



European Union Aviation Safety Agency

# Notice of Proposed Amendment 2024-04 (C)

in accordance with Article 6 of MB Decision 01-2022

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## Proposed amendments to Annex I (Part 21) to Commission Regulation (EU) No 748/2012



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## 1. Proposed amendments

The amendments are arranged as follows to show deleted, new and unchanged text:

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

Where necessary, the rationale is provided in *italics*.

[...]

Appendices

[...]

### Appendix XII — Categories of flight tests and associated flight test crew qualification ~~85~~.

#### 21.A.3A Reporting system

- (a) [...]
- (b) Without prejudice to Regulation (EU) No 376/2014 of the European Parliament and of the Council and its delegated and implementing acts, any natural or legal person that holds or has applied for a production organisation approval certificate under Subpart G of this Section, or that produces a product, part or appliance under Subpart F of this Section, shall:
1. [...]
  2. [...]
  3. report to the competent authority ~~of the Member State~~ responsible in accordance with point 21.1 ~~and the Agency~~ the deviations that have been identified in accordance with point 21.A.3A(b)2 and which could lead to an unsafe condition;
  4. [...]

[...]

#### 21.A.5 Record-keeping

- (a) [...]
- (b) [...]
- (c) [...]



- (d) retain records of the competence and qualifications, referred to in points 21.A.139(c), ~~21.A.145(b)~~, 21.A.145(c), 21.A.145(d), 21.A.239(c), 21.A.245(a) ~~or~~ and 21.A.245(e)(1), of the personnel that are involved in the following functions:
1. design or production;
  2. independent monitoring of the compliance of the organisation with the relevant requirements;
  3. safety management;
- (e) [...]

## 21.A.15 Application

[...]

- (d) ~~(Reserved) An application for a type-certificate or restricted type-certificate for an aircraft shall include, or be supplemented after the initial application by, an application supplement for approval of the operational suitability data.~~

[...]

## 21.A.51 Duration and continued validity

(a) [...]

- ~~(b) Upon surrender or revocation, the type-certificate and restricted type-certificate shall be returned to the Agency.~~

## 21.A.101 Type-certification basis, operational suitability data certification basis and environmental protection requirements for a major change to a type-certificate

- (a) A major change to a type-certificate that does not require an application for a new type-certificate under 21.A.19, and areas affected by the change, shall comply with the type-certification basis and the operational suitability data certification basis, which shall consist of either the certification specifications applicable to the changed product on the date of the application for the approval of the change or certification specifications which that became applicable after that date, in accordance with point (f) below. ~~The validity of the application shall be determined in accordance with point 21.A.93(c).~~

In addition, the changed product shall comply with the environmental protection requirements designated by the Agency from the essential requirements in the first subparagraph of Article 9(2) of Regulation (EU) 2018/1139 on the date of application for the approval of the change ~~in accordance with point 21.B.85.~~

The validity of the application shall be determined in accordance with point 21.A.93(c).

- (b) Except as provided for in point (h), by way of derogation from point (a), if an adequate type-certification basis and operational suitability data certification basis are ensured, a reversion to an earlier amendment ~~to~~ of a certification specification referred to in point (a) and to any other certification specification ~~which that~~ is directly related may be ~~used~~ applied in any of the



following situations, unless the earlier amendment became applicable before the date at which the corresponding certification specifications incorporated by reference in the type-certificate became applicable:

1. a change that the Agency finds not to be significant. In determining whether a specific change is significant, the Agency shall consider the change in the context of all previous relevant design changes and all related revisions to the applicable certification specifications incorporated by reference in the type-certificate for the product. Changes meeting one of the following criteria shall automatically be considered significant:
    - (i) the general configuration **is not retained**; or
    - (ii)** the principles of construction are not retained; **or**
    - ~~(ii)~~ **(iii)** the assumptions used for certification of the product to be changed do not remain valid;
  2. each area, system, part or appliance that the Agency finds not affected by the change;
  3. each area, system, part or appliance that is affected by the change for which the Agency finds that compliance with the certification specifications referred to in point (a) does not contribute materially to the level of safety of the changed product or is impractical.
- (c) By **way of** derogation from point (a), in the case of a change to an aircraft, other than a rotorcraft, of 2 722 kg (6 000 lb) or less maximum **take-off mass-weight**, or to a non-turbine rotorcraft of 1 361 kg (3 000 lb) or less maximum **take-off mass-weight**, the change and areas affected by the change shall comply with the type-certification basis **and the operational suitability data certification basis** incorporated by reference in the type-certificate. However, if the Agency finds that the change is significant in an area, the Agency may require that the change and areas affected by the change comply with ~~a~~ **later** amendment to a certification specification of the type-certification basis **and the operational suitability data certification basis** incorporated by reference in the type-certificate and with any other certification specification ~~which that~~ is directly related, unless the Agency also finds that compliance with that amendment does not contribute materially to the level of safety of the changed product or is impractical.
- (d) If the Agency finds that the certification specifications applicable on the date of the application for **the approval of** the change do not provide adequate standards with respect to the proposed change, the change and areas affected by the change shall also comply with any special conditions, and amendments to those special conditions, prescribed by the Agency in accordance with point 21.B.75, to provide a level of safety equivalent to that established by the certification specifications applicable on the date of the application for **the approval of** the change.
- (e) By **way of** derogation from points (a), (b) and (c), the change and areas affected by the change may comply with an alternative to a certification specification designated by the Agency if proposed by the applicant, provided that the Agency finds that the alternative provides a level of safety which is:
1. in the case of a type-certificate:
    - (i) equivalent to that of the certification specifications designated by the Agency under (a), (b) or (c) above; or
    - (ii) compliant with the essential requirements of Annex II to Regulation (EU) 2018/1139;
  2. in the case of a restricted type-certificate, adequate with regard to the intended use.



- (f) If an applicant chooses to comply with a certification specification set out in an amendment that becomes applicable after submitting the application for **the approval of** a change to a type-certificate, the change and areas affected by the change shall also comply with any other certification specification which is directly related.
- (g) **(Reserved)** ~~When the application for a change to a type-certificate for an aircraft includes, or is supplemented after the initial application to include, changes to the operational suitability data, the operational suitability data certification basis shall be established in accordance with points (a)–(f).~~
- (h) For large aeroplanes subject to point 26.300 of Annex I to Commission Regulation (EU) 2015/640,:
1. the applicant **for a major change under this subpart** shall **demonstrate compliance** with certification specifications that provide at least an equivalent level of safety to points 26.300 ~~and 26.330~~ of Annex I to Regulation (EU) 2015/640;
  2. the applicant for a supplemental type-certificate under Subpart E or major change to a supplemental type-certificate shall demonstrate compliance with certification specifications that provide at least an equivalent level of safety to point 26.330 of Annex I to Regulation (EU) 2015/640. If an adequate certification basis is not ensured as per 21.A.101(b), the certification specifications that are equivalent to the provision on the limit of validity in point 26.303 of Annex I to Regulation (EU) 2015/640 shall be considered, ~~except for applicants for supplemental type-certificates who are not required to take into account point 26.303.~~

## 21.A.118A Obligations and EPA marking

Each holder of a supplemental type-certificate shall:

- (a) undertake the obligations:
1. [...]
  2. implicit in the collaboration with the type-certificate holder under point ~~21.A.115(d)(2)~~ **21.A.115(b)(5)(ii)**;
- (b) [...]

## 21.A.118B Duration and continued validity

- (a) [...]
- ~~(b) Upon surrender or revocation, the supplemental type-certificate shall be returned to the Agency.~~

## 21.A.125C Duration and continued validity

- (a) [...]
- ~~(b) Upon surrender, revocation or expiry, the letter of agreement shall be returned to the competent authority.~~



## 21.A.143 Production organisation exposition

- (a) The production organisation shall establish and maintain a production organisation exposition (POE) that provides directly or by cross reference the following information related to the production management system as described in point 21.A.139:
- [...]
11. a description of the production management system, the policy, processes and procedures as provided for in points 21.A.139(c) and 21.A.139(d);
- [...]
- [...]
- (c) The POE shall be amended as necessary so that it remains an up-to-date description of the organisation. Copies of any amendments shall be supplied to the competent authority. Amendments of the POE related to changes as per 21.A.147 shall be approved by the competent authority.

## 21.A.159 Duration and continued validity

- (a) A production organisation approval certificate shall be issued for an unlimited period of time. It shall remain valid subject to the production organisation's compliance with all the following conditions:
- [...]
  - [...]
  - [...]
  - the production organisation approval certificate has not been surrendered by the production organisation, or suspended or revoked by the competent authority under point 21.B.65, ~~or surrendered by the production organisation.~~
- ~~(b) Upon surrender or revocation, the production organisation approval certificate shall be returned to the competent authority.~~

## 21.A.163 Privileges

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

- (a) [...]
- (b) in the case of complete type-certified aircraft and upon presentation of a statement of conformity (EASA Form 52) ~~issued under points 21.A.174 and 21.A.204 of this Annex or under points 21L.A.143(c) and 21L.A.163 of Annex Ib (Part 21 Light),~~ obtain:
- an aircraft certificate of airworthiness under point 21.A.174 of this Annex or under point 21L.A.143(c) of Annex Ib (Part 21 Light) without further showing; and
  - a noise certificate under point 21.A.204 of this Annex or under point 21L.A.163 of Annex Ib (Part 21 Light) without further showing;
- (c) [...]





- (d) in the case of an aircraft that is subject to a declaration of design compliance under point 21L.A.43 of Annex Ib (Part 21 Light) and upon presentation of a statement of conformity (EASA Form 52B) ~~issued under points 21L.A.143(d) and 21L.A.163 of Annex Ib (Part 21 Light);~~ obtain an aircraft restricted certificate of airworthiness and a restricted noise certificate **under points 21L.A.143(d) and 21L.A.163 of Annex Ib (Part 21 Light) respectively** without further showing;

[...]

## 21.A.174 Application

- (a) [...]
- (b) each application for a certificate of airworthiness or restricted certificate of airworthiness shall include:
1. [...]
  2. with regard to new aircraft:
    - (i) a statement of conformity:
      - **issued by a holder of a production organisation approval that is issued in accordance with Subpart G, and which may also be issued under for the purpose of point 21.A.163(b);** or
      - issued under point 21.A.130 and validated by the competent authority; or
      - for an imported aircraft, a statement of conformity **issued by a holder of a production organisation approval that is issued in accordance with Subpart G** ~~issued under point 21.A.163(b)~~ or, in the case of an aircraft imported in accordance with Article 9(24) of this Regulation, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency;
    - (ii) [...]
    - (iii) [...]
  3. [...]

[...]

## 21.A.181 Duration and continued validity

- (a) [...]
- (b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry, **when so requested by the respective competent authority.**

## 21.A.204 Application

- (a) [...]
- (b) each application shall include:
1. with regard to new aircraft:



- (i) a statement of conformity:
- issued by the holder of a production organisation approval that is issued in accordance with Subpart G, and which may also be issued ~~under~~ for the purpose of point 21.A.163(b); or
  - issued under point 21.A.130 and validated by the competent authority; or
  - for an imported aircraft, a statement of conformity issued by the holder of a production organisation approval that is issued in accordance with Subpart G ~~issued under point 21.A.163(b)~~ or, in the case of an aircraft imported in accordance with Article 9(24) of this Regulation, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency;
- (ii) [...]

2. [...]

[...]

### 21.A.211 Duration and continued validity

- (a) [...]
- (b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry, **when so requested by the respective competent authority.**

### 21.A.259 Duration and continued validity

- (a) A design organisation approval shall be issued for an unlimited period of time. It shall remain valid subject to the design organisation's compliance with all the following conditions:
1. [...]
  2. [...]
  3. [...]
  4. **the design organisation approval certificate has not been surrendered by the design organisation, or suspended or** revoked by the Agency under point 21.B.65, ~~or surrendered by the design organisation.~~

~~(b) Upon surrender or revocation, the type certificate and restricted type certificate shall be returned to the Agency.~~

### 21.A.307 The eligibility of parts and appliances for installation

[...]

- (b) By way of derogation from point (a) and provided that the conditions in point (c) are met, the following parts or appliances do not require an EASA Form 1 in order to be eligible for installation in a type-certified product:

[...]



- (6) a part or appliance that is an item of a higher assembly identified in points (b)(1) to (b)(5);
  - (7) a part or appliance manufactured by a person or organisation referred to in Article 9(24) of this Regulation;
- (c) Parts and appliances listed in points (b)(1) to (b)(6) are eligible for installation in a type-certified product without being accompanied by an EASA Form 1, provided that the installer holds a document issued by the person or organisation that manufactured the part or appliance, which declares the name of the part or appliance, the part number, and the conformity of the part or appliance with its design data, and which contains the issuance date.

### 21.A.619 Duration and continued validity

(a) [...]

~~(b) Upon surrender or revocation, the type-certificate and restricted type-certificate shall be returned to the Agency.~~

### 21.A.723 Duration and continued validity

(a) [...]

(b) [...]

(c) Upon surrender or revocation, the permit to fly shall be returned to the competent authority, when so requested by the respective authority.

### 21.B.82 Operational suitability data certification basis for an aircraft type-certificate or restricted type-certificate

[...]

(a) the certification specifications for operational suitability data designated by the Agency out of those applicable to the aircraft at the date of the application ~~or at the date of the application supplement for operational suitability data, whichever date is later~~, unless:

1. the applicant chooses to comply, or in accordance with point 21.A.15(f) is required to comply, with certification specifications which became applicable after the date of the application; If an applicant chooses to comply with a certification specification which became applicable after the date of the application, the Agency shall include in the type-certification basis any other certification specification that is directly related; or
2. the Agency accepts any alternative to a designated certification specification for operational suitability data that cannot be complied with, for which compensating factors have been found that provide an equivalent level of safety; or
3. the Agency accepts or prescribes alternative means to demonstrate compliance with the relevant essential requirements of Annexes II, IV and V to Regulation (EU) 2018/1139.

[...]



## 21.B.103 Issuance of a type-certificate or a restricted type-certificate

- (a) The Agency shall issue an aircraft, engine or propeller type-certificate or an aircraft restricted type-certificate, provided that:
5. the applicant has complied with point 21.A.21(a); or
  6. [...]
  7. [...]
- (b) By way of derogation from point (a), at the applicant's request included in the declaration referred to in point 21.A.20(d), the Agency may issue an aircraft type-certificate or restricted type-certificate before compliance with the operational suitability data certification basis has been demonstrated, provided that the applicant demonstrates such compliance before the date at which those data are to be actually used.  
[...]

## 21.B.125 Findings and corrective actions; observations

[...]

- (d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 and its delegated and implementing acts, communicate in writing the finding to the organisation and request corrective action to address the non-compliance(s) identified. Where a level 1 finding directly relates to an aircraft, the competent authority shall inform the competent authority of the Member State in which the aircraft is registered.
1. If there are any level 1 findings, the competent authority shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the letter of agreement or to limit or suspend it in whole or in part, depending on the extent of the level 1 finding, until successful corrective action has been taken by the organisation.
  2. If there are any level 2 findings, the competent authority shall:
    - (i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation, requesting corrective action to address the non-compliance identified. ~~At the end of that~~ During the initial or extended corrective action implementation period, and subject to the nature of the finding, the competent authority may extend the ~~3-month~~ corrective action implementation period provided that a corrective action plan or updated corrective action plan has been agreed with the competent authority;
    - (ii) assess the corrective action plan and implementation plan proposed by the organisation, and, if the assessment concludes that they are sufficient to address the non-compliance, accept them;
    - (iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the



competent authority, raised the finding shall be raised to level 1 and take action shall be taken as laid down in point ~~(f)(1)(i)~~(d)(1).

[...]

## 21.B.225 Findings and corrective actions; observations

[...]

- (b) A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139 and its delegated and implementing acts, with the organisation's procedures and manuals, or with the certificate including the terms of approval which lowers safety or seriously endangers flight safety.

The level 1 findings shall also include:

[...]

4. failure to appoint an accountable manager pursuant to point ~~21.A.245(a)~~ 21.A.145(c)(1).

[...]

- (d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 and its delegated and implementing acts, communicate the finding in writing the finding to the organisation and request corrective action to address the non-compliance(s) identified. Where a level 1 finding directly relates to an aircraft, the competent authority shall inform the competent authority of the Member State in which the aircraft is registered.

1. If there are any level 1 findings, the competent authority shall take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, it shall take action to revoke the production organisation approval certificate or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.
2. If there are any level 2 findings, the competent authority shall:
  - (i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. The period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance identified. ~~At the end of that~~ During the corrective action implementation period, and subject to the nature of the finding, the competent authority may extend the ~~3-month~~ corrective action implementation period provided that a corrective action plan, or update thereto, has been agreed with the competent authority;
  - (ii) assess the corrective action and implementation plan proposed by the organisation, and, if the assessment concludes that they are sufficient to address the non-compliance, accept them;



- (iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the competent authority, **raise** the finding ~~shall be raised~~ to level 1 and **take** action ~~shall be taken~~ as laid down in point (d)(1).

[...]

## 21.B.433 Findings and corrective actions; observations

[...]

- (d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 and its delegated and implementing acts, communicate in writing the finding to the organisation and request corrective action to address the non-compliance(s) identified. Where a level 1 finding directly relates to a product, the competent authority shall inform the competent authority of the Member State in which the aircraft is registered.
1. If there are any level 1 findings, the competent authority shall:
    - (i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding and that in any case shall not be more than 21 working days. That period shall commence from the date of the written communication of the finding to the organisation requesting corrective action to address the non-compliance(s) identified;
    - (ii) assess the corrective action plan and implementation plan proposed by the organisation, and, if it concludes that they are sufficient to address the non-compliance(s), accept them;
    - (iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted by the competent authority, take immediate and appropriate action to prohibit or limit the activities of the organisation involved and, if appropriate, take action to revoke the design organisation approval or to limit or suspend it in whole or in part, depending upon the extent of the level 1 finding, until successful corrective action has been taken by the organisation.
  2. If there are any level 2 findings, the competent authority shall:
    - (i) grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, and that in any case shall initially not be more than 3 months. That period shall commence from the date of the written communication of the finding requesting corrective action. ~~At the end of that~~ **During the corrective action implementation** period, and subject to the nature of the finding, the competent authority may extend the ~~3-month corrective action implementation~~ **implementation** period provided that a corrective action plan, **or update thereto,** has been agreed with the competent authority;
    - (ii) assess the corrective action and the implementation plan proposed by the organisation, and, if it concludes that they are sufficient to address the non-compliance(s), accept them;
    - (iii) if the organisation fails to submit an acceptable corrective action plan, or fails to perform the corrective action within the time period accepted or extended by the



competent authority, raise the finding ~~shall be raised~~ to level 1 and take action ~~shall be taken~~ as laid down in point (d)(1).

[...]

## 21.B.327 Restricted certificate of airworthiness

- (a) [...]
- (b) For an aircraft that cannot comply with the essential requirements referred to in Regulation (EU) 2018/1139 ~~Regulation (EC) No 216/2008~~ and which is not eligible for a restricted type-certificate, the Agency shall, as necessary to take account of deviations from these essential requirements:
1. issue and check compliance with specific airworthiness specifications ensuring adequate safety with regard to the intended use, and
  2. specify limitations for use of this aircraft.
- (c) Limitations for use will be associated with restricted certificates of airworthiness, including airspace restrictions, as necessary to take account of deviations from essential requirements for airworthiness laid down in Regulation (EU) 2018/1139 ~~Regulation (EC) No 216/2008~~.



**Appendix III — Permit to Fly — EASA Form 20a**

Competent authority logo

**PERMIT TO FLY**

<p>1</p> <p>This permit to fly is issued pursuant to <a href="#">Article 18(2)(b) of Regulation (EU) 2018/1139</a> <del>Regulation (EC) No 216/2008, Article 5(4)(a)</del> and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid in all Member States.</p> <p>This permit is also valid for flight to and within non-Member States provided separate approval is obtained from the competent authorities of such States:</p>	<p>1. Nationality and registration marks:</p>
<p>2. Aircraft manufacturer/type:</p>	<p>3. Serial No:</p>
<p>4. The permit covers: [purpose in accordance with <a href="#">21.A.701(a)</a>]</p>	
<p>5. Holder: [in <a href="#">the</a> case of a permit to fly issued for the purpose of <a href="#">21.A.701(a)(15)</a>, this should state: ‘the registered owner’]</p>	
<p>6. Conditions/remarks:</p>	
<p>7. Validity period:</p>	
<p>8. Place and date of issue:</p>	<p>9. Signature of the competent authority representative:</p>

EASA Form 20a — Issue 2

<sup>1</sup> For use by [the](#) State of [R](#) registry.





## Appendix IV — Permit to Fly (issued by approval organisations) — EASA Form 20b

Member State of the Competent Authority having issued the organisation approval under which the permit to fly is issued; or

'EASA' when approval issued by EASA

### PERMIT TO FLY

Name and Address of the organisation issuing the permit to fly	<sup>1</sup>
This permit to fly is issued pursuant to <b>Article 18(2)(b) of Regulation (EU) 2018/1139</b> <del>Regulation (EC) No 216/2008, Article 5(4)(a)</del> and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid in all Member States.	1. Nationality and registration marks:
This permit is also valid for flight to and within non-Member States provided separate approval is obtained from the competent authorities of such States.	
2. Aircraft manufacturer/type:	3. Serial No:
4. The permit covers: [purpose in accordance with <a href="#">21.A.701(a)</a> ]	
5. Holder: [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:

**EASA Form 20b — Issue 2**

<sup>1</sup> For use by the Organisation Approval holder.



## Appendix V — Restricted Certificate of Airworthiness — EASA Form 24

Competent authority LOGO

### RESTRICTED CERTIFICATE OF AIRWORTHINESS

<sup>1</sup>	[Member State of registry] [COMPETENT AUTHORITY OF THE MEMBER STATE]	<sup>1</sup>
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 <sup>2</sup> [the Convention on International Civil Aviation dated 7 December 1944] and <b>Article 18(1)(b) of Regulation (EU) 2018/1139</b> <del>Regulation (EC) No 216/2008, Article 5(4)(b)</del> in respect of the above-mentioned aircraft which is considered <del>to be</del> airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. In addition to above the following restrictions apply: <sup>1</sup> <sup>2</sup> [The aircraft may be used in international navigation notwithstanding above restrictions].		
Date of issue:		Signature:
6. This Restricted Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry.  A current Airworthiness Review Certificate shall be attached to this certificate.		

EASA Form 24 — Issue ~~32~~

**This certificate shall be carried on board during all flights.**

<sup>1</sup> For use by the State of Registry.

<sup>2</sup> Delete as applicable.



## Appendix VI — Certificate of Airworthiness — EASA Form 25

Competent authority LOGO

### CERTIFICATE OF AIRWORTHINESS

<sup>1</sup>	[Member State of registry] [COMPETENT AUTHORITY OF THE MEMBER STATE]	<sup>1</sup>
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 the Convention on International Civil Aviation dated 7 December 1944 and <b>Article 14(1) of Regulation (EU) 2018/1139</b> <del>Regulation (EC) No 216/2008, Article 5(2)(e)</del> in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Limitations/Remark: <sup>1</sup> Date of issue: _____ Signature: _____		
6. This Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry. A current Airworthiness Review Certificate shall be attached to this certificate.		

EASA Form 25 — Issue **32**.

**This certificate shall be carried on board during all flights.**

<sup>1</sup> For use by the State of Registry.



## Appendix VII — Noise Certificate — EASA Form 45

For use by the State of registry	1. State of registry		3. Document No:	
<b>2. NOISE CERTIFICATE</b>				
4. Registration marks: .....	5. Manufacturer and manufacturer's designation of aircraft: .....		6. Aircraft serial No: .....	
7. Engine: .....		8. Propeller: <sup>1</sup> .....		
9. Maximum take-off mass (kg) .....	10. Maximum landing mass (kg) <sup>1</sup> .....	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: <sup>1</sup> .....	14. Approach noise level <sup>1</sup> .....	15. Flyover noise level <sup>1</sup> .....	16. Overflight noise level <sup>1</sup> .....	17. Take-off noise level <sup>1</sup> .....
Remarks				
18. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated 7 December 1944 and Article 14(1) of Regulation (EU) 2018/1139 <del>Regulation (EC) No 216/2008, Article 6</del> 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 .....		

EASA Form 45 — Issue 2

<sup>1</sup> These boxes may be omitted depending on noise certification standard.

## Appendix VIII — Aircraft statement of conformity — EASA Form 52

[...]

### 3. COMPLETION OF THE STATEMENT OF CONFORMITY BY THE ORIGINATOR

[...]

[...]

*Block 4* The full name and ~~location~~ registration 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 15* ~~Enter 'Certificate of Airworthiness', or 'Restricted Certificate of Airworthiness', or for the Certificate of Airworthiness requested~~ Indicate the type of airworthiness certificate that may be obtained upon presentation of EASA Form 52.

[...]



# Appendix X — Production Organisation Approval Certificate — EASA Form 55

Production organisation approval certificates referred to in Subpart G of Annex I (Part 21)

[MEMBER STATE]<sup>1</sup>

A Member of the European Union<sup>2</sup>

**PRODUCTION ORGANISATION APPROVAL CERTIFICATE**

Reference: [MEMBER STATE CODE<sup>3</sup>].21G.XXXX

Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 748/2012, for the time being in force and subject to the conditions specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE] hereby certifies:

[COMPANY NAME AND ADDRESS]

as a production organisation in compliance with Annex I (Part 21) Section A of **Commission** Regulation (EU) No 748/2012, is approved to produce products, parts and appliances listed in the attached approval schedule and issue the related certificates using the above references.

**CONDITIONS:**

1. This approval is limited to that specified in the enclosed terms of approval.
2. This approval is subject to compliance with the procedures specified in the approved production organisation exposition.
3. This approval is valid while the approved production organisation remains in compliance with Annex I (Part 21) to **Commission** Regulation (EU) No 748/2012].
4. Subject to compliance with the foregoing conditions, this approval shall remain valid for an unlimited period of time unless it has previously been surrendered, superseded, suspended or revoked.

Date of original issue: .....

Date of this revision: .....

Revision No: .....

Signed: .....

For the competent authority: [COMPETENT AUTHORITY IDENTIFICATION<sup>4</sup>]

EASA Form 55a — Issue 43

<sup>1</sup> Or “EASA”, if EASA is the competent authority.  
<sup>2</sup> Delete for non-EU Member States.  
<sup>3</sup> Or “EASA”, if EASA is the competent authority.  
<sup>4</sup> Or “EASA”, if EASA is the competent authority.



<p>[MEMBER STATE]<sup>1</sup> A Member of the European Union<sup>2</sup></p>	<p><b>Terms of Approval</b></p>	<p>TA: [MEMBER STATE CODE<sup>3</sup>].21G.XXXX</p>
<p>This document is part of production organisation approval number [MEMBER STATE CODE<sup>4</sup>].21G.XXXX issued to: Company name:</p>		
<p>Section 1. <b>SCOPE OF WORK:</b></p>		
<p><del>PRODUCTION OF RATING</del></p>	<p>PRODUCTS/CATEGORIES</p>	
<p>For details and limitations, refer to the Production Organisation Exposition; Section xxx.</p>		
<p>Section 2. <b>LOCATIONS:</b></p>		
<p>Section 3. <b>PRIVILEGES:</b></p>		
<p>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 laid down in point 21.A.163, subject to the following:</p>		
<p>[keep only applicable text]</p>		
<p>Prior to the approval of the design of the product, the EASA Form 1 may be issued only for conformity purposes.</p>		
<p>A statement of conformity may not be issued for an <del>non-approved aircraft</del> that has not been issued with a (restricted) type-certificate or a registered declaration of design compliance.</p>		
<p>Maintenance may be performed, until compliance with the maintenance regulations is required, in accordance with the Production Organisation Exposition Section xxx.</p>		
<p>Permits to fly may be issued in accordance with the Production Organisation Exposition Section yyy.</p>		
<p>Date of original issue:</p>	<p>Signed:</p>	
<p>Date of this revision:</p>		
<p>Revision No.:</p>	<p>For [COMPETENT AUTHORITY IDENTIFICATION<sup>5</sup>]</p>	

EASA Form 55b - Issue 34

<sup>1</sup> Or "EASA", if EASA is the competent authority.  
<sup>2</sup> Delete for non-EU Member States.  
<sup>3</sup> Or "EASA", if EASA is the competent authority.  
<sup>4</sup> Or "EASA", if EASA is the competent authority.  
<sup>5</sup> Or "EASA", if EASA is the competent authority.



## Appendix XII — Categories of flight tests and associated flight test crew qualifications

A. [...]

B. [...]

C. Categories of flight test

1. General

The descriptions below address the flights performed by design and production organisations under Annex I (Part 21).

2. Scope

If more than one aircraft is involved in a test, each individual aircraft flight shall be assessed under this Appendix to determine if it is a flight test and when appropriate, its category.

The flights referred to in point ~~(6)~~(B)(3) are the only flights that belong to the scope of this Appendix.

3. Categories of flight tests

Flights tests include the following four categories:

3.1. [...]

3.2. [...]

3.3. [...]

3.4. [...]

### 3.5. Category Five (5)

Flights performed for the purpose of approving operational suitability data.

D. Competence and experience of pilots and lead flight test engineers

1. General

Pilots and lead flight test engineers shall have the competences and experience specified in the following table.

Aircraft	Categories of flight tests				
	1	2	3	4	5
CS-23 commuter or aircraft having a design diving speed (Md) above 0.6 or a maximum ceiling above 7 260 m (25 000 ft), CS-25, CS-27, CS-29 or equivalent airworthiness codes	Competence level 1	Competence level 2	Competence level 3	Competence level 4	Competence level 4
Other CS-23 with an MTOM of or above 2 000 kg	Competence level 2	Competence level 2	Competence level 3	Competence level 4	Competence level 4

