmental protection at the CDI level. It is therefore normal that some of the CDIs of a major change that consists of several CDIs may be critical, and others may be non-critical.

The potential impact of a non-compliance within a CDI should be classified as critical if, for example:

- a function, component or system is introduced or affected where the failure of that function, component or system may contribute to a failure condition that is classified as hazardous or catastrophic at the aircraft level, for instance for ‘equipment, systems and installations’, e.g. where applicable as defined in EASA CS.2X.1309;
- a CDI has an appreciable effect on the human–machine interface (HMI) (displays, approved procedures, controls or alerts);
- airworthiness limitations or operating limitations are established or potentially affected;
- a CDI is affected by an existing airworthiness directive (AD), or affected by an occurrence (or occurrences) potentially subject to an AD, a known in-service issue or by a safety information bulletin (SIB); or
- a CDI affects parts that are classified as critical, e.g. as per EASA CS 27.602/29.602, CS-E 515, or that have a hazardous or catastrophic failure consequence (e.g. a principal structural element as per EASA CS 25.571).

If the classification of the potential impact of a non-compliance within a CDI as critical is based on the criterion that the CDI is affected by an AD, then the impact of a non-compliance within that CDI may be reclassified by the Authority as non-critical due to the involvement of the Authority in the continued-airworthiness process.

During the early stages of a project, the criticality in terms of the potential safety consequence of a failure may not always be known, but should be conservatively estimated and the LoI should be subsequently re-evaluated, if appropriate.

3.4. Method for the determination of risk classes

The risk is determined as a combination of the potential impact of an unidentified non-compliance with part of the certification basis (vertical axis) and of the likelihood of the unidentified non-compliance (horizontal axis) using the following matrix. As a consequence, four qualitative risk classes are established at the CDI level.

Step 2 — Risk classes				
Likelihood (see Section 3.2.5)	Very low	Low	Medium	High
Criticality (see Section 3.3)				
Non-critical	Class 1	Class 1	Class 2	Class 3
Critical	Class 1	Class 2	Class 3	Class 4

The various inputs and the resulting risk class determination are of a continuous nature, rather than consisting of discrete steps. The selected risk class provides the order of magnitude of the Authority’s involvement and is used as a qualitative indicator for the determination of the Authority’s involvement described in Section 3.5 below.

Under specific circumstances, the risk class that is determined on the basis of the above criteria may be reduced or increased on the basis of justified and recorded arguments. For a reused and well-proven item of compliance demonstration for which:

- the CDI is independent of the affected product type or model; and
- the design, operation, qualification, and installation of the product are basically the same; and
- the certification process is identical to one that was used in a modification already approved by the Authority,

the CDI may be accepted as being similar, resulting in reduced LoI, as the likelihood of an unidentified non-compliance is low. Furthermore, when an identical CDI is reused for the compliance demonstration in a new project, there is no involvement in the compliance demonstration verification, as the likelihood of an unidentified non-compliance is very low.

3.5. Determination of the Authority's LoI

The Authority's LoI in the verification of compliance demonstration is proposed by the applicant and determined by the Authority in Step 3 on the basis of the qualitative risk class identified per CDI in Step 2, as well as by applying sound engineering judgement.

The Authority's LoI is reflected in a list of activities and data, in which the Authority retains the verification of compliance demonstration (e.g. review and acceptance of compliance data, witnessing of tests, etc.), as well as the depth of the verification. The depth of the verification for individual compliance reports, data, test witnessing, etc., may range from spot checks to extensive reviews. The Authority always responds to those retained compliance demonstration activities and data with corresponding comments or a 'statement of no objection'.

In addition, some data that is not retained for verification may be requested for information. In this case, no 'statement of no objection' will be provided.

It is recommended that an LoI should be proposed for each of the technical areas (see certification panels and disciplines) involved. Depending on the risk classes determined in Section 3.4 above, the Authority's LoI in:

- (a) compliance demonstration verification data; and
- (b) compliance demonstration activities (witnessing of tests, audits, etc.),

may be as follows:

- risk Class 1: there is no Authority involvement in verifying the compliance data/activities performed by the applicant to demonstrate compliance at the CDI level;
- risk Class 2: the Authority's LoI is typically limited to the review of a small portion of the compliance data; there is either no participation in the compliance activities, or the Authority participates in a small number of compliance activities (witnessing of tests, audits, etc.);
- risk Class 3: in addition to the LoI defined for Class 2, the Authority's LoI typically comprises the review of a large amount of compliance data, as well as the participation in some compliance activities (witnessing of tests, audits, etc.); and
- risk Class 4: in addition to the LoI defined for Class 3, the Authority's LoI typically comprises the review of a large amount of compliance data, the detailed

interpretation of test results, and the participation in a large number of compliance activities (witnessing of tests, audits, etc.).

By default, the following activities require the Authority's involvement in all cases:

- initial issues of, and changes to, a flight manual (for those parts that require approval by the Authority and that do not fall under the DOA holder's privilege);
- classification of failure cases that affect the handling qualities and performance, when:
 - performed through test (in flight or in a simulator); and
 - initial issues of, and non-editorial changes to, airworthiness limitations.

If the risk assessment (Steps 1 and 2 above) is made on the level of a compliance demonstration activity or on the level of a document, the risk class provides an indication for the depth of the involvement, i.e. the verification may take place only for certain compliance data within a compliance document.

4. Documentation of the Lol

The Lol proposal in the certification programme should include the applicant's proposal regarding the compliance demonstration verification activities and data that would be retained by the Authority, as well as the data on which the Lol proposal has been based. For this purpose, the applicant should appropriately document the analysis per CDI, considering the above criteria. In cases where the rationale for the assessment is obvious, it is considered to be sufficient for the applicant to indicate whether or not a CDI is novel or complex, and whether or not the impact is critical.

The Authority documents the Lol determination by accepting the certification programme or, if it deviates from the proposal, by recording its analysis regarding the deviations from the proposal, and notifies the applicant accordingly.

5. Sampling during surveillance of the DOA holder

It should be noted that all the previously defined risk classes may be complemented by the sampling of project files during surveillance of the DOA holder, independently from the ongoing certification project. This is necessary in order to maintain confidence in the DOA system and to constantly monitor its performance.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2019/018/R

AMC 21.B.120(a) Investigation team – Qualification criteria for the investigation team members

EMAR 21 AMC&GM Edition 2.1

The Authority must ensure that the team leader and team members have received appropriate training in the relevant Subpart of EMAR 21 and in the related documentation (instructions, procedures, applicant's data) of the Authority before performing investigations. They must also have knowledge and experience at the appropriate level in aviation production and inspection activities relative to the particular application for a letter of agreement.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.120(c)(1) Evaluation of applications

EMAR 21 AMC&GM Edition 2.1

1. General

When applying EMAR 21 Section A Subpart F and Section B Subpart F the Authority must consider that these Subparts are only an alternative way for production to EMAR 21 Section A Subpart G and Section B Subpart G. Nevertheless it is recognised that the approval of production organisations (POA) under EMAR 21 Section A Subpart G and Section B Subpart G is not always practical, economical and/or advisable.

Considering ICAO airworthiness objectives and the safety objectives of Regulation (EU) 2018/1139 as well, EMAR 21 Section A Subpart F and Section B Subpart F is provided for such a case on the basis of the following principles:

- a) Subpart F must be considered as an alternative option for particular cases
- b) Its adoption must be done on an individual basis, as consequence of an assessment by the Authority (see EMAR 21.A.121, 21.A.133(a) and their associated AMC&GM).

2. Application

The Authority must receive an application for a letter of agreement, using EMAR Form 60 completed by the applicant. The eligibility of the application should be verified in relation to the Authority procedures, based on EMAR 21.A.121 and its associated AMC&GM. The applicant should be advised accordingly about the acceptance or rejection of the application.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.120(c)(3) Investigation preparation and planning

EMAR 21 AMC&GM Edition 2.1

Following acceptance of an application and before commencing an investigation the Authority should

- identify the site locations needing investigation, and
- liaise with relevant competent authorities, including authorities of other states.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.120(c)(5) and (6) Auditing and investigation findings

EMAR 21 AMC&GM Edition 2.1

During its investigation process, the Authority may make findings which should then be recorded. These may be non-conformities to the requirements, the manual as supplied by the manufacturer describing its inspection procedures or non-conformities related to the items under inspection. The manner in which the findings will be handled by the Authority before and during the validity of the letter of agreement, should be detailed in its procedures.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.125(a) Objective evidence

EMAR 21 AMC&GM Edition 2.1

Objective evidence is a fact which is, or can be documented, based on observations, measurements or tests that can be verified. Objective evidence generally comes from the following:

- a) documents or manuals
- b) examination of equipment/products
- c) information from interview questions and observations of production activities

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.130 Issue of the letter of agreement

EMAR 21 AMC&GM Edition 2.1

Unless otherwise agreed by the Authority no production before the issue of the letter of agreement may be accepted under EMAR 21 Section A Subpart F.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.130(b) Issue of the letter of agreement

EMAR 21 AMC&GM Edition 2.1

The agreement should include or reference a pre-defined plan of inspection points established as part of the production inspection system and agreed with the Authority to be used as a basis for the inspections described in EMAR 21.A.129 and EMAR 21.B.120(c)(5) and its associated airworthiness codes or standards and related guidance material. The plan should clearly identify inspection point, places, inspection subjects (materials, process, tooling documentation, human resources, etc.), as well as the focal points and the method of communication between the manufacturer and the Authority.

The Authority should detail a method how it will assure itself that the manufacturer is working in accordance with the manual and the agreed inspection procedures during the validity period of the agreement. For renewal of this validity period the procedure as defined in EMAR 21.B.140 should be used.

Any conditions under which the agreement will expire (such as termination date and/or number of units to produce), should be clearly stated in the letter of agreement.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.140 Amendment of a letter of agreement

EMAR 21 AMC&GM Edition 2.1

The Authority must be satisfied that any change affecting a letter of agreement complies with the requirements of Section A Subpart F before implementation can start. A plan for the change should be agreed with the applicant in accordance with AMC 21.B.130. If the change affects the content of

the letter of agreement, a new application should be filed and an amended/revised letter of agreement should be obtained subsequently.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.150(d) Record keeping – Traceability of release certificates

EMAR 21 AMC&GM Edition 2.1

The recordkeeping for those EMAR Forms 52 and EMAR Forms 1 that have been validated by the Authority should allow verification of such validation by concerned parties including the recipients of the release certificates.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.220(a) Investigation team

EMAR 21 AMC&GM Edition 2.11.3

1. Type of Team

The Authority should appoint a production organisation approval team (POAT) leader and members appropriate to the nature and scope of the applicant's organisation.

2. Team leader selection

The team leader should satisfy all of the criteria for a team member and will be selected by considering the following additional criteria:

- a) the capability to lead and manage a team
- b) the capability to prepare reports and be diplomatic
- c) experience in approval team investigations (not necessarily only EMAR 21 Section A Subpart G)
- d) a knowledge of production and quality systems for aircraft and related products and parts

3. Team member selection

The team leader should agree with the Authority on the size of the POA team and the specialisations to be covered taking into account the scope of work and the characteristics of the applicant. Team members should be selected by considering the following criteria:

- mandatory training for EMAR 21 Section A, Subpart G and Section B, Subpart G
- education and experience, to cover appropriate aviation knowledge, audit practices and approval procedures
- the ability to verify that an applicant's organisation conforms to its own POA procedures, and that its key personnel are competent.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.220(c) Procedures for investigation

EMAR 21 AMC&GM Edition 2.1

1. General

The purpose of the procedures is to investigate the applicant production organisation for compliance with EMAR 21 Subpart G in relation to the requested terms of approval. When appropriate, this procedure should also be used to investigate significant changes or applications for variation of scope of approval.

EMAR 21 Implementation Guide Chapter (III)(4) provides an example of such procedures.

2. Preparation and planning

Following the acceptance of the application and before commencing an investigation, the competent Authority should, for the preparation and planning of the investigation:

- a) identify the site locations needing investigation,
- b) establish relevant liaison arrangements with other competent authorities, including authorities of other states, and ensure continued liaison,
- c) agree the size and composition of the POAT and any specialist tasks likely to be covered and to select suitable team members.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.225(a) Notification of findings

EMAR 21 AMC&GM Edition 2.1

In case of a level one finding, confirmation must be obtained in a timely manner that the accountable manager received the letter containing details of the level one finding and the approval suspension details.

A level two finding requires timely and effective handling by the Authority to ensure completion of the corrective action. This includes intermediate communication, including reminding letters as necessary, with the POA holder to verify that the corrective action plan is followed.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.230 Issue of the certificate

EMAR 21 AMC&GM Edition 2.1

The Authority should base its decision to issue or amend a POA on the recommendation report (EMAR Form 56, see GM EMAR 21.B.220(c)) of the POAT submitted by the POA team leader. EMAR Form 56 includes a proposal by the POAT for the scope and terms of approval defining the products, parts and appliances for which the approval is to be granted, with appropriate limitations.

When the Authority issues the approval a final controlled copy of an acceptable handbook/exposition for the organisation should have been supplied to the Authority.

In some cases it may be accepted that some findings are not fully closed because corrective actions are still in progress. The Authority may decide according to the following principles:

- 1) Findings should be equivalent to level two, which do not need to be rectified as a matter of urgency within less than three months, and should normally not exceed three in number.
- 2) Corrective action plan, including timescales, should have been accepted and should not require an additional and specific follow-up audit by the Authority.

A record should be kept by the Authority.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/20/R

GM 21.B.235(a)(4) Guide to the conduct of monitoring production standards.

EMAR 21 AMC&GM Edition 2.1

1. EMAR 21.B.235(a)(4) identifies a need for a sample investigation of products, parts or appliances, their associated conformity determinations and certifications made by a POA holder. For this to be performed effectively and efficiently, the Authority should integrate a sampling plan as part of the planning of the investigation and continued surveillance activities appropriate to the scope and size of the relevant applicant.
2. The sampling plan could, for example, investigate:
 - a modification (or change)
 - the installation, testing, or operation of a major part or system
 - the accuracy and generation of the Flight Test report data
 - the accuracy and generation of the Weighing report data
 - an engine test bed run
 - records traceability
 - the accuracy and generation of the Statement of Conformity data and the associated safe operation determination
 - the accuracy and generation of EMAR Form 1 data.

The sampling plan should be flexible so as to:

- accommodate changes in production rate
- make use of results from other samples
- make use of results from other POA investigations
- provide the maximum confidence to other competent authorities concerned (see GM EMAR 21.B.220(c))

To be effective this product sample requires that the individual investigator(s):

- have a good practical knowledge of the product, part or appliance
- have a good practical knowledge of the manufacturing processes
- have an up to date knowledge of the manufacturers production programme
- use an appropriate and up to date sample plan and compliance check lists
- have a suitable recording system for the results

- have a properly operating feedback system to their Authorities for POA and the manufacturer
- maintain an effective working relationship with the manufacturer and his staff
- be able to communicate effectively

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.235(b) Maintenance of the POA - Work allocation within the Authority

EMAR 21 AMC&GM Edition 2.1

Following the issue of the approval the Authority should appoint a suitable member of its technical staff as the POATL to be in charge of the approval for the purpose of continued surveillance and liaise with other competent authorities (see GM to EMAR 21.B.220), when necessary to ensure appropriate continued surveillance.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.235(b) and (c) Continued surveillance

EMAR 21 AMC&GM Edition 2.1

Continued surveillance consists of:

1. Planned continued surveillance, in which the total surveillance actions are split into several audits, which are carried out at planned intervals during the validity period of the production organisation approval. Within the continued surveillance one aspect may be audited once or several times depending upon its importance.
2. Unplanned POA reviews, which are specific additional investigation of a POA holder related to surveillance findings or external needs. The Authority is responsible for deciding when a review is necessary taking into account changes in the scope of work, changes in personnel, reports on the organisation performance submitted by other competent authorities, or reports on the in service product.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

AMC 21.B.235(c) Continuation of POA

EMAR 21 AMC&GM Edition 2.1

At the end of the 24 months continued surveillance cycle the POATL responsible for the POA should complete an EMAR Form 56 (see GM to EMAR 21.B.220(c)) as a summary report for the continued surveillance including the recommendation for continuation of the POA as applicable. The EMAR Form 56 should be countersigned by the person responsible within the Authority for his acceptance. At this stage there is no limitation to the number of level two findings that may be open, provided they are within the time limits of the respective corrective action plans

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.325(b) Completion of the Airworthiness Review Certificate

EMAR 21 AMC&GM Edition 2.1

1. Purpose

In accordance with the applicable continuing airworthiness requirements a certificate of airworthiness is valid only if a valid airworthiness review certificate is attached to it. For new aircraft, the Authority will issue the airworthiness review certificate when issuing the certificate of airworthiness.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

GM 21.B.425 Noise certificates

EMAR 21 AMC&GM Edition 2.1

For the completion of the noise certificate by a State of Registry, please refer to the instructions provided with EMAR Form 45.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2016/003/R

ANNEX 1 TO THE AMENDMENT OF EMAR 21 AMC&GM TO EDITION 2.1

General notes on the use of EMAR 21 Forms

EMAR 21 AMC&GM Edition 2.1

- (1) EMAR Forms are published solely for the purpose of harmonising the content of any forms used in airworthiness regulatory systems that are supposed to be compliant with the harmonised European Military Airworthiness Requirements.
- (2) At the discretion of each national authority, the authority may require the use of specific form issued for use within their national airworthiness regulatory system or accept the direct use of EMAR Forms.
- (3) National authorities shall ensure they provide sufficient information about the specific forms that are to be used in their national airworthiness regulatory system.
- (4) Forms issued by national authorities may request additional data to be provided. In case personal data is to be processed, such forms shall include all necessary statements required to comply with the applicable data protection requirements, such as the General Data Protection Regulation (GDPR) of the European Union.
- (5) When national forms are issued in a language other than English, they shall include an English translation.
- (6) EMAR Forms contain placeholders for references to the applicable legal basis, which must be appropriately tailored to match the target regulatory system.
- (7) If language confusion could arise from the use of abbreviated names of months, then the following format shall be used for dates: dd/mm/yyyy where dd = 2 digit day, mm = 2 digit month, yyyy = 4 digit year.

EMAR Form 18A Flight conditions for a military permit to fly – approval form

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 18A	
FLIGHT CONDITIONS FOR A MILITARY PERMIT TO FLY — APPROVAL FORM	
1. Applicant: Approval No: <i>[Name and approval number of the organisation providing the flight conditions and associated substantiations]</i>	2. Approval form No: Issue: <i>[Number and issue, for traceability purposes]</i>
3. Aircraft manufacturer/type	4. Serial number(s)
5. Purpose <i>[Purpose in accordance with EMAR 21.A.701(a)]</i>	
6. Aircraft configuration The above aircraft for which a military permit to fly is requested is defined in <i>[add reference to the document(s) identifying the configuration of the aircraft]</i> <i>[For change(s) affecting the initial approval form: description of change(s). This form must be re-issued]</i>	
7. Substantiations <i>[References to the document(s) justifying that the aircraft (as described in 6.) can perform the intended flight(s) safely under the defined conditions or restrictions.]</i> <i>[For change(s) affecting the initial approval form: reference(s) to additional substantiation(s). This form must be re-issued]</i>	
8. Conditions/Restrictions The above aircraft must be used with the following conditions or restrictions: <i>[Details of these conditions/restrictions, or reference to relevant document, including specific maintenance instructions and conditions to perform these instructions]</i>	
9. Statement The determination of the flight conditions has been made in accordance with the relevant DOA procedure agreed by the Authority. The aircraft, as defined in block 6 above, has no features or characteristics that render it unsafe for the intended operation(s) under the identified conditions and restrictions. <i>[strike through what is not applicable]</i>	
10a. Approved under the authority of [DOA reference number] [when the privilege of EMAR 21.A.263(c)(6) applies] 10b. Submitted under the authority of [DOA reference number] [when the privilege of EMAR 21.A.263(c)(6) does not apply]	
11. Date of issue	12. Name and signature <i>[Authorised signatory]</i>
<i>[when the privilege of EMAR 21.A.263(c)(6) does not apply]</i> 13. [Authority] approval and date <i>[the appropriate approval by the Authority]</i>	

EMAR Form 18A, Issue 2

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2019/018/R

EMAR Form 18B Flight conditions for a military permit to fly – approval form

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 18B	
FLIGHT CONDITIONS FOR A MILITARY PERMIT TO FLY – APPROVAL FORM	
1. Applicant <i>[Name of organisation providing the flight conditions and associated substantiations]</i>	2. Approval form No: Issue: <i>[Number and issue, for traceability purpose]</i>
3. Aircraft manufacturer/type	4. Serial number(s)
5. Purpose <i>[Purpose in accordance with EMAR 21.A.701(a)]</i>	
6. Aircraft configuration The above aircraft for which a military permit to fly is requested is defined in <i>[add reference to the document(s) identifying the configuration of the aircraft]</i> <i>[For change(s) affecting the initial approval form: description of change(s). This form must be re-issued]</i>	
7. Substantiations <i>[References to the document(s) justifying that the aircraft (as described in 6.) can perform the intended flight(s) safely under the defined conditions or restrictions.]</i> <i>[For change(s) affecting the initial approval form: reference(s) to additional substantiation(s). This form must be re-issued]</i>	
8. Conditions/Restrictions The above aircraft must be used with the following conditions or restrictions: <i>[Details of these conditions/restrictions, or reference to relevant document, including specific maintenance instructions and conditions to perform these instructions]</i>	
9. Statement The flight conditions have been established and justified in accordance with [EMAR 21.A.708]. The aircraft as defined in block 6 above has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions. <i>[when approved under a privilege of an approved organisation]</i>	
10. Approved under Privilege <i>[ORGANISATION APPROVAL NUMBER]</i>	
11. Date of issue	12. Name and signature <i>[Authorised signatory]</i>
<i>[when not approved under a privilege of an approved organisation]</i> 13. Approval and date <i>[the appropriate approval by the Authority]</i>	

EMAR Form 18B, Issue 2

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

EMAR Form 20A Military Permit to Fly issued by the Authority

EMAR 21 AMC&GM Edition 2.1

(Competent authority logo)	MILITARY PERMIT TO FLY	
(Name and Address of the authority of the state of registry issuing the permit to fly)		
This military permit to fly is issued pursuant to [legal basis reference] and in compliance to the harmonised European Military Airworthiness Requirements EMAR 21 Subpart P. It certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below.	1. Nationality and registration marks:	
2. Aircraft manufacturer/type:	3. Serial No:	
4. The permit covers: [purpose in accordance with EMAR 21.A.701(a)]		
5. Holder of the permit:		
6. Conditions/remarks:		
7. Validity period:		
8. Place and date of issue:	9. Signature of the competent authority representative:	

EMAR Form 20A, Issue 2

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) 748/2012

EMAR Form 20B Military Permit to Fly issued by an approved organisation

EMAR 21 AMC&GM Edition 2.1

(state and competent authority having issued the organisation approval under which the military permit to fly is issued)	MILITARY PERMIT TO FLY	
(Name and Address of the organisation issuing the permit to fly)		
this military permit to fly is issued pursuant to [legal basis reference] and in compliance to the harmonised European Military Airworthiness Requirements EMAR 21 Subpart P. It certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below.	1. Nationality and registration marks:	
2. Aircraft manufacturer/type:	3. Serial No:	
4. The permit covers: [purpose in accordance with EMAR 21.A.701(a)]		
5. Holder of the permit: [organisation issuing the permit to fly]		
6. Conditions/remarks:		
7. Validity period:		
8. Place and date of issue:	9. Authorised signature / name / approval reference No:	

EMAR Form 20B, Issue 2

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

EMAR Form 21 Application for a military permit to fly

EMAR 21 AMC&GM Edition 2.1

EMAR Form 21	
Application for EMAR 21 military permit to fly	
<i>Authority</i>	
1. Applicant:	<i>[Name of applicant]</i>
2. Aircraft nationality and identification marks:	
3. Aircraft owner:	
4. Aircraft manufacturer/type	5. Serial number
6. Purpose of flight <i>[Use terminology of EMAR 21.A.701(a) and add any additional information for accurate description of the purpose, e.g. place, itinerary, duration...]</i> <i>[For an application due to a change of purpose (ref. EMAR 21.A.713): reference to initial request and description of new purpose]</i>	
7. Expected target date(s) for the flight(s) and duration	
8. Aircraft configuration as relevant for the military permit to fly 8.1 The above aircraft for which a military permit to fly is requested is defined in [add reference to the document(s) identifying the configuration of the aircraft. Same as required in EMAR AMC 21.A.263(c)(6) or EMAR AMC 21.A.709(b) application approval form 18A or 18B, box 6] 8.2 The aircraft is in the following situation related to its maintenance schedule: <i>[Describe status]</i>	
9. Approval of flight conditions <i>[Reference to:</i> 1. <i>Authority approval; or</i> 2. <i>DOA approval form (see EMAR AMC 21.A.263(c)(6)), if approved under DOA privilege; or</i> 3. <i>if not available at the time of application, indicate reference of request for approval]</i>	
10. Date:	11. Name and signature: <i>[Authorised signatory]</i>

EMAR Form 21, Issue 2

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

EMAR Form 24 Military Restricted Certificate of Airworthiness

EMAR 21 AMC&GM Edition 2.1

(authority name and logo)		[MILITARY] RESTRICTED CERTIFICATE OF AIRWORTHINESS	
¹	[state of registry] [competent authority of the state of registry]		¹
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number	
4. Categories			
<p>5. This Certificate of Airworthiness is issued pursuant to [legal basis reference] and [EMAR 21 Subpart H] in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.</p> <p>In addition to above the following restrictions apply:</p> <p>¹ [List of applicable restrictions]</p> <p>¹ [The aircraft may be used in international navigation notwithstanding above restrictions].</p>			
Date of issue:		Signature:	
<p>6. This Restricted Certificate of Airworthiness is valid unless revoked by the competent authority of the state of registry.</p> <p>A current Airworthiness Review Certificate shall be attached to this certificate.</p>			

EMAR Form 24 Issue 2.

This certificate shall be carried on board during all flights, as required by applicable law.

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

¹ For use by the State of Registry.

EMAR Form 25 Military Certificate of Airworthiness

EMAR 21 AMC&GM Edition 2.1

(authority name and logo)		[MILITARY] CERTIFICATE OF AIRWORTHINESS	
¹	[state of registry] [competent authority of the state of registry]		¹
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number	
4. Categories			
5. This Certificate of Airworthiness is issued pursuant to ² [legal basis reference] and [EMAR 21 Subpart H] in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Limitations/Remarks ¹ :			
Date of issue:		Signature:	
6. This Certificate of Airworthiness is valid unless revoked by the competent authority of the state of registry. A current Airworthiness Review Certificate shall be attached to this certificate.			

EMAR Form 25 Issue 2.

This certificate shall be carried on board during all flights, as required by applicable law.

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

¹ For use by the State of Registry.

² Delete as applicable.

EMAR Form 45 Noise Certificate

EMAR 21 AMC&GM Edition 2.1

For use by State of registry	1. [State of Registry]		3. Document No.:		
2. NOISE CERTIFICATE					
4. Registration marks:	5. Manufacturer and manufacturer's designation of aircraft:		6. Aircraft serial No.:		
.....		
7. Engine:		8. Propeller: ¹			
.....				
9. Maximum take-off mass (kg)	10. Maximum landing mass (kg) ¹		11. Noise certification standard:		
.....		
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:					
.....					
13. Lateral/full-power noise level: ¹	14. Approach noise level ¹	15. Flyover noise level ¹	16. Overflight noise level ¹	17. Take-off noise level ¹	
.....	
Remarks					
18. This Noise Certificate is issued pursuant to [e.g.: Annex 16, Volume I to the Convention on International Civil Aviation dated 7 December 1944] and [reference to the applicable national Rule] in respect of the abovementioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.					
19. Date of issue 20. Signature					

EMAR Form 45
COMPLETION OF THE FORM
1 Completion instructions
Block 1: State of registry

The name of the State issuing the noise certificate. This item should match the corresponding information on the certificate of registration and certificate of airworthiness.

Block 2: Noise certificate

The title of the EMAR Form 45 is 'Noise Certificate'.

¹ These boxes may be omitted depending on noise certification standard.

Block 3: Document No.

A unique number, issued by the State of registry that identifies this particular document in their administration. Such a number will facilitate any enquiries with respect to the document.

Block 4: Registration marks

The nationality or common mark and registration marks as issued by the State of registry in accordance with Annex 7 to the Chicago Convention¹. This item should match the corresponding information on the certificate of registration and certificate of airworthiness.

Block 5: Manufacturer and manufacturer's designation of aircraft

The type and model of the subject aircraft. This item should match the corresponding information on the certificate of registration and certificate of airworthiness.

Block 6: Aircraft serial No.

The aircraft serial number as given by the manufacturer of the aircraft. This item should match the corresponding information on the certificate of registration and certificate of airworthiness.

Block 7: Engine

The designation of the installed engine(s) for identification and verification of the aircraft configuration. It should contain the type and model of the subject engine(s). The designation should be in accordance with the type certificate or supplemental type certificate for the subject engine(s).

Block 8: Propeller

The designation of the installed propeller(s) for identification and verification of the aircraft configuration. It should contain the type and model of the subject propeller(s). The designation should be in accordance with the type certificate or supplemental type certificate for the subject propeller(s). This item is included only in noise certification documentation for propeller driven aircraft.

Block 9: Maximum take-off mass (kg)

The maximum take-off mass associated with the certificated noise levels of the aircraft in kilograms. The unit (kg) should be specified explicitly in order to avoid misunderstanding. If the primary unit of mass for the State of manufacture of the aircraft is different from kilograms, the conversion factor used should be in accordance with Annex 5 to the Chicago Convention.

Block 10: Maximum landing mass (kg)

The maximum landing mass associated with the certificated noise levels of the aircraft in kilograms. The unit (kg) should be specified explicitly in order to avoid misunderstanding. If the primary unit of mass for the State of manufacture of the aircraft is different from kilograms, the conversion factor used should be in accordance with Annex 5 to the Chicago Convention. This item will only be included in the noise certification documentation for noise certificates issued under Chapter 2, 3, 4, 5, 12 and 14.

Block 11: Noise certification standard

¹ The Convention on International Civil Aviation on 7 December 1944

The chapter to which the subject aircraft is noise certificated. For Chapters 2, 8, 10 and 11, the section specifying the noise limits should also be included.

Block 12: Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards

This item should contain as a minimum all additional modifications to the basic aircraft as defined by Blocks 5, 7 and 8 that are essential in order to meet the requirements of the chapter to which the aircraft is certificated as given under Block 11. Other modifications that are not essential to meet the stated chapter but are needed to attain the certificated noise levels as given may also be included at the discretion of the certificating authority. The additional modifications should be given using unambiguous references, such as supplemental type certificate (STC) numbers, unique part numbers or type/model designators given by the manufacturer of the modification.

Block 13: Lateral/full-power noise level

The lateral/full-power noise level as defined in the relevant chapter. It should specify the unit (e.g. EPNdB) of the noise level and the noise level should be stated to the nearest tenth of a decibel (dB). This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5, 12 and 14.

Block 14: Approach noise level

The approach noise level as defined in the relevant chapter. It should specify the unit (e.g. EPNdB) of the noise level and the noise level should be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5, 8, 12, 13 and 14.

Block 15: Flyover noise level

The flyover noise level as defined in the relevant chapter. It should specify the unit (e.g. EPNdB) of the noise level and the noise level should be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5, 12 and 14.

Block 16: Overflight noise level

The overflight noise level as defined in the relevant chapter. It should specify the unit (e.g. EPNdB or dB(A)) of the noise level and the noise level should be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 6, 8, 11 and 13. For tilt-rotors certificated according to Chapter 13 only the overflight noise level established in vertical take-off and landing (VTOL)/conversion mode needs to be stated.

Block 17: The take-off noise level

The take-off noise level as defined in the relevant chapter. It should specify the unit (e.g. EPNdB or dB(A)) of the noise level and the noise level should be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 8, 10 and 13.

Block 18: Statement of compliance, including a reference to the applicable requirements, e.g. Annex 16 to the Chicago Convention, Volume I

The statement is provided in EMAR Form 45.

Block 19: Date of issue

The date on which the document was issued.

Block 20: Signature

The signature of the officer issuing the noise certificate. Other items may be added such as seal, stamp etc.

2 Additional information:

2.1 Logo and name of the issuing authority

In order to facilitate recognition the logo or symbol and the name of the issuing authority may be added in the box 'For use by the State of registry'.

2.2 Language

States issuing their noise certification documentation in a language other than English should provide an English translation.

Equivalent foreign regulation reference:

EASA reference: EASA Form 45

EMAR Form 50 Application for production organisation approval

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 50	
APPLICATION FOR [EMAR 21] PRODUCTION ORGANISATION APPROVAL	
<i>(name and address of the competent authority)</i>	
1. Registered name and address of the organisation:	
2. Trade name (if different):	
3. Locations for which the approval is applied for:	
4. Brief summary of proposed activities at the item 3 addresses	
a) General:	
b) Scope of approval:	
c) Nature of privileges:	
5. Description of organisation:	
6. Links/arrangements with design approval holder(s)/design organisation(s) where different from 1.:	
7. Approximate number of staff engaged or intended to be engaged in the activities:	
8. Position and name of the accountable manager:	
_____	_____
Date	Signature of the accountable manager

EMAR Form 50, Issue 2

COMPLETION OF THE FORM

Block 1 Registered name and address of the organisation:

The name of the organisation must be entered as stated in the register of the National Companies Registration Office. For the initial application a copy of the entry in the register of the National Companies Registration Office must be provided to the competent authority.

Block 2 Trade name (if different):

State the trade name by which the organisation is known to the public if different from the information given in Block 1. The use of a logo may be indicated in this Block.

Block 3 Locations for which the approval is applied for

State all locations for which the approval is applied for. Only those locations must be stated that are directly under the control of the legal entity stated in Block 1.

Block 4 Brief summary of proposed activities at the item 3 addresses

This Block must include further details of the activities under the approval for the addresses indicated in Block 3. The Block 'General' must include overall information, while the Block 'Scope of approval' must address the scope of work and products/categories following the principles laid down in the GM EMAR 21.A.151. The Block 'nature of privileges' must indicate the requested privileges as defined in EMAR 21.A.163(b)-(e). For an application for renewal state 'not applicable'.

Block 5 Description of organisation

This Block must state a summary of the organisation with reference to the outline of the production organisation exposition, including the organisational structure, functions and responsibilities. The nomination of the responsible managers in accordance with EMAR 21.A.145(c)(2) must be included as far as possible, accompanied by the corresponding EMAR Forms 4.

For an application for renewal state 'not applicable'.

Block 6 Links/arrangements with design approval holder(s)/design organisation(s) where different from 1

The information entered here is essential for the evaluation of eligibility of the application. Therefore special attention must be given concerning the completion of this Block either directly or by reference to supporting documentation in relation to the requirements of EMAR 21.A.133(b) and (c) and the EMAR AMC to 21.A.133(b) and (c).

Block 7 Approximate number of staff engaged or intended to be engaged in the activities

The information to be entered here must reflect the number of staff, or in case of an initial approval the intended number of staff, for the complete activities to be covered by the approval and therefore must include also any associated administrative staff.

Block 8 Position and name of the accountable manager

State the position and name of the accountable manager.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

EMAR Form 51 Application for significant changes or variation of scope and terms of EMAR 21 POA

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 51	
APPLICATION FOR SIGNIFICANT CHANGES OR VARIATION OF SCOPE AND TERMS OF [EMAR 21] POA	
<i>(name and address of the competent authority)</i>	
1. Name and address of the POA holder:	
2. Approval reference number:	
3. Locations for which changes in the terms of approval are requested:	
4. Brief summary of proposed changes to the activities at the item 3 locations: a) General: b) Scope of approval: c) Nature of privileges:	
5. Description of organisational changes:	
6. Position and name of the accountable manager or nominee:	
_____	_____
Date	Signature of the accountable manager (or nominee)

EMAR Form 51, Issue 2

COMPLETION OF THE FORM

Block 1 Name and address of the POA holder

The name must be entered as written on the current approval certificate. Where a change in the name is to be announced state the old name and address here, while using Block 5 for the information about the new name and address. The change of name and/or address must be supported by evidence, e.g. by a copy of the entry in the register of commerce.

Block 2 Approval reference number

State the current approval reference number.

Block 3 Locations for which changes in the terms of approval are requested

State the addresses of each location for which changes in the terms of approval are requested or state 'not applicable' if no change is to be anticipated here.

Block 4 Brief summary of proposed changes to the activities at the item 3 locations

This Block should include further details for the variation of the scope of approval for the locations indicated in Block 3. The Block 'General' must include overall information for the change (including changes e.g. in workforce, facilities etc.), while the Block 'Scope of approval' must address the change in

the scope of work and products/categories following the principles laid down in the EMAR GM 21.A.151. The Block 'nature of privileges' must indicate a change in the privileges as defined in EMAR 21.A.163(b)-(d). State 'not applicable' if no change is anticipated here.

Block 5 Description of organisational changes

This Block must state the changes to the organisation as defined in the current production organisation exposition, including changes the organisational structure, functions and responsibilities. This Block must therefore also be used to indicate a change in the accountable manager in accordance with EMAR 21.A.145(c)(1) or a change in the nomination of the responsible managers in accordance with EMAR 21.A.145(c)(2). A change in the nomination of responsible managers must be accompanied by the corresponding EMAR Forms 4. State 'not applicable' if no change is anticipated here.

Block 6 Position and name of the Accountable Manager or nominee

State the position and name of the accountable manager here. Where there is a change in the nomination of the accountable manager, the information must refer to the nominee for this position. State 'not applicable' if no change is anticipated here.

In case of an application for a change of the accountable manager the EMAR Form 51 must be signed by the new nominee for this position. In all other cases the EMAR Form 51 must be signed by the accountable manager.

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2012/020/R

EMAR Form 52 Aircraft Statement of Conformity.

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 52		
AIRCRAFT STATEMENT OF CONFORMITY		
1. State of manufacture	2. Authority	3. Statement Ref No:
4. Organisation		
5. Aircraft Type	6. Type-certificate Refs:	
7. Aircraft Registration Or Mark	8. Manufacturers Identification No	
9. Engine/Propeller Details ¹		
10. Modifications and/or Service Bulletins ¹		
11. Airworthiness Directives		
12. Concessions		
13. Exemptions, Waivers or Derogations ¹		
14. Remarks		
15. Certificate of Airworthiness		
16. Additional Requirements		
17. Statement of Conformity It is hereby certified that this aircraft conforms fully to the type-certificated design and to the items above in boxes 9, 10, 11, 12 and 13. The aircraft is in a condition for safe operation. The aircraft has been satisfactorily tested in flight.		
18. Signed	19. Name	20. Date (d/m/y)
21. Production Organisation Approval Reference		

EMAR Form 52, Issue 2.

Instructions for the use of the Aircraft Statement of Conformity EMAR Form 52

1. PURPOSE AND SCOPE

- 1.1. Use of the aircraft Statement of Conformity issued by a manufacturer producing under EMAR 21 Section A Subpart F is described under EMAR 21.A.130 and the corresponding acceptable means of compliance.
- 1.2. The purpose of the aircraft Statement of Conformity (EMAR Form 52) issued under EMAR 21 Section A Subpart G is to enable the holder of an appropriate production organisation approval to exercise the privilege to obtain an individual aircraft certificate of airworthiness from the Authority of the State of registry.

2. GENERAL

- 2.1. The Statement of Conformity must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to

¹ Delete as applicable.

suit the individual application, but not to the extent that would make the Statement of Conformity unrecognisable. If in doubt consult the Authority.

- 2.2. The Statement of Conformity must either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.
 - 2.3. Completion may be either machine/computer printed or hand-written using block letters to permit easy reading. English, and where relevant, one or more of the official language(s) of the issuing Member State are acceptable.
 - 2.4. A copy of the Statement and all referenced attachments are to be retained by the approved production organisation.
3. COMPLETION OF THE STATEMENT OF CONFORMITY BY THE ORIGINATOR
- 3.1. There should be an entry in all blocks to make the document a valid statement.
 - 3.2. A Statement of Conformity may not be issued to the Authority of the State of registry unless the design of the aircraft and its installed products are approved.
 - 3.3. The information required in blocks 9, 10, 11, 12, 13 and 14 may be by reference to separate identified documents held on file by the production organisation, unless the Authority agrees otherwise.
 - 3.4. This Statement of Conformity is not intended to include those items of equipment that may be required to be fitted in order to satisfy applicable operational rules. However, some of these individual items may be included in block 10 or in the approved type design. Operators are therefore reminded of their responsibility to ensure compliance with the applicable operational rules for their own particular operation.

- Block 1* Enter name of the State of manufacture.
- Block 2* The Authority under whose responsibility the Statement of Conformity is issued.
- Block 3* A unique serial number should be pre-printed in this block for statement control and traceability purposes. Except that in the case of a computer generated document the number need not be pre-printed where the computer is programmed to produce and print a unique number.
- Block 4* The full name and location address of the organisation issuing the statement. This block may be pre-printed. Logos etc. are permitted if the logo can be contained within the block.
- Block 5* The aircraft type in full as defined in the type-certificate and its associated data sheet.
- Block 6* The type-certificate reference numbers and issue for the subject aircraft.
- Block 7* If the aircraft is registered then this mark will be the registration mark. If the aircraft is not registered then this will be such a mark that is accepted by the Authority of the State and, if applicable, by the Authority of a third country.
- Block 8* The identification number assigned by the manufacturer for control and traceability and product support. This is sometimes referred to as a Manufacturers Serial No or Constructors No.
- Block 9* The engine and propeller type(s) in full as defined in the relevant type-certificate and its associated data sheet. Their manufacturer identification No and associated location should also be shown.

- Block 10* Approved design changes to the aircraft definition.
- Block 11* A listing of all applicable airworthiness directives (or equivalent) and a declaration of compliance, together with a description of the method of compliance on the subject individual aircraft including products and installed parts, appliances and equipment. Any future compliance requirement time should be shown.
- Block 12* Approved unintentional deviation to the approved type design sometimes referred to as concessions, divergences, or non-conformances.
- Block 13* Only agreed exemptions, waivers or derogations may be included here.
- Block 14* Remarks. Any statement, information, particular data or limitation which may affect the airworthiness of the aircraft. If there is no such information or data, state; 'NONE'.
- Block 15* Enter 'Certificate of Airworthiness', or 'Restricted Certificate of Airworthiness', or for the Certificate of Airworthiness requested.
- Block 16* Additional requirements such as those notified by an importing country should be noted in this block.
- Block 17* Validity of the Statement of Conformity is dependent on full completion of all blocks on the form. A copy of the flight test report together with any recorded defects and rectification details should be kept on file by the POA holder. The report should be signed as satisfactory by the appropriate certifying staff and a flight crew member, e.g. test pilot or flight test engineer. The flight tests performed are those defined under the control of the quality system, as established by EMAR 21.A.139 in particular EMAR 21.A.139(b)(1)(vi), to ensure that the aircraft conforms with the applicable design data and is in condition for safe operation.
- The listing of items provided (or made available) to satisfy the safe operation aspects of this statement should be kept on file by the POA holder.
- Block 18* The Statement of Conformity may be signed by the person authorised to do so by the production approval holder in accordance with EMAR 21.A.145(d). A rubber stamp signature should not be used.
- Block 19* The name of the person signing the certificate should be typed or printed in a legible form.
- Block 20* The date the Statement of Conformity is signed should be given.
- Block 21* The competent authority approval reference should be quoted.

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

EMAR Form 53 Certificate of release to service

EMAR 21 AMC&GM Edition 2.1

[EMAR] Form 53

CERTIFICATE OF RELEASE TO SERVICE

[APPROVED PRODUCTION ORGANISATION NAME]

Production organisation approval Reference:

Certificate of release to service in accordance with 21.A.163(d).

Aircraft: Type: Constructor No/Registration:

has been maintained as specified in Work Order:

Brief description of work performed:

certifies that the work specified was carried out in accordance with EMAR 21.A.163(d) and in respect to that work the aircraft is considered ready for release to service and therefore is in a condition for safe operation.

Certifying Staff (name):

(signature):

Location:

Date: (day, month, year)

EMAR Form 53, Issue 2

COMPLETION OF THE FORM

The Block '*Brief description of work performed*' appearing in EMAR Form 53 should include reference to the approved data used to perform the work.

The Block '*Location*' appearing in EMAR Form 53 refers to the location where the maintenance has been performed, not to the location of the facilities of the organisation (if different).

Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

EMAR Form 55a Production organisation approval certificate

EMAR 21 AMC&GM Edition 2.1

[state and authority]

PRODUCTION ORGANISATION APPROVAL CERTIFICATE

Reference: [state / authority code].21G.[XXXX]

Pursuant to [legal basis reference] for the time being in force and subject to the condition specified below, the [competent authority of the state] hereby certifies:

[COMPANY NAME AND ADDRESS]

as a production organisation in compliance with [EMAR 21, Section A, Subpart G], approved to produce products, parts and appliances listed in the attached approval schedule and issue related certificates using the above references.

CONDITIONS:

1. This approval is limited to that specified in the enclosed terms of approval, and
2. This approval requires compliance with the procedures specified in the approved production organisation exposition, and
3. This approval is valid whilst the approved production organisation remains in compliance with [EMAR 21 Section A, Subpart G].
4. Subject to compliance with the foregoing conditions, this approval shall remain valid for an unlimited duration unless the approval has previously been surrendered, superseded, suspended or revoked.

Date of original issue:

Date of this revision:

Revision No:

Signed:

For the competent authority: [authority identification]

EMAR Form 55a issue 2.Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

EMAR Form 55b Production organisation approval – terms of approval

EMAR 21 AMC&GM Edition 2.1

[state and authority]	Terms of Approval	TA: [state / authority code].21G.[XXXX]
This document is part of Production Organisation Approval Number [state code].21G.[XXXX] issued to: [company name]		
Section 1. SCOPE OF WORK:		
PRODUCTION OF	PRODUCTS/CATEGORIES	
For details and limitations refer to the Production Organisation Exposition, Section [xxx]		
Section 2. LOCATIONS:		
Section 3. PRIVILEGES:		
The Production Organisation is entitled to exercise, within its Terms of Approval and in accordance with the procedures of its Production Organisation Exposition, the privileges set forth in [EMAR 21.A.163]. Subject to the following:		
<i>[keep only applicable text]</i>		
Prior to approval of the design of the product an [EMAR Form 1] may be issued only for conformity purposes.		
A Statement of Conformity may not be issued for a non-approved aircraft		
Maintenance may be performed, until compliance with maintenance regulations is required, in accordance with the Production Organisation Exposition Section [xxx]		
Permits to fly may be issued in accordance with the Production Organisation Exposition Section [yyy]		
Date of original issue:	Signed:	
Date of this revision:		
Revision No.:	For [authority identification]	

EMAR Form 55b Issue 2
Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

EMAR Form 56 Recommendation report in support of EMAR 21 Subpart G approval issue / continuation / variation / significant change

EMAR 21 AMC&GM Edition 2.1

Parts 1 to 5 of Form 56 provide the structure of report.

<i>Authority</i>	
RECOMMENDATION REPORT IN SUPPORT OF EMAR 21 SUBPART G APPROVAL ISSUE / CONTINUATION / VARIATION / SIGNIFICANT CHANGE	
PART ONE OF FIVE PARTS:	BASIC DETAILS OF THE ASSESSMENT
Name of the organisation:	
Approval reference: _____	
Address(es) of the facilities surveyed:	
Main EMAR 21 Subpart G activities at facilities surveyed:	
Date(s) of survey:	
Names and positions of the organisation's senior management attended during survey:	
Names of the Authority staff:	
Office:	EMAR Form 56 completion date:
Note: If it is determined that recommendation for issue/continuation/variation/significant change of approval cannot be made because of non-compliance with EMAR 21 Subpart G, the reasons for non-compliance need to be identified in PART 4 of the report. A copy of PART 1 and PART 4, or at least the information included in these parts, must be given to the organisation to ensure that the organisation, in failing to obtain EMAR 21 Subpart G approval, even if only temporarily, has the same information as is on the files of the Authority.	

EMAR Form 56 Part 1

Authority

**RECOMMENDATION REPORT IN SUPPORT OF EMAR 21 SUBPART G ISSUE /
CONTINUATION / VARIATION/SIGNIFICANT CHANGE**

PART TWO OF FIVE PARTS: **EMAR 21 SUBPART G COMPLIANCE**

Name of organisation:

Approval of organisation:

Approval reference:

Survey reference:

Note A: This form has been compiled according to those points of EMAR 21 Subpart G which are relevant to an organisation trying to demonstrate compliance.

Note B: The right-hand part of each box must be completed with one of three indicators:

1. a tick (✓) which means compliance;
2. NR which means the requirement is Not Relevant to the activity at the address surveyed; (the reason for NR should be stated in Part 4 of the report, unless the reason is obvious)
3. a number relating to a comment which must be recorded in Part 4 of the report.

The left-hand part of each box is optional for use by the Authority.

EMAR 21.A.133 Eligibility

Any person or organisation shall be eligible as an applicant for an approval under this Subpart. The applicant shall:

- (a) justify that, for a defined scope of work, an approval under this Subpart is appropriate for the purpose of showing conformity with a specific design; and
- (b) hold or have applied for an approval of that specific design; or
- (c) have ensured, through an appropriate arrangement with the applicant for, or holder of, an approval of that specific design, satisfactory coordination between production and design.

EMAR 21.A.134 Application

Each application for a production organisation approval shall be made to the Authority in a form and manner established by that Authority, and shall include an outline of the information required by EMAR 21.A.143 and the terms of approval requested to be issued under EMAR 21.A.151.

PART TWO OF FIVE (CONTINUED):

SURVEY REFERENCE:

EMAR 21.A.139 Quality System

(a) The production organisation shall demonstrate that it has established and is able to maintain a quality system. The quality system shall be documented. This quality system shall be such as to enable the organisation to 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, and thus exercise the privileges set forth in EMAR 21.A.163.

(b) The quality system shall contain:

(1) as applicable within the scope of approval, control procedures for:

- (i) document issue, approval, or change;
 - (ii) vendor and subcontractor assessment audit and control;
 - (iii) verification that incoming products, parts, materials, and equipment, including items supplied new or used by buyers of products, are as specified in the applicable design data;
 - (iv) identification and traceability;
 - (v) manufacturing processes;
 - (vi) inspection and testing, including production flight tests;
 - (vii) calibration of tools, jigs, and test equipment;
 - (viii) non-conforming item control;
 - (ix) airworthiness coordination with the applicant for, or holder of, the design approval;
 - (x) records completion and retention;
 - (xi) personnel competence and qualification;
 - (xii) issue of airworthiness release documents;
 - (xiii) handling, storage and packing;
 - (xiv) internal quality audits and resulting corrective actions;
 - (xv) work within the terms of approval performed at any location other than the approved facilities;
 - (xvi) work carried out after completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation;
 - (xvii) issue of permit to fly and approval of associated flight conditions.
- The control procedures shall include specific provisions for any critical parts.

(b) The quality system shall contain (cont'd) –

- (2) An independent quality assurance function to monitor compliance with, and adequacy of, the documented procedures of the quality system. This monitoring shall include a feedback system to the person or group of persons referred to in EMAR 21.A.145(c)(2) and ultimately to the manager referred to in EMAR 21.A.145(c)(1) to ensure, as necessary, corrective action.

PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****EMAR 21.A.143 Exposition**

- (a) The organisation shall submit to the Authority a production organisation exposition providing the following information: (see Part 3 of this Form)
- (b) The production organisation exposition shall be amended as necessary to remain an up-to-date description of the organisation, and copies of any amendments shall be supplied to the Authority.

EMAR 21.A.145 Approval requirements

The production organisation shall demonstrate, on the basis of the information submitted in accordance with EMAR 21.A.143 that:

- (a) with regard to general approval requirements, facilities, working conditions, equipment and tools, processes and associated materials, number and competence of staff, and general organisation are adequate to discharge obligations under EMAR 21.A.165;
- (b) with regard to all necessary airworthiness and environmental data:
 - (1) the production organisation is in receipt of such data from the Authority, and from the holder of, or applicant for, the type-certificate, restricted type-certificate or design approval, including any exemption granted against the CO₂ production cut-off requirements, to determine conformity with the applicable design data;
 - (2) the production organisation has established a procedure to ensure that airworthiness, noise, fuel venting and exhaust emissions data are correctly incorporated in its production data;
 - (3) such data are kept up to date and made available to all personnel who need access to such data to perform their duties;
- (c) with regard to management and staff:
 - (1) A manager has been nominated by the production organisation, and is accountable to the Authority. His or her responsibility within the organisation shall consist of ensuring that all production is performed to the required standards and that the production organisation is continuously in compliance with the data and procedures identified in the exposition referred to in EMAR 21.A.143.
 - (2) a person or a group of persons have been nominated by the production organisation to ensure that the organisation is in compliance with the requirements of EMAR 21, and are identified, together with the extent of their authority. Such person(s) shall act under the direct authority of the accountable manager referred to in point (1). The knowledge, background and experience of the persons nominated shall be appropriate to discharge their responsibilities;
 - (3) staff at all levels have been given 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 data matters;
- (d) with regard to certifying staff, authorised by the production organisation to sign the documents issued under EMAR 21.A.163 under the scope or terms of approval:
 - (1) the knowledge, background (including other functions in the organisation), and experience of the certifying staff are appropriate to discharge their allocated responsibilities;
 - (2) the production organisation maintains a record of all certifying staff which shall include details of the scope of their authorisation;
 - (3) certifying staff are provided with evidence of the scope of their authorisation.

PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****EMAR 21.A.147 Changes to the approved production organisation**

- (a) After the issue of a production organisation approval, each change to the approved production organisation that is significant to the showing of conformity or to the airworthiness and environmental characteristics of the product, part or appliance, particularly changes to the quality system, shall be approved by the Authority. An application for approval shall be submitted in writing to the Authority and the organisation shall demonstrate to the Authority before implementation of the change, that it will continue to comply with this Subpart.
- (b) The Authority shall establish the conditions under which a production organisation approved under this Subpart may operate during such changes unless the Authority determines that the approval should be suspended.

EMAR 21.A.148 Changes of location

A change of the location of the manufacturing facilities of the approved production organisation shall be deemed of significance and therefore shall comply with EMAR 21.A.147.

EMAR 21.A.149 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of point EMAR 21.A.147, a production organisation approval is not transferable.

EMAR 21.A.151 Terms of approval

The terms of approval shall identify the scope of work, the products or the categories of parts and appliances, or both, for which the holder is entitled to exercise the privileges under EMAR 21.A.163.

Those terms shall be issued as part of a production organisation approval.

EMAR 21.A.153 Changes to the terms of approval

Each change to the terms of approval shall be approved by the Authority. An application for a change to the terms of approval shall be made in a form and manner established by the Authority. The applicant shall comply with the applicable requirements of this Subpart.

EMAR 21.A.157 Investigations

A production organisation shall make arrangements that allow the Authority to make any investigations, including investigations of partners and sub-contractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.

EMAR 21.A.163 Privileges

Pursuant to the terms of approval issued under EMAR 21.A.135, the holder of a production organisation approval may:

- (a) perform production activities under EMAR 21.
- (b) in the case of complete aircraft and upon presentation of a statement of conformity (EMAR Form 52) under EMAR 21.A.174, obtain an aircraft certificate of airworthiness and a noise certificate without further showing;
- (c) in the case of other products, parts or appliances, issue authorised release certificates (EMAR Form 1) under EMAR 21.A.307 without further showing;
- (d) maintain a new aircraft that it has produced and issue a certificate of release to service (EMAR Form 53) in respect of that maintenance;
- (e) under procedures agreed with its Authority for production, for an aircraft it has produced, and when the production organisation itself is controlling under its POA the configuration of the aircraft and is attesting conformity with the design conditions approved for the flight, to issue a permit to fly in accordance with EMAR 21.A.711(c) including approval of the flight conditions in accordance with EMAR 21.A.710(b).

PART TWO OF FIVE (CONTINUED):**SURVEY REFERENCE:****EMAR 21.A.165 Obligations of the holder**

The holder of a production organisation approval shall:

- (a) ensure that the production organisation exposition furnished in accordance with EMAR 21.A.143 and the documents to which it refers, are used as basic working documents within the organisation;
- (b) maintain the production organisation in conformity with the data and procedures approved for the production organisation approval;
- (c)
 - (1) determine that each completed aircraft conforms to the type design and is in condition for safe operation prior to submitting statements of conformity to the Authority; or
 - (2) determine that other products, parts or appliances are complete and conform to the approved design data and are in condition for safe operation before issuing EMAR Form 1 to certify conformity to approved design data and condition for safe operation;
 - (3) additionally, in the case of environmental requirements determine that:
 - (i) the completed engine is in compliance with the applicable engine exhaust emissions requirements on the date of manufacture of the engine; and
 - (ii) the completed aircraft is in compliance with the applicable CO₂ emissions requirements on the date its first certificate of airworthiness is issued.
 - (4) determine that other products, parts or appliances conform to the applicable data before issuing EMAR Form 1 as a conformity certificate;
- (d) record all details of work carried out;
- (e) establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information;
- (f)
 - (1) report to the holder of the type-certificate or design approval, all cases where products, parts or appliances have been released by the production organisation and subsequently identified to have possible deviations from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition;
 - (2) report to the Authority the deviations which could lead to an unsafe condition identified according to point (1). Such reports shall be made in a form and manner established by the Authority under EMAR 21.A.3A(b)(2);
 - (3) where the holder of the production organisation approval is acting as a supplier to another production organisation, report also to that other organisation all cases where it has released products, parts or appliances to that organisation and subsequently identified them to have possible deviations from the applicable design data;
- (g) provide assistance to the holder of the type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products parts or appliances that have been produced;
- (h) establish an archiving system incorporating requirements imposed on its partners, suppliers and sub-contractors, ensuring conservation of the data used to justify conformity of the products, parts or appliances. Such data shall be held at the disposal of the Authority and be retained in order to provide the information necessary to ensure the continuing airworthiness of the products, parts or appliances;
- (i) where, under its terms of approval, the holder issues a certificate of release to service, determine that each completed aircraft has been subjected to necessary maintenance and is in condition for safe operation, prior to issuing the certificate;
- (j) where applicable, under the privilege of EMAR 21.A.163(e), determine the conditions under which a permit to fly can be issued;
- (k) where applicable, under the privilege of EMAR 21.A.163(e), establish compliance with EMAR 21.A.711(c) and (e) before issuing a permit to fly to an aircraft.

Authority

**RECOMMENDATION REPORT IN SUPPORT OF EMAR 21 SUBPART G ISSUE /
CONTINUATION / VARIATION/SIGNIFICANT CHANGE**

PART THREE OF FIVE PARTS: **EMAR 21 SUBPART G EXPOSITION COMPLIANCE**

Name of organisation:

Approval of organisation:

Approval reference:

Survey reference:

Note A: The right-hand part of each box must be completed with one of three indicators:

1. a tick (✓) which means compliance;
2. NR which means the requirement is Not Relevant to the activity at the address surveyed;
(the reason for NR should be stated in Part 4 of the report, unless the reason is obvious)
3. a number relating to a comment which must be recorded in Part 4 of the report.

The left-hand part of each box is optional for use by the Authority.

Note B: The exposition may be compiled in any subject order as long as all applicable subjects are covered.

Note C: If the organisation holds another EMAR approval requiring an exposition or handbook it is acceptable to use this index as a supplement to the existing exposition or handbook and to cross-refer each subject to the position in the existing exposition or handbook.

Production organisation exposition

Revision Status:

(Content as required by EMAR 21.A.143(a))

- (1) a statement signed by the accountable manager confirming that the production organisation exposition and any associated manuals which define the approved organisation's compliance with this Subpart will be complied with at all times;
- (2) the title(s) and names of the managers accepted by the Authority in accordance with EMAR 21.A.145(c)(2);
- (3) the duties and responsibilities of the manager(s) as required by EMAR 21.A.145(c)(2) including matters on which they may deal directly with the Authority on behalf of the organisation.
- (4) an organisational chart showing associated chains of responsibility of the managers as required by EMAR 21.A.145(c)(1) and (2);
- (5) a list of certifying staff as referred to in EMAR 21.A.145(d) (a separate document may be referenced)
- (6) a general description of man-power resources;

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PART THREE OF FIVE (CONTINUED):**SURVEY REFERENCE:**

- (7) a general description of the facilities located at each address specified in the production organisation's certificate of approval.
- (8) a general description of the production organisation's scope of work relevant to the terms of approval;
- (9) the procedure for the notification of organisational changes to the Authority;
- (10) the amendment procedure for the production organisation exposition;
- (11) a description of the quality system and the procedures as required by EMAR 21.A.139(b)(1);
- (12) a list of those outside parties referred to in EMAR 21.A.139(a). (a separate document may be referenced)
- (13) if flight tests are to be conducted, a flight test operations manual defining the organisation's policies and procedures in relation to flight test. The flight test operations manual shall include:
 - (i) a description of the organisation's processes for flight test, including the flight test organisation involvement into the permit to fly issuance process;
 - (ii) crewing policy, including composition, competency, currency and flight time limitations, where applicable;
 - (iii) procedures for the carriage of persons other than crew members and for flight test training, when applicable;
 - (iv) a policy for risk and safety management and associated methodologies;
 - (v) procedures to identify the instruments and equipment to be carried;
 - (vi) a list of documents that need to be produced for flight test.

EMAR Form 56 Part 3 - Page 2/2

Authority

**RECOMMENDATION REPORT IN SUPPORT OF EMAR 21 SUBPART G ISSUE /
CONTINUATION / VARIATION/SIGNIFICANT CHANGE**

PART FOUR OF FIVE PARTS: FINDINGS ON EMAR 21 SUBPART G COMPLIANCE STATUS

Name of organisation:

Approval reference:

Survey reference:

Note A: Each finding must be identified by number and the number must cross-refer to the same number in a box in Part 2 or 3 of the EMAR 21 Subpart G survey report.

Note B: As stated in Part 1 any comments recorded in this Part 4 should be copied to the organisation surveyed together with Part 1.

Note C: In case of a partial clearance of a finding with some outstanding action remaining, this action has to be identified.

NO:	FINDING	LEVEL	OUTSTANDING ACTION	CLEARANCE	
				DATE	REP.REF.

NAME & SIGNATURE OF SURVEYOR:

Date:

PART FOUR OF FIVE (CONTINUED):		Sheet ___ of ___			
SURVEY REFERENCE:					
NO:	FINDING	LEVEL	OUTSTANDING ACTION	CLEARANCE	
				DATE	REP.REF.
NAME & SIGNATURE OF SURVEYOR:			Date:		

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Authority

**RECOMMENDATION REPORT IN SUPPORT OF EMAR 21 SUBPART G ISSUE /
CONTINUATION / VARIATION/SIGNIFICANT CHANGE**

PART FIVE OF FIVE PARTS: **EMAR 21 SUBPART G APPROVAL RECOMMENDATION**

Name of organisation:

Approval reference:

Survey reference:

Recommendation for issue / variation of approval/significant change:

The following EMAR 21 Subpart G Terms of approval are recommended for the above organisation at the address(es) specified in Part 1 of this report:

or

Recommendation for continuation of existing approval:

It is recommended that the EMAR 21 Subpart G Terms of approval identified in EMAR Form 55 referenced [*EMAR Form 55 reference*] be continued.

Reporting performed according to procedure for authority surveillance of suppliers of a POA holder located in other Member States, if applicable (Strict confidentiality to be observed)

Name of competent authority surveyor making recommendation:

Signature of the competent authority surveyor:

Competent authority office:

Date:

EMAR Form 56 Part 5 – Page 1/1

Equivalent foreign regulation reference:

EASA reference: EASA ED Decision 2019/018/R

EMAR Form 65 Letter of Agreement [Production without POA]

EMAR 21 AMC&GM Edition 2.1

Letter of agreement referred to in Subpart F of EMAR 21

[state and authority]

LETTER OF AGREEMENT FOR PRODUCTION WITHOUT PRODUCTION ORGANISATION APPROVAL

[NAME OF THE APPLICANT]

[TRADE NAME (if different)]

[FULL ADDRESS OF THE APPLICANT]

Date (Day, Month, Year)

Reference: [unique reference, e.g. (authority code or state code).21F.XXXX]

Dear Sirs,

Your production inspection system has been evaluated and found to be in compliance with [legal basis: e.g. Section A, Subpart F of EMAR 21].

Therefore, subject to the conditions specified below, we agree that showing of conformity of products, parts and appliances mentioned below may be done under [legal basis: e.g. Section A, Subpart F EMAR 21].

No of Units	P/N	S/N
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AIRCRAFT

PARTS

The following conditions are applicable to this agreement:

- (1) It is valid whilst [company name] remains in compliance with [legal basis: e.g. Section A, Subpart F EMAR 21].
- (2) It requires compliance with the procedures specified in [company name] [manual ref./issue date]
- (3) It terminates on [date]
- (4) The Statement of Conformity issued by [company name] under the provisions of [EMAR 21.A.130] of the abovementioned regulation shall be validated by the issuing authority of this letter of agreement in accordance with the procedure [.....] of the referenced manual.
- (5) [company name] shall notify the issuing authority of this letter of agreement immediately of any changes to the production inspection system that may affect the inspection, conformity, or airworthiness of the products and parts listed in this letter.

For the authority: [state code and authority identification]

Date and Signature

EMAR Form 65, Issue 2.Equivalent foreign regulation reference:

EASA reference: Regulation (EU) No 748/2012

ANNEX 2 TO THE AMENDMENT OF EMAR 21 AMC&GM TO EDITION 2.1

LIST OF CHANGED AMC&GM COMPARED TO EDITION 2.0

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM 21.A.M42 Integration	Edition 2.1	n/a	n/a
GM 21.A.303(c) Officially Recognised Standards	Edition 2.1	GM No 2 to 21.A.303(c) Officially recognised Standards	2012/020/R
GM to Subpart P	Edition 2.1	GM to Subpart P	2012/020/R
GM No 3 to 21.A.708(c) Operation of Overweight Aircraft	Edition 2.1	GM No 3 to 21.A.708(c) Operation of Overweight Aircraft	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.20 Responsibility for implementation	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(a) Organisation	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(b) Resources	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(c) Qualification and training	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	AMC 21.B.30(a) Documented procedures	2012/020/R
AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or military technical standard order (MTSO) authorisation for an auxiliary power unit (APU)	Edition 2.1	AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or European technical standard order (ETSO) authorisation for an auxiliary power unit (APU)	2019/018/R
AMC 21.B.120(a) Investigation team – Qualification criteria for the investigation team members	Edition 2.1	AMC 21.B.120(a) Investigation team – Qualification criteria for the investigation team members	2012/020/R
AMC 21.B.120(c)(1) Evaluation of applications	Edition 2.1	AMC 21.B.120(c)(1) Evaluation of applications	2012/020/R
GM 21.B.120(c)(3) Investigation preparation and planning	Edition 2.1	GM 21.B.120(c)(3) Investigation preparation and planning	2012/020/R
GM 21.B.120(c)(5) and (6) Auditing and investigation findings	Edition 2.1	GM 21.B.120(c)(5) and (6) Auditing and investigation findings	2012/020/R
GM 21.B.125(a) Objective evidence	Edition 2.1	GM 21.B.125(a) Objective evidence	2012/020/R
AMC 21.B.130 Issue of the letter of agreement	Edition 2.1	AMC 21.B.130 Issue of the letter of agreement	2012/020/R
GM 21.B.130(b) Issue of the letter of agreement	Edition 2.1	GM 21.B.130(b) Issue of the letter of agreement	2012/020/R
AMC 21.B.140 Amendment of a letter of agreement	Edition 2.1	AMC 21.B.140 Amendment of a letter of agreement	2012/020/R
GM 21.B.150(d) Record keeping – Traceability of release certificates	Edition 2.1	GM 21.B.150(d) Record keeping – Traceability of release certificates	2012/020/R
GM 21.B.220(a) Investigation team	Edition 2.1	GM 21.B.220(a) Investigation team	2012/020/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 1 to 21.B.220(c) Procedures for investigation – Investigation preparation and planning	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 2 to 21.B.220(c) Procedures for investigation – General	2019/018/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 3 to 21.B.220(c) Procedures for investigation – POA applications received from organisations with facilities/partners/suppliers/sub-contractors located in a third country	2012/020/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 4 to 21.B.220(c) Procedures for investigation – Competent authority surveillance of suppliers of a POA holder located in other Member States	2012/020/R
AMC 21.B.225(a) Notification of findings	Edition 2.1	AMC 21.B.225(a) Notification of findings	2012/020/R
AMC 21.B.230 Issue of the certificate	Edition 2.1	AMC No 1 to 21.B.230 Issue of the certificate	2012/020/R
GM 21.B.235(a)(4) Guide to the conduct of monitoring production standards.	Edition 2.1	GM 21.B.235(a)(4) Guide to the conduct of monitoring production standards.	2012/020/R
GM 21.B.235(b) Maintenance of the POA - Work allocation within the Authority	Edition 2.1	GM 21.B.235(b) Maintenance of the POA - Work allocation within the competent authority	2012/020/R
GM 21.B.235(b) and (c) Continued surveillance	Edition 2.1	GM 21.B.235(b) and (c) Continued surveillance	2012/020/R
AMC 21.B.235(c) Continuation of POA	Edition 2.1	AMC 21.B.235(c) Continuation of POA	2012/020/R
GM 21.B.325(b) Completion of the Airworthiness Review Certificate	Edition 2.1	GM 21.B.325(b) Completion of the Airworthiness Review Certificate by a Member State	2012/020/R
GM 21.B.425 Noise certificates	Edition 2.1	GM 21.B.425(a) Noise certificates	2016/003/R

EMAR 21 AMC&GM Edition 2.1

ANNEX 3 TO THE AMENDMENT OF EMAR 21 AMC&GM TO EDITION 2.1

LIST OF CHANGED EMAR FORMS

Form	EMAR Form Title	Issue No	latest amendment	EASA source reference
EMAR Form 18a	Flight conditions for a military permit to fly - approval form (by ADO)	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2019/018/R
EMAR Form 18b	Flight conditions for a military permit to fly - approval form (by non ADO)	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2012/020/R
EMAR Form 20a	EMAR 21 permit to fly issued by the authority	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 20b	EMAR 21 permit to fly issued by an approved (design) organisation	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 21	Application for EMAR 21 military permit to fly	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2012/020/R
EMAR Form 24	Military restricted certificate of airworthiness	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 25	Military Certificate of Airworthiness	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 45	Noise certificate	1 (new)	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 50	Application for EMAR 21 production organisation approval	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2012/020/R
EMAR Form 51	Application for significant changes or variation of scope and terms of EMAR 21 POA	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2012/020/R
EMAR Form 52	Military Aircraft Statement of Conformity	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 53	Military Certificate of Release To Service	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 55	re-issued as EMAR Form 55a and 55b	n/a	EMAR 21 Edition 1.2	n/a
EMAR Form 55a	Production organisation approval certificate	2	EMAR 21 AMC&GM Edition 2.0	Regulation (EU) No 748/2012
EMAR Form 55b	Production organisation approval – terms of approval	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012
EMAR Form 60	Application for agreement of production under EMAR 21 Subpart F	2	EMAR 21 AMC&GM Edition 2.1	EASA ED Decision 2012/020/R
EMAR Form 65	Letter of Agreement [Production without POA]	2	EMAR 21 AMC&GM Edition 2.1	Regulation (EU) No 748/2012

EMAR 21 AMC&GM Edition 2.1

APPENDIX 1 TO THE AMENDMENT OF EMAR 21 AMC&GM TO EDITION 2.1

LIST OF APPLICABLE EMAR 21 AMC&GM

EMAR 21 AMC&GM Edition 2.1

Notes

- 1) EASA GM-ELA No 1 to 21.A.131 and EASA GM-ELA No 1 to 21.A.231 recommends the use of EASA ELA-AMC as a starting point for defining alternative means to comply with the provisions of EASA 21 Subpart J for small, non-complex organisations that make designs for non-complex, low-risk products even when the product itself is not falling under the ELA category. As indicated in the table below, EASA ELA related AMC&GM are not considered as being relevant for EMAR 21. However, at the discretion of the Authority, the same material could be used as a starting point for defining alternative means to comply with the provisions of EMAR 21 Subpart J for small, non-complex organisations that make designs for non-complex, low-risk products in the military domain.
- 2) AMC&GM applying to more than one requirement are repeated at each position where they should occur in the document.
- 3) For convenience, changed AMC&GM are highlighted with green background colour, civil AMC&GM not considered for EMAR 21 are indicated by muted text and grey background colour.

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
AMC 21.A.2 Undertaking by another organisation than the applicant for, or holder of, a certificate	Edition 2.0	n/a	n/a
AMC 21.A.3A(a) Collection, investigation and analysis of data related to Flammability Reduction Means (FRM) reliability.	Edition 1.3	AMC No 1 to 21.A.3A(a) Collection, investigation and analysis of data related to Flammability Reduction Means (FRM) reliability	2012/020/R
AMC No 2 to 21.A.3A(a) Collection, investigation and analysis of data related to ETOPS significant occurrences	Edition 2.0	AMC No 2 to 21.A.3A(a) Collection, investigation and analysis of data related to ETOPS significant occurrences	2012/020/R
GM 21.A.3A(a) System for Collection, Investigation and Analysis of Data	Edition 1.3	GM 21.A.3A(a) The system for collection, investigation and analysis of data	2012/020/R
GM 21.A.3A(b) Occurrence reporting	Edition 2.0	GM 21.A.3A(b) Occurrence reporting	2012/020/R
AMC 21.A.3A(b)(2) Reporting to the Authority	Edition 1.3	AMC 21.A.3A(b)(2) Reporting to the Agency	2012/020/R
AMC 21.A.3B(b) Unsafe condition	Edition 1.3	AMC 21.A.3B(b) Unsafe condition	2012/020/R
GM 21.A.3B(b) Determination of an unsafe condition	Edition 1.3	GM 21.A.3B(b) Determination of an unsafe condition	2012/020/R
GM 21.A.3B(d)(4) Compliance time charts for military aircraft	Edition 1.3	GM 21.A.3B(d)(4) Defect correction – Sufficiency of proposed corrective action	2012/020/R
AMC 21.A.4 Transferring of information on eligibility and approval status from the design organisations to production organisations	Edition 2.0	AMC 21.A.4 Transferring of information on eligibility and approval status from the design holder to production organisations	2014/007/R
AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	Edition 2.0	AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	2017/024/R
GM 21.A.14(b) Eligibility for alternative procedures	Edition 2.0	GM 21.A.14(b) Eligibility for alternative procedures	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
AMC 21.A.14(b) Alternative Procedures to demonstrate design capability	Edition 2.0	AMC 21.A.14(b) Alternative procedures to demonstrate design capability	2019/018/R
AMC 21.A.14(d) Alternative Demonstration	Edition 2.0	n/a	n/a
AMC 21.A.15(a), 21.A.93(a), 21.A.113(a), 21.A.432C(a) Form and manner	Edition 2.0	AMC 21.A.15(a) Form and manner	2019/018/R
AMC 21.A.15(b) Content of the certification programme	Edition 2.0	AMC 21.A.15(b) Content of the certification programme	2019/018/R
Appendix A to AMC 21.A.15(b) Means of compliance codes	Edition 2.0	Appendix A to AMC 21.A.15(b) Means of compliance codes	2019/018/R
AMC 21.A.15(b)(5) Breakdown of the certification programme into compliance demonstration items (CDIs)	Edition 2.0	AMC 21.A.15(b)(5) Breakdown of the certification programme into compliance demonstration items (CDIs)	2019/018/R
AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or military technical standard order (MTSO) authorisation for an auxiliary power unit (APU)	Edition 2.1	AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or European technical standard order (ETSO) authorisation for an auxiliary power unit (APU)	2019/018/R
GM 21.A.15(c) Updates to the certification programme	Edition 2.0	GM 21.A.15(c) Updates to the certification programme	2019/018/R
n/a	n/a	GM No 1 to 21.A.15(d) Application for the approval of operational suitability data – MMEL for ELA1 and ELA2	2019/018/R
GM 21.A.15(d) Operational Suitability Data (OSD)	Edition 2.0	GM No 2 to 21.A.15(d) Determination of type or variant	2016/007/R
n/a	n/a	GM No 3 to 21.A.15(d) OSD content	2016/007/R
GM 21.A.15(d) Operational Suitability Data (OSD)	Edition 2.0	GM No 4 to 21.A.15(d) Scope of operational suitability data	2016/007/R
GM 21.A.15(d) Operational Suitability Data (OSD)	Edition 2.0	GM No 1 to 21.A.15(d)6 Other type-related operational suitability elements	2016/007/R
GM 21.A.15(e) and (f) Period of validity for the application for a type certificate (TC) or restricted type certificate (RTC)	Edition 2.0	GM 21.A.15(e) and (f) Period of validity for the application for a type certificate (TC) or restricted type certificate (RTC)	2019/018/R
GM 21.A.20 Compliance demonstration process	Edition 2.0	GM 21.A.20 Compliance demonstration process	2019/018/R
GM 21.A.20(b) Reporting on the compliance demonstration process	Edition 2.0	GM 21.A.20(b) Reporting on the compliance demonstration process	2019/018/R
AMC 21.A.20(c) Compliance documentation	Edition 2.0	AMC 21.A.20(c) Compliance documentation	2019/018/R
GM 21.A.20(d) Final statement	Edition 2.0	GM 21.A.20(d) Final statement	2019/018/R
GM 21.A.21(a)(3)(A) Clarification of the term 'determined'	Edition 2.0	GM 21.A.21(a)(3)(A) Clarification of the term 'determined'	2019/018/R
GM 21.A.21(b), 21.A.95(c), 21.A.97(c), 21.A.115(c), 21.B.103(b), 21.B.107(b) and 21.B.111(b) Approval of operational suitability data (OSD)	Edition 2.0	GM 21.A.21(b), 21.A.95(c), 21.A.97(c), 21.A.115(c), 21.B.103(b), 21.B.107(b) and 21.B.111(b) Approval of operational suitability data (OSD)	2019/018/R
AMC 21.A.33 Inspections and tests	Edition 2.0	AMC 21.A.33 Inspections and tests	2019/018/R
GM 21.A.33(d) Investigations and tests	Edition 2.0	GM 21.A.33(d) Inspections and tests	2019/018/R
GM 21.A.35 Flight Tests	Edition 2.0	GM 21.A.35 Flight Tests	2012/020/R
GM 21.A.35(b)(2) Objective and Content of Function and Reliability Testing	Edition 2.0	GM 21.A.35(b)(2) Objective and Content of Function and Reliability Testing	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM 21.A.35(f)(1) Flying Time for Function and Reliability Testing	Edition 1.3	GM 21.A.35(f)(1) Flying Time for Function and Reliability Testing	2012/020/R
GM 21.A.35(f)(2) Flying Time for Function and Reliability Testing	Edition 1.3	GM 21.A.35(f)(2) Flying Time for Function and Reliability Testing	2012/020/R
GM 21.A.M42 Integration	Edition 2.1	n/a	n/a
AMC 21.A.44(a) Continuing to meet the qualification requirements for eligibility	Edition 2.0	n/a	n/a
GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	Edition 2.0	GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	2014/007/R
GM 21.A.90A Scope	Edition 2.0	GM 21.A.90A Scope	2019/018/R
n/a	n/a	GM 21.A.90B Standard changes — Certification Specifications	2015/016/R
GM 21.A.91 Classification of changes to a type design	Edition 2.0	GM 21.A.91 Classification of changes to a type certificate (TC)	2019/018/R
Appendix A to GM 21.A.91: Examples of Major Changes per discipline	Edition 2.0	Appendix A to GM 21.A.91 Examples of major changes per discipline	2019/018/R
GM to 21.A.92(a) Eligibility to apply for approval of a major change to a type-certificate	Edition 2.0	n/a	n/a
AMC 21.A.15(a), 21.A.93(a), 21.A.113(a), 21.A.432C(a) Form and manner	Edition 2.0	AMC 21.A.93(a) Form and manner	2019/018/R
AMC 21.A.93(b) Certification programme for a change to a TC or an STC	Edition 2.0	AMC 21.A.93(b) Certification programme for a change to a TC or an STC	2019/018/R
GM No 1 to 21.A.93(b)(1)(iii) Interaction of changes to the type design and changes to operational suitability data (OSD)	Edition 2.0	GM No 1 to 21.A.93(b)(1)(iii) Interaction of changes to the type design and changes to operational suitability data (OSD)	2019/018/R
GM No 2 to 21.A.93(b)(1)(iii) Interaction of changes to the type design and changes to the master minimum equipment list (MMEL)	Edition 2.0	GM No 2 to 21.A.93(b)(1)(iii) Interaction of changes to the type design and changes to the master minimum equipment list (MMEL)	2019/018/R
GM 21.A.93(c) Period of validity for the application	Edition 2.0	GM 21.A.93(c) Period of validity for the application	2019/018/R
AMC 21.A.95 Requirements for the approval of a minor change	Edition 2.0	AMC 21.A.95 Requirements for the approval of a minor change	2019/018/R
GM 21.A.95(b) Requirements for the approval of a minor change	Edition 2.0	GM 21.A.95(b) Requirements for the approval of a minor change	2019/018/R
AMC 21.A.97 Requirements for the approval of a major change	Edition 2.0	AMC 21.A.97 Requirements for the approval of a major change	2019/018/R
GM 21.A.97(b) Requirements for the approval of a major change	Edition 2.0	GM 21.A.97(b) Requirements for the approval of a major change	2019/018/R
GM 21.A.101 Establishing the type certification basis of Changed Aeronautical Products	Edition 2.0	GM 21.A.101 Establishing the certification basis of changed aeronautical products	2019/018/R
Appendix A to GM 21.A.101 Classification of design changes	Edition 2.0	Appendix A to GM 21.A.101 Classification of design changes	2017/024/R
Appendix B to GM 21.A.101 Application charts for changed product rule	Edition 2.0	Appendix B to GM 21.A.101 Application charts for changed product rule	2017/024/R
Appendix C to GM 21.A.101 A method to determine the changed and affected areas	Edition 2.0	Appendix C to GM 21.A.101 A method to determine the changed and affected areas	2017/024/R
Appendix D to GM 21.A.101 Other guidance for affected areas	Edition 2.0	Appendix D to GM 21.A.101 Other guidance for affected areas	2017/024/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
Appendix E to GM 21.A.101 Procedure for evaluating material contribution to safety or impracticality of applying latest airworthiness codes to a changed product	Edition 2.0	Appendix E to GM 21.A.101 Procedure for evaluating material contribution to safety or impracticality of applying latest certification specifications to a changed product	2019/018/R
Appendix F to GM 21.A.101 The use of service experience in the exception process	Edition 2.0	Appendix F to GM 21.A.101 The use of service experience in the exception process	2017/024/R
Appendix G to GM 21.A.101 Changed product rule (CPR) decision record	Edition 2.0	Appendix G to GM 21.A.101 Changed product rule (CPR) decision record	2017/024/R
Appendix H to GM 21.A.101 Examples of documenting the proposed certification basis list	Edition 2.0	Appendix H to GM 21.A.101 Examples of documenting the proposed certification basis list	2017/024/R
Appendix I to GM 21.A.101 Related documents	Edition 2.0	Appendix I to GM 21.A.101 Related documents	2019/018/R
Appendix J to GM 21.A.101 Definitions and terminology	Edition 2.0	Appendix J to GM 21.A.101 Definitions and terminology	2019/018/R
GM No 1 to 21.A.101(g) Establishment of the operational suitability data (OSD) certification basis for changes to type certificates (TCs)	Edition 2.0	GM No 1 to 21.A.101(g) Establishment of the operational suitability data (OSD) certification basis for changes to type certificates (TCs)	2019/018/R
GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	Edition 2.0	GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	2014/007/R
AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	Edition 2.0	AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	2017/024/R
AMC 21.A.112B (d) Alternative Demonstration	Edition 2.0	n/a	n/a
GM to 21.A.112B Demonstration of capability for supplemental type-certificate (STC) cases	Edition 2.0	GM1 to 21.A.112B Demonstration of capability	2021/001/R
AMC 21.A.15(a), 21.A.93(a), 21.A.113(a), 21.A.432C(a) Form and manner	Edition 2.0	AMC 21.A.113(a) Form and manner	2019/018/R
AMC 21.A.115 Requirements for the approval of major changes in the form of a supplemental type certificate (STC)	Edition 2.0	AMC 21.A.115 Requirements for the approval of major changes in the form of a supplemental type certificate (STC)	2019/018/R
AMC 21.A.118(a) Continuing to meet to meet the criteria of EMAR 21.A.112B	Edition 2.0	n/a	n/a
GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	Edition 2.0	GM to 21.A.62, 21.A.108 and 21.A.120B Availability of Operational Suitability Data	2014/007/R
GM No. 1 to 21.A.121 Applicability - Individual product, part or appliance	Edition 1.3	GM No 1 to 21.A.121 Applicability – Individual product, part or appliance	2012/020/R
GM No. 2 to 21.A.121 Applicability – Applicable design data	Edition 2.0	GM No 2 to 21.A.121 Applicability – Applicable design data	2019/018/R
AMC No. 1 to 21.A.122 Eligibility – Link between design and production	Edition 1.3	AMC No 1 to 21.A.122 Eligibility – Link between design and production	2012/020/R
AMC No. 2 to 21.A.122 Eligibility – Link between design and production	Edition 1.3	AMC No 2 to 21.A.122 Eligibility – Link between design and production	2012/020/R
GM 21.A.124(a) Application – Application form	Edition 1.3	GM 21.A.124(a) Application – Application form	2012/020/R
GM to 21.A.124(b)(1) Re-Use of Evidence	Edition 1.3	n/a	n/a
GM 21.A.124(b)(1)(i) Applicability - Inappropriate approval under Subpart G	Edition 1.3	GM 21.A.124(b)(1)(i) Applicability – Inappropriate approval under Subpart G	2012/020/R
GM 21.A.124(b)(1)(ii) Certification or approval needed in advance of the issue of a POA	Edition 2.0	GM 21.A.124(b)(1)(ii) Certification or approval needed in advance of the issue of a POA	2012/020/R
GM 21.A.124(b)(2) Application - Minimum information to include with the application	Edition 1.3	GM 21.A.124(b)(2) Application – Minimum information to include with the application	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM No. 1 to 21.A.125A Letter of agreement - Meaning of individual	Edition 1.3	GM No 1 to 21.A.125A Letter of agreement – Meaning of individual	2012/020/R
GM No. 1 to 21.A.125A(b) Letter of agreement - Contents of the Manual	Edition 1.3	GM No 1 to 21.A.125A(b) Letter of agreement – Contents of the Manual	2012/020/R
GM No. 2 to 21.A.125A(b) Letter of agreement - Production Inspection System: Functional Tests	Edition 1.3	GM No 2 to 21.A.125A(b) Letter of agreement – Production Inspection System: Functional Tests	2012/020/R
GM 21.A.125A(c) Letter of agreement - Assistance	Edition 1.3	GM 21.A.125A(c) Letter of agreement – Assistance	2012/020/R
GM No. 1 to 21.A.125B(a) Uncontrolled non-compliance with applicable design data	Edition 1.3	GM No 1 to 21.A.125B(a) Uncontrolled non-compliance with applicable design data	2012/020/R
GM No. 2 to 21.A.125B(a) Examples for level one findings	Edition 1.3	GM No 2 to 21.A.125B(a) Examples for level one findings	2012/020/R
GM 21.A.126 Production Inspection System	Edition 1.3	GM 21.A.126 Production inspection system	2012/020/R
GM 21.A.126(a)(1) Production Inspection System – Conformity of supplied parts, appliances and material	Edition 1.3	GM 21.A.126(a)(1) Production inspection system – Conformity of supplied parts, appliances and material	2012/020/R
GM 21.A.126(a)(2) Production Inspection System - Identification of incoming materials and parts	Edition 1.3	GM 21.A.126(a)(2) Production inspection system – Identification of incoming materials and parts	2012/020/R
GM No. 1 to 21.A.126(a)(3) Production Inspection System - List of specifications	Edition 1.3	GM No 1 to 21.A.126(a)(3) Production inspection system – List of specifications	2012/020/R
GM No. 2 to 21.A.126(a)(3) Production Inspection System - Means of checking of the production processes	Edition 1.3	GM No 2 to 21.A.126(a)(3) Production inspection system – Means of checking of the production processes	2012/020/R
GM 21.A.126(a)(4) Production Inspection System – Applicable design/production data procedures	Edition 1.3	GM 21.A.126(a)(4) Production inspection system – Applicable design/production data procedures	2012/020/R
GM 21.A.126(b)(1) Production Inspection System - Inspection of parts in process	Edition 1.3	GM 21.A.126(b)(1) Production inspection system – Inspection of parts in process	2012/020/R
GM 21.A.126(b)(2) Production Inspection System – Suitable storage and protection	Edition 1.3	GM 21.A.126(b)(2) Production inspection system – Suitable storage and protection	2012/020/R
GM 21.A.126(b)(3) Production Inspection System – Use of derived data instead of original design data	Edition 1.3	GM 21.A.126(b)(3) Production inspection system – Use of derived data instead of original design data	2012/020/R
GM 21.A.126(b)(4) Production Inspection System – Segregation of rejected material	Edition 1.3	GM 21.A.126(b)(4) Production inspection system – Segregation of rejected material	2012/020/R
GM 21.A.126(b)(5) Production Inspection System – Engineering and manufacturing review procedure	Edition 1.3	GM 21.A.126(b)(5) Production inspection system – Engineering and manufacturing review procedure	2012/020/R
GM 21.A.126(b)(6) Production Inspection System – Recording and record keeping	Edition 1.3	GM 21.A.126(b)(6) Production inspection system – Recording and record keeping	2012/020/R
GM 21.A.127 Approved production ground and flight tests	Edition 1.3	GM 21.A.127 Approved production ground and flight tests	2012/020/R
GM No. 1 to 21.A.128 Acceptable functional test - Engines	Edition 1.3	GM No 1 to 21.A.128 Acceptable functional test – Engines	2012/020/R
GM No. 2 to 21.A.128 Acceptable functional test – Variable pitch propellers	Edition 1.3	GM No 2 to 21.A.128 Acceptable functional test – Variable pitch propellers	2012/020/R
GM No. 3 to 21.A.128 Acceptable functional test - Engines and Propellers	Edition 1.3	GM No 3 to 21.A.128 Acceptable functional test – Engines and Propellers	2012/020/R
GM 21.A.129(a) Availability for inspection by the Authority	Edition 1.3	GM 21.A.129(a) Availability for inspection by the competent authority	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
AMC No. 1 to 21.A.129(c) Obligations of the manufacturer – Conformity of prototype models and test specimens	Edition 1.3	AMC No 1 to 21.A.129(c) Obligations of the manufacturer – Conformity of prototype models and test specimens	2012/020/R
AMC No. 2 to 21.A.129(c) Obligations of the manufacturer – Conformity with Applicable Design Data	Edition 1.3	AMC No 2 to 21.A.129(c) Obligations of the manufacturer – Conformity with Applicable Design Data	2012/020/R
AMC No. 3 to 21.A.129(c) Obligations of the manufacturer – Condition for safe operation	Edition 2.0	AMC No 3 to 21.A.129(c) Obligations of the manufacturer – Condition for safe operation	2012/020/R
AMC No. 1 to 21.A.130(b) Statement of Conformity for Complete Aircraft	Edition 2.0	AMC No 1 to 21.A.130(b) Statement of conformity for complete aircraft	2019/018/R
AMC No. 2 to 21.A.130(b) Statement of Conformity for Products (other than complete aircraft), parts, appliances and materials - The Authorised Release Certificate (EMAR Form 1)	Edition 2.0	AMC No 2 to 21.A.130(b) Statement of Conformity for Products (other than complete aircraft), parts, appliances and materials - The Authorised Release Certificate (EASA Form 1)	2013/001/R
GM 21.A.130(b)(4) considerations for determining environmental requirements, if required	Edition 2.0	GM 21.A.130(b)(4) Definitions of engine type certification date and production date	2013/001/R
GM 21.A.130(b)(4) considerations for determining environmental requirements, if required	Edition 2.0	AMC 21.A.130(b)(4)(i) Applicable engine exhaust emissions requirements	2019/018/R
GM 21.A.130(b)(4) considerations for determining environmental requirements, if required	Edition 2.0	AMC 21.A.130(b)(4)(ii) Applicable aeroplane CO2 emissions requirements	2019/018/R
AMC 21.A.130(c) Validation of the Statement of Conformity	Edition 1.3	AMC 21.A.130(c) Validation of the Statement of Conformity	2012/020/R
AMC 21.A.130(c)(1) Initial transfer of ownership	Edition 1.3	AMC 21.A.130(c)(1) Initial transfer of ownership	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.131 Scope	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.131 Scope – General applicability of AMC-ELA and the use of AMC-ELA as a baseline outside its scope	2019/003/R
n/a	n/a	GM-ELA No 2 to 21.A.131 Scope – AMC-ELA as a complete, self-contained set of AMC	2019/003/R
n/a	n/a	GM-ELA No 3 to 21.A.131 Scope – Applicable design data	2019/003/R
n/a	n/a	GM-ELA No 4 to 21.A.131 Scope – Explanation of terms used in AMC-ELA	2019/003/R
GM 21.A.131 Scope – Applicable design data	Edition 2.0	GM 21.A.131 Scope – Applicable design data	2019/018/R
GM 21.A.133(a) Eligibility – Approval appropriate for showing conformity	Edition 2.0	GM 21.A.133(a) Eligibility – Approval appropriate for showing conformity	2012/020/R
AMC No. 1 to 21.A.133(b) and (c) Eligibility – Link between design and production organisations	Edition 2.0	AMC No 1 to 21.A.133(b) and (c) Eligibility – Link between design and production organisations	2012/020/R
AMC No. 2 to 21.A.133(b) and (c) Eligibility – Link between design and production organisations	Edition 2.0	AMC No 2 to 21.A.133(b) and (c) Eligibility – Link between design and production organisations	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.133(c) Eligibility – Link between design and production	2019/003/R
n/a	n/a	AMC-ELA No 2 to 21.A.133(c) Eligibility – Link between design and production	2019/003/R
GM 21.A.134 Application – Application form and manner	Edition 2.0	GM 21.A.134 Application – Application form and manner	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.A.134 Scope – Application	2019/003/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM to 21 A.135 Issue of Military Production Organisation Approval	Edition 1.3	n/a	n/a
n/a	n/a	GM-ELA No 1 to 21.A.139(a) Quality system	2019/003/R
n/a	n/a	GM-ELA No 2 to 21.A.139(a) Quality system	2019/003/R
GM No. 1 to 21.A.139(a) Quality System	Edition 1.3	GM No 1 to 21.A.139(a) Quality System	2012/020/R
GM No. 2 to 21.A.139(a) Quality System – Conformity of supplied parts or appliances	Edition 2.0	GM No 2 to 21.A.139(a) Quality System – Conformity of supplied parts or appliances	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.139(b)(1) Quality system – Control procedures	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.139(b)(1) Quality system – Control procedures	2019/003/R
n/a	n/a	GM-ELA No 2 to 21.A.139(b)(1) Conformity of supplied parts or appliances	2019/003/R
GM 21.A.139(b)(1) Quality System – Elements of the quality system	Edition 2.0	GM 21.A.139(b)(1) Quality System – Elements of the quality system	2012/020/R
AMC No. 1 to 21.A.139(b)(1)(ii) Vendor and sub-contractor assessment, audit and control – Military Production Organisation Approval (MPOA) holder using documented arrangements with other parties for assessment and surveillance of a supplier	Edition 2.0	AMC No 1 to 21.A.139(b)(1)(ii) Vendor and sub-contractor assessment, audit and control – Production Organisation Approval (POA) holder using documented arrangements with other parties for assessment and surveillance of a supplier.	2012/020/R
AMC No. 2 to 21.A.139(b)(1)(ii) Vendor and sub-contractor assessment, audit and control - Military Production Organisation Approval (MPOA) holder using other party supplier certification	Edition 2.0	AMC No 2 to 21.A.139(b)(1)(ii) Vendor and sub-contractor assessment, audit and control – Production Organisation Approval (POA) holder using other party supplier certification	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.139(b)(2) Quality system – Independent quality assurance function	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.139(b)(2) Quality system – Independent quality assurance function	2019/003/R
GM No. 1 to 21.A.139(b)(2) Quality System – Independent quality assurance function	Edition 1.3	GM No 1 to 21.A.139(b)(2) Quality System – Independent quality assurance function	2012/020/R
GM No. 2 to 21.A.139(b)(2) Quality System – Adequacy of procedures and monitoring function	Edition 1.3	GM No 2 to 21.A.139(b)(2) Quality System – Adequacy of procedures and monitoring function	2012/020/R
AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	Edition 2.0	AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	2017/024/R
n/a	n/a	AMC-ELA No 1 to 21.A.143 Exposition	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.143 Exposition	2019/003/R
GM 21.A.143 Exposition – Production Organisation Exposition	Edition 2.0	GM 21.A.143 Exposition – Production Organisation Exposition (POE)	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.143(a)(13) Exposition – Policies and procedures related to flight test	2019/003/R
n/a	n/a	AMC-ELA No 2 to 21.A.143(a)(13) Exposition – Policies and procedures related to flight test	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.145(a) Approval requirements – General	2019/003/R
GM 21.A.145(a) Approval Requirements	Edition 1.3	GM 21.A.145(a) Approval requirements	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
n/a	n/a	AMC-ELA No 1 to 21.A.145(b) Approval requirements – Airworthiness noise fuel venting and exhaust emissions data	2019/003/R
GM 21.A.145(b)(2) Approval requirements – Airworthiness and environmental protection, production/quality data procedures	Edition 2.0	GM 21.A.145(b)(2) Approval requirements – Airworthiness and environmental protection, production/quality data procedures	2019/018/R
n/a	n/a	AMC-ELA No 1 to 21.A.145(c) Approval requirements – Management and staff	2019/003/R
GM 21.A.145(c)(1) Approval Requirements – Accountable Manager	Edition 1.3	GM 21.A.145(c)(1) Approval requirements – Accountable manager	2012/020/R
GM 21.A.145(c)(2) Approval Requirements – Responsible managers	Edition 1.3	GM 21.A.145(c)(2) Approval requirements – Responsible managers	2012/020/R
AMC 21.A.145(d)(1) Approval Requirements – Certifying staff	Edition 2.0	AMC 21.A.145(d)(1) Approval requirements – Certifying staff	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.145(d)(1) Approval requirements – Certifying staff	2019/003/R
AMC 21.A.145(d)(2) Approval Requirements – Record of certifying staff	Edition 2.0	AMC 21.A.145(d)(2) Approval requirements – Record of certifying staff	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.145(d)(2) Approval requirements – Records of certifying staff	2019/003/R
AMC 21.A.145(d)(3) Approval requirements – Evidence of authorisation	Edition 2.0	AMC 21.A.145(d)(3) Approval requirements – Evidence of authorisation	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.145(d)(3) Approval requirements – Evidence of authorisation	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.147 Changes to the approved production organisation	2019/003/R
GM 21.A.147(a) Changes to the approved production organisation – Significant changes	Edition 1.3	GM 21.A.147(a) Changes to the approved production organisation – Significant changes	2012/020/R
AMC 21.A.148 Changes of location – Management during change of location	Edition 2.0	AMC 21.A.148 Changes of location – Management during change of location	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.A.148 Changes of location	2019/003/R
GM 21.A.149 Transferability	Edition 2.0	GM 21.A.149 and 21.A.249 Transferability	2021/001/R
GM 21.A.151 Terms of approval – Scope and categories	Edition 2.0	GM 21.A.151 Terms of approval – Scope and categories	2012/020/R
AMC 21.A.153 Changes to the terms of approval – Application for a change to the terms of approval	Edition 2.0	AMC 21.A.153 Changes to the terms of approval – Application for a change to the terms of approval	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.153 Changes to the terms of approval – Application for a change to the terms of approval	2019/003/R
GM 21.A.157 Investigations – Arrangements	Edition 2.0	GM 21.A.157 Investigations – Arrangements	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.A.157 Investigations – Arrangements	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.158 Findings	2019/003/R
GM No. 1 to 21.A.158(a) Uncontrolled non-compliance with applicable design data	Edition 1.3	GM No 1 to 21.A.158(a) Uncontrolled non-compliance with applicable design data	2012/020/R
GM No. 2 to 21.A.158(a) Examples of level one findings	Edition 1.3	GM No 2 to 21.A.158(a) Examples of level one findings	2012/020/R
GM 21.A.159(a)(3) Evidence of a lack of satisfactory control	Edition 2.0	GM 21.A.159(a)(3) Evidence of a lack of satisfactory control	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM 21.A.163 Privileges	Edition 2.0	n/a	n/a
AMC 21.A.163(c) Computer generated signature and electronic exchange of the EMAR Form 1	Edition 2.0	AMC No 1 to 21.A.163(c) Computer generated signature and electronic exchange of the EASA Form 1	2012/020/R
AMC No 2 to 21.A.163(c) Completion of EMAR Form 1	Edition 2.0	AMC No 2 to 21.A.163(c) Completion of EASA Form 1	2019/018/R
n/a	n/a	AMC-ELA No 1 to 21.A.163(c) Privileges to issue authorised release certificates	2019/003/R
AMC 21.A.163(d) Privileges – Maintenance	Edition 2.0	AMC1 21.A.163(d) Privileges	2021/001/R
AMC 21.A.163(e) Procedure for the issue of a military permit to fly including approval of the flight conditions	Edition 2.0	AMC 21.A.163(e) Procedure for the issue of a permit to fly including approval of the flight conditions	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.165(a);(b) Obligations of the holder – Basic working document	2019/003/R
GM 21.A.165(a) Obligations of the holder – Basic working document	Edition 2.0	GM 21.A.165(a) Obligations of the holder – Basic working document	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.A.165(c) Obligations of the holder	2019/003/R
GM No. 1 to 21.A.165(c) Obligations of the holder – Conformity of prototype models and test specimens	Edition 2.0	GM No 1 to 21.A.165(c) Obligations of the holder – Conformity of prototype models and test specimens	2012/020/R
GM No. 2 to 21.A.165(c) Obligations of holder – Conformity with type design	Edition 1.3	GM No 2 to 21.A.165(c) Obligations of holder – Conformity with type design	2012/020/R
GM No. 3 to 21.A.165(c) Obligations of the holder – Condition for safe operation	Edition 2.0	GM No 3 to 21.A.165(c) Obligations of the holder – Condition for safe operation	2012/020/R
GM No. 4 to 21.A.165(c) Airworthiness Release or Conformity Certificate	Edition 1.3	GM No 4 to 21.A.165(c) Airworthiness Release or Conformity Certificate	2012/020/R
n/a	n/a	AMC 21.A.165(c)(3) Applicable engine exhaust emissions requirements	2019/018/R
GM 21.A.165(c)(3) Definitions of engine type certification date and production date	Edition 2.0	GM 21.A.165(c)(3) Definitions of engine type certification date and production date	2013/001/R
AMC 21.A.165(c)(4) Applicable aeroplane CO2 emissions requirements	Edition 2.0	AMC 21.A.165(c)(4) Applicable aeroplane CO2 emissions requirements	2019/018/R
GM 21.A.165(d) and (h) Obligations of the holder – Recording and archiving system	Edition 1.3	GM 21.A.165(d) and (h) Obligations of the holder – Recording and archiving system	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.165(d) Obligations of the holder – Recording and archiving system	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.165(e);(f) Obligations of the holder – Reporting to the design holder	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.165(g) Obligations of the holder – Continuing airworthiness assistance	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.165(d);(h) Obligations of the holder – Recording and archiving system	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.231 Scope	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.231 Scope	2019/003/R
n/a	n/a	GM-ELA No 2 to 21.A.231 Scope – AMC-ELA as a complete, self-contained set of AMC	2019/003/R
n/a	n/a	GM-ELA No 3 to 21.A.231 Scope – Explanation of terms used in AMC-ELA	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.234 Application	2019/003/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
n/a	n/a	AMC-ELA No 1 to 21.A.239(a) Design assurance system – Definition	2019/003/R
n/a	n/a	AMC-ELA No 2 to 21.A.239(a) Design assurance system – Ensuring compliance	2019/018/R
n/a	n/a	AMC-ELA No 3 to 21.A.239(a) Design assurance system – Discharge of responsibilities	2019/018/R
n/a	n/a	AMC-ELA No 4 to 21.A.239(a) Design assurance system – Independent system monitoring	2019/003/R
GM to 21.A.235 Issue of Military Design Organisation Approval	Edition 2.0	n/a	n/a
GM No. 1 to 21.A.239(a) Design assurance system	Edition 2.0	GM No 1 to 21.A.239(a) Design assurance system	2019/018/R
GM No. 2 to 21.A.239(a) Design assurance system for minor changes to type design or minor repairs to products	Edition 2.0	GM No 2 to 21.A.239(a) Design assurance system for minor changes to type design or minor repairs to products	2012/020/R
AMC 21.A.239(a)(3) Design assurance system - Independent system monitoring	Edition 1.3	AMC 21.A.239(a)(3) Design assurance system – Independent system monitoring	2012/020/R
AMC 21.A.239(b) Design assurance system - Independent checking function of the demonstration of compliance	Edition 2.0	AMC 21.A.239(b) Design assurance system – Independent checking function of the demonstration of compliance	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.239(b) Design assurance system – Independent checking function	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.239(c) Design assurance system – Acceptability of tasks performed by external parties	2019/003/R
GM 21.A.239(c) Design assurance system	Edition 2.0	GM 21.A.239(c) Design assurance system	2012/020/R
AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	Edition 2.0	AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	2017/024/R
AMC No. 1 to 21.A.243(a) Handbook (Design Organisation Exposition) requirements	Edition 2.0	AMC1 to 21.A.243(a) Data	2021/001/R
AMC No. 2 to 21.A.243(a) Handbook (Design Organisation Exposition) requirements - Model content of DOE for organisations designing minor changes to type design or minor repairs to products	Edition 2.0	AMC No 2 to 21.A.243(a) Data requirements – Model content of handbook for organisations designing minor changes to type design or minor repairs to products	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.243 Data – Design organisation handbook	2019/003/R
n/a	n/a	AMC-ELA No 2 to 21.A.243 Data – Policies and procedures in relation to flight tests	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.243(d) Data – Statement of qualifications and experience	2019/003/R
GM No. 1 to 21.A.243(d) Statement of qualifications and experience	Edition 2.0	GM No 1 to 21.A.243(d) Statement of qualifications and experience	2014/007/R
GM No. 2 to 21.A.243(d) Data requirements - Statement of the qualification and experience- Organisations designing minor changes to type design or minor repairs to products	Edition 2.0	GM No 2 to 21.A.243(d) Data requirements – Statement of the qualification and experience – Organisations that design minor changes to type designs or minor repairs to products	2019/018/R
n/a	n/a	AMC-ELA No 1 to 21.A.245 Approval requirements	2019/003/R
GM No. 1 to 21.A.245 Requirements for approval	Edition 2.0	GM No 1 to 21.A.245 Requirements for approval	2014/007/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM No. 2 to 21.A.245 Requirements for approval - Organisations designing minor changes to type design or minor repairs to products	Edition 2.0	GM No 2 to 21.A.245 Requirements for approval – Organisations designing minor changes to type design or minor repairs to products	2014/007/R
GM 21.A.247 Significant changes in the design assurance system	Edition 2.0	GM 21.A.247 Significant changes in the design assurance system	2019/018/R
n/a	n/a	GM-ELA No 1 to 21.A.247 Changes in design assurance system	2019/003/R
GM 21.A.249 Transferability	Edition 2.0	GM 21.A.249 Transferability	2012/020/R
GM No. 1 to 21.A.251 Terms of approval	Edition 2.0	GM No 1 to 21.A.251 Terms of approval	2012/020/R
GM No. 2 to 21.A.251 Terms of approval - Organisations designing minor changes to type design or minor repairs to products	Edition 2.0	GM No 2 to 21.A.251 Terms of approval – Organisations that design minor changes to type design or minor repairs to products	2019/018/R
n/a	n/a	GM-ELA No 1 to 21.A.251 Terms of approval	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.253 Changes to the terms of approval	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.A.257 Investigations – Arrangements	2019/003/R
GM 21.A.257(a) Investigations	Edition 1.3	GM 21.A.257(a) Investigations	2012/020/R
n/a	n/a	AMC-ELA1 to 21.A.263 Privileges and AMC-ELA1 to 21.A.265(h) Obligations of the holder	2021/001/R
AMC No. 1 to 21.A.263(c)(1) Procedure for the classification of changes to a type certificate (TC) or a supplemental type certificate (STC) and of repair designs as minor and major	Edition 2.0	AMC No 1 to 21.A.263(c)(1) Procedure for the classification of changes to a type certificate (TC) or to a supplemental type certificate (STC) and of repair designs as ‘minor’ or ‘major’	2019/018/R
AMC No 2 to 21.A.263(c)(1) Privileges – Organisations that design minor changes to a type certificate (TC) or a supplemental type certificate (STC) and minor repairs to products: classification procedure	Edition 2.0	AMC No 2 to 21.A.263(c)(1) Privileges – Organisations that design minor changes to a type certificate (TC) or a supplemental type certificate (STC) and minor repairs to products: classification procedure	2019/018/R
AMC No 1 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC), APU MTSO or a supplemental type certificate (STC), and minor repairs	Edition 2.0	AMC No 1 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC), APU ETSO or a supplemental type certificate (STC), and minor repairs	2019/018/R
AMC No 2 to 21.A.263(c)(2) Privileges – Organisations that design minor changes to a type certificate (TC), APU MTSO or a supplemental type certificate (STC) and minor repairs to products: procedure for the approval of minor changes to a TC, APU MTSO or minor repairs	Edition 2.0	AMC No 2 to 21.A.263(c)(2) Privileges – Organisations that design minor changes to a type certificate (TC), APU ETSO or a supplemental type certificate (STC) and minor repairs to products: procedure for the approval of minor changes to a TC, APU ETSO or minor repairs	2019/018/R
AMC No 3 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC) which affect the aircraft flight manual (AFM)	Edition 2.0	AMC No 3 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC) which affect the aircraft flight manual (AFM)	2019/018/R
AMC 21.A.263(c)(6) Procedure for the approval of the conditions for issue of a military permit to fly	Edition 2.0	AMC 21.A.263(c)(6) Procedure for the approval of the conditions for issuing a permit to fly	2019/018/R
AMC 21.A.263(c)(7) Procedure for the issue of a military permit to fly	Edition 2.0	AMC 21.A.263(c)(7) Procedure for the issue of a permit to fly	2012/020/R
AMC No 1 to 21.A.263(c)(5), (8) and (9) Scope and criteria	Edition 2.0	AMC No 1 to 21.A.263(c)(5), (8) and (9) Scope and criteria	2019/018/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
AMC No 2 to 21.A.263(c)(5), (8) and (9) Procedure for the approval of a major repair, a major change to a type certificate (TC), or a supplemental type certificate (STC) by a design organisation approval (DOA) holder under their privileges	Edition 2.0	AMC No 2 to 21.A.263(c)(5), (8) and (9) Procedure for the approval of a major repair, a major change to a type certificate (TC), or a supplemental type certificate (STC) by a design organisation approval (DOA) holder under their privileges	2019/018/R
n/a	n/a	GM 21.A.263(c)(5), (8) and (9) Numbering system for supplemental type certificates (STCs), major changes and major repairs issued by design organisation approval (DOA) holders, and information to EASA	2019/018/R
AMC 21.A.263(d)(1) Declaration of applicability	Edition 2.0	n/a	n/a
AMC 21.A.263(d)(2) Approval	Edition 2.0	n/a	n/a
AMC 21.A. 265(a) Administration of the Handbook (Design Organisation Exposition)	Edition 2.0	AMC 21.A.265(a) Administration of the Handbook	2012/020/R
n/a	n/a	n/a	n/a
n/a	n/a	AMC-ELA No 1 to 21.A.265(a) Obligations of the holder – Administration of the design organisation handbook	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.265(b) Obligations of the holder – Use of the design organisation handbook as a basic working document	2019/003/R
GM 21.A.265(b) Use of the Handbook (Design Organisation Exposition)	Edition 2.0	GM 21.A.265(b) Use of the Handbook	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.A.265(c) Obligations of the holder – Determination of compliance	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.A.265(e) Obligations of the holder – Providing information in response to airworthiness directives	2019/003/R
GM 21.A.265(h) Designation of data and information issued under the authority of a design organisation approval (DOA) holder	Edition 2.0	GM 21.A.265(h) Designation of data and information issued under the authority of a design organisation approval (DOA) holder	2019/018/R
n/a	n/a	AMC-ELA1 to 21.A.263 Privileges and AMC-ELA1 to 21.A.265(h) Obligations of the holder	2021/001/R
GM 21.A.301 Scope	Edition 1.3	n/a	n/a
GM 21.A.303 Showing of compliance of parts and appliances	Edition 2.0	n/a	n/a
n/a	n/a	AMC 21.A.303(c) Standard Parts	2012/020/R
GM 21.A.303(c) Officially Recognised Standards	Edition 2.1	GM No 2 to 21.A.303(c) Officially recognised Standards	2012/020/R
AMC 21.A.307(d) Installation without EMAR Form 1	Edition 2.0	n/a	n/a
GM 21.A.431A(a) Scope	Edition 2.0	GM 21.A.431A Scope	2019/018/R
GM 21.A.431A(d) Repairs to MTSO articles other than an APU	Edition 2.0	GM 21.A.431A(e) Repairs to European technical standard order (ETSO) articles other than auxiliary power units (APUs)	2012/020/R
GM 21.A.431B Standard repairs – airworthiness codes	Edition 2.0	GM 21.A.431B Standard repairs – Certification Specifications	2015/016/R
GM 21.A.432B(b) Alternative procedures	Edition 2.0	GM 21.A.432B(b) Alternative procedures	2019/018/R

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Title	latest change	Title	latest change
AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	Edition 2.0	AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)	2017/024/R
AMC 21.A.432B(d) Alternative Demonstration	Edition 2.0	n/a	n/a
AMC 21.A.15(a), 21.A.93(a), 21.A.113(a), 21.A.432C(a) Form and manner	Edition 2.0	AMC 21.A.432C(a) Form and manner	2019/018/R
AMC 21.A.432C(b) Certification programme for a repair design approval	Edition 2.0	AMC 21.A.432C(b) Certification programme for a repair design approval	2019/018/R
AMC 21.A.433(a) and 21.A.447 Repair design and Record Keeping	Edition 2.0	AMC 21.A.433(b) and 21.A.447 Repair design and record keeping	2019/018/R
GM 21.A.435(a) Classification of repairs	Edition 1.3	GM 21.A.435(a) Classification of repairs	2012/020/R
GM 21.A.435(b) Repair design approval	Edition 2.0	GM 21.A.435(b) Repair design approval	2019/018/R
GM 21.A.439 Production of repair parts	Edition 1.3	GM 21.A.439 Production of repair parts	2012/020/R
GM 21.A.441 Repair Embodiment	Edition 1.3	GM 21.A.441 Repair embodiment	2012/020/R
GM 21.A.443 Limitations	Edition 2.0	GM 21.A.443 Limitations	2012/020/R
GM 21.A.445 Unrepaired damage	Edition 1.3	GM 21.A.445 Unrepaired damage	2019/018/R
AMC 21.A.433(a) and 21.A.447 Repair design and Record Keeping	Edition 2.0	AMC 21.A.433(b) and 21.A.447 Repair design and record keeping	2019/018/R
GM 21.A.601 Scope	Edition 1.3	n/a	n/a
AMC 21.A.602B(b)(2) Procedures for MTSO authorisations	Edition 2.0	AMC 21.A.602B(b)(2) Procedures for ETSO authorisations	2012/020/R
AMC 21.A.605(a)(1) Certification programme	Edition 2.0	AMC 21.A.605(a)(1) Certification programme	2019/018/R
GM 21.A.605(b) Reporting from the compliance demonstration process and updates to the certification programme	Edition 2.0	GM 21.A.605(b) Reporting from the compliance demonstration process and updates to the certification programme	2019/018/R
AMC 21.A.606(d) Declaration	Edition 2.0	AMC 21.A.606(d) Declaration	2019/018/R
AMC 21.A.608 Declaration of Design and Performance	Edition 1.3	AMC 21.A.608 Declaration of Design and Performance	2012/020/R
GM 21.A.611 Design changes	Edition 1.3	GM to 21.A.611 Design changes	2012/020/R
GM to Subpart P	Edition 2.1	GM to Subpart P	2012/020/R
GM 21.A.701 Scope	Edition 2.0	GM 21.A.701 Scope	2012/020/R
GM 21.A.701(a) Military permit to fly when certificate of airworthiness or restricted certificate of airworthiness is not appropriate	Edition 2.0	GM 21.A.701(a) Permit to fly when a certificate of airworthiness or a restricted certificate of airworthiness is not appropriate	2019/018/R
GM 21.A.703 Applicant for a military permit to fly	Edition 2.0	GM 21.A.703 Applicant for a permit to fly	2019/018/R
GM 21.A.705 Authority of the State	Edition 1.3	GM 21.A.705 Competent authority	2012/020/R
GM 21.A.707(b) Application	Edition 1.3	GM 21.A.707(b) Application	2012/020/R
GM 21.A.708(b) Flight conditions	Edition 2.0	n/a	n/a
GM 21.A.708(b)(6) Continuing airworthiness	Edition 1.3	GM 21.A.708(b)(6) Continuing airworthiness	2012/020/R
GM No. 1 to 21.A.708(c) Safe flight	Edition 1.3	GM No 1 to 21.A.708(c) Safe flight	2012/020/R
GM No. 2 to 21.A.708(c) Substantiations	Edition 1.3	GM No 2 to 21.A.708(c) Substantiations	2012/020/R
GM No 3 to 21.A.708(c) Operation of Overweight Aircraft	Edition 2.1	GM No 3 to 21.A.708(c) Operation of Overweight Aircraft	2012/020/R
GM 21.A.708(d) Control of aircraft configuration	Edition 1.3	GM 21.A.708(d) Control of aircraft configuration	2012/020/R

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Title	latest change	Title	latest change
AMC 21.A.709(b) Submission of documentation supporting the establishment of flight conditions	Edition 2.0	AMC1 21.A.709(b) Application for the approval of flight conditions	2021/001/R
GM 21.A.710 Approval of flight conditions	Edition 2.0	GM 21.A.710 Approval of flight conditions	2012/020/R
AMC 21.A.711 Issue of a military permit to fly	Edition 1.3	n/a	n/a
GM 21.A.711(e) Additional conditions and restrictions	Edition 1.3	GM 21.A.711(e) Additional conditions and restrictions	2012/020/R
GM 21.A.713 Changes	Edition 1.3	GM 21.A.713 Changes	2012/020/R
GM 21.A.719 Transfer of a permit to fly	Edition 1.3	GM 21.A.719 Transfer of a permit to fly	2012/020/R
GM 21.A.804(a)(1) Identification of parts and appliances	Edition 2.0	GM 21.A.804(a)(1) Identification of parts and appliances	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.20 Responsibility for implementation	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(a) Organisation	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(b) Resources	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	GM 21.B.25(c) Qualification and training	2012/020/R
GM 21.B.20 Considerations for EMAR 21 implementation	Edition 2.1	AMC 21.B.30(a) Documented procedures	2012/020/R
n/a	n/a	AMC 21.B.35(a) Changes	2012/020/R
n/a	n/a	GM 21.B.40 Principles for the resolution of disputes	2012/020/R
n/a	n/a	GM No 1 to 21.B.45 Co-ordination with other related activities	2012/020/R
n/a	n/a	GM No 2 to 21.B.45 Co-ordination	2012/020/R
n/a	n/a	GM No 3 to 21.B.45 Reporting – Information relevant to registers established by the Agency	2012/020/R
n/a	n/a	GM 21.B.55 Record keeping for design approvals transferred to the Agency	2012/020/R
GM 21.B.75 Special conditions	Edition 2.0	GM1 21.B.75 Special conditions	2021/001/R
GM 21.B.80 Type-certification basis for a type certificate (TC) or restricted type certificate (RTC)	Edition 2.0	GM 21.B.80 Type-certification basis for a type certificate (TC) or restricted type certificate (RTC)	2019/018/R
GM 21.B.82 Operational suitability data (OSD) certification basis for an aircraft type certificate (TC) or restricted type certificate (RTC)	Edition 2.0	GM 21.B.82 Operational suitability data (OSD) certification basis for an aircraft type certificate (TC) or restricted type certificate (RTC)	2019/018/R
AMC 21.B.85 Designation of applicable environmental protection requirements for a military type-certificate or military restricted type-certificate	Edition 2.0	n/a	n/a
AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or military technical standard order (MTSO) authorisation for an auxiliary power unit (APU)	Edition 2.1	AMC 21.B.100(a) and 21.A.15(b)(6) Level of involvement (LoI) in a certification project for a type certificate (TC), a major change to a TC, a supplemental type certificate (STC), a major repair design or European technical standard order (ETSO) authorisation for an auxiliary power unit (APU)	2019/018/R
AMC No 1 to 21.B.100(b) Level of involvement (LoI) in projects for minor changes and minor repairs	Edition 2.0	AMC No 1 to 21.B.100(b) Level of involvement (LoI) in projects for minor changes and minor repairs	2019/018/R

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Title	latest change	Title	latest change
AMC No 2 to 21.B.100(b) Level of involvement (LoI) in military technical standard order authorisation (MTSOA) projects	Edition 2.0	AMC No 2 to 21.B.100(b) Level of involvement (LoI) in European technical standard order authorisation (ETSOA) projects	2019/018/R
GM 21.B.107 and 21.B.111 Operational suitability data (OSD) considerations for the approval of changes to type certificates (TCs) or supplemental type certificates (STCs)	Edition 2.0	GM 21.B.107 and 21.B.111 Operational suitability data (OSD) considerations for the approval of changes to type certificates (TCs) or supplemental type certificates (STCs)	2019/018/R
GM 21.B.107 and 21.B.111 Operational suitability data (OSD) considerations for the approval of changes to type certificates (TCs) or supplemental type certificates (STCs)	Edition 2.0	GM 21.B.107 and 21.B.111 Operational suitability data (OSD) considerations for the approval of changes to type certificates (TCs) or supplemental type certificates (STCs)	2019/018/R
AMC 21.B.120(a) Investigation team – Qualification criteria for the investigation team members	Edition 2.1	AMC 21.B.120(a) Investigation team – Qualification criteria for the investigation team members	2012/020/R
AMC 21.B.120(c)(1) Evaluation of applications	Edition 2.1	AMC 21.B.120(c)(1) Evaluation of applications	2012/020/R
GM 21.B.120(c)(3) Investigation preparation and planning	Edition 2.1	GM 21.B.120(c)(3) Investigation preparation and planning	2012/020/R
GM 21.B.120(c)(5) and (6) Auditing and investigation findings	Edition 2.1	GM 21.B.120(c)(5) and (6) Auditing and investigation findings	2012/020/R
GM 21.B.125(a) Objective evidence	Edition 2.1	GM 21.B.125(a) Objective evidence	2012/020/R
AMC 21.B.130 Issue of the letter of agreement	Edition 2.1	AMC 21.B.130 Issue of the letter of agreement	2012/020/R
GM 21.B.130(b) Issue of the letter of agreement	Edition 2.1	GM 21.B.130(b) Issue of the letter of agreement	2012/020/R
AMC 21.B.140 Amendment of a letter of agreement	Edition 2.1	AMC 21.B.140 Amendment of a letter of agreement	2012/020/R
GM 21.B.150(d) Record keeping – Traceability of release certificates	Edition 2.1	GM 21.B.150(d) Record keeping – Traceability of release certificates	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.B.220 Investigation	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.B.220(a) Investigation team	2019/003/R
GM 21.B.220(a) Investigation team	Edition 2.1	GM 21.B.220(a) Investigation team	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.B.220(b) Extent of the investigation	2019/003/R
AMC 21.B.220(c) Procedures for investigation – Evaluation of applications	Edition 2.0	AMC 21.B.220(c) Procedures for investigation – Evaluation of applications	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.B.220(c) Procedures for investigation – Evaluation of applications	2019/003/R
n/a	n/a	AMC-ELA No 2 to 21.B.220(c) Procedures for investigation – General	2019/003/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 1 to 21.B.220(c) Procedures for investigation – Investigation preparation and planning	2012/020/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 2 to 21.B.220(c) Procedures for investigation – General	2019/018/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 3 to 21.B.220(c) Procedures for investigation – POA applications received from organisations with facilities/partners/suppliers/sub-contractors located in a third country	2012/020/R
GM 21.B.220(c) Procedures for investigation	Edition 2.1	GM No 4 to 21.B.220(c) Procedures for investigation – Competent authority surveillance of suppliers of a POA holder located in other Member States	2012/020/R

EMAR 21 AMC&GM		EASA Part 21 AMC&GM	
Title	latest change	Title	latest change
GM 21.B.225(a) Objective evidence	Edition 2.0	GM 21.B.225(a) Objective evidence	2012/020/R
AMC 21.B.225(a) Notification of findings	Edition 2.1	AMC 21.B.225(a) Notification of findings	2012/020/R
AMC 21.B.230 Issue of the certificate	Edition 2.1	AMC No 1 to 21.B.230 Issue of the certificate	2012/020/R
n/a	n/a	GM-ELA No 1 to 21.B.230 Issue of certificate	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.B.235 Continued surveillance	2019/003/R
n/a	n/a	GM-ELA No 1 to 21.B.235 Continued surveillance	2019/003/R
GM 21.B.235(a)(4) Guide to the conduct of monitoring production standards.	Edition 2.1	GM 21.B.235(a)(4) Guide to the conduct of monitoring production standards.	2012/020/R
GM 21.B.235(b) Maintenance of the POA - Work allocation within the Authority	Edition 2.1	GM 21.B.235(b) Maintenance of the POA - Work allocation within the competent authority	2012/020/R
GM 21.B.235(b) and (c) Continued surveillance	Edition 2.1	GM 21.B.235(b) and (c) Continued surveillance	2012/020/R
AMC 21.B.235(c) Continuation of POA	Edition 2.1	AMC 21.B.235(c) Continuation of POA	2012/020/R
AMC No 1 to 21.B.240 Application for significant changes or variation of scope and terms of the POA	Edition 2.0	AMC No 1 to 21.B.240 Application for significant changes or variation of scope and terms of the POA	2012/020/R
n/a	n/a	AMC-ELA No 1 to 21.B.240 Amendment of a production organisation approval	2019/003/R
n/a	n/a	AMC-ELA No 1 to 21.B.245 Suspension and revocation of a production organisation approval	2019/003/R
GM 21.B.245 Continued validity	Edition 2.0	GM 21.B.245 Continued validity	2012/020/R
n/a	n/a	GM 21.B.320(b)(6) Investigation	2012/020/R
n/a	n/a	GM 21.B.325(a) Airworthiness certificates	2012/020/R
GM 21.B.325(b) Completion of the Airworthiness Review Certificate	Edition 2.1	GM 21.B.325(b) Completion of the Airworthiness Review Certificate by a Member State	2012/020/R
GM 21.B.425 Noise certificates	Edition 2.1	GM 21.B.425(a) Noise certificates	2016/003/R
AMC 21.B.520(b) Application for a permit to fly	Edition 2.0	AMC 21.B.520(b) Application for a permit to fly	2012/020/R