

Consultation: UK Acceptable Means of Compliance and
Guidance Material

For

Regulation (EU) 1321/2014 as retained (and amended in UK
domestic law) under the European Union (Withdrawal) Act
2018

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

- (a) ~~Text to be deleted is shown struck through~~;
- (b) New text is highlighted in grey;
- (c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey

AMC1 145.A.42(a)(i) Components

CAA FORM 1 OR EQUIVALENT

A document equivalent to a CAA Form 1 ~~may be~~ is:

- (a) a release document issued by an organisation under the terms of a bilateral agreement ~~or working arrangement~~ signed by the UK.

(current information on component acceptability can be found on the CAA Website at www.caa.co.uk/commercial-industry/aircraft/airworthiness/organisation-and-maintenance-programme-approvals/bilateral-agreements/what-is-a-bilateral-agreement;

- (b) a release document issued by an organisation approved under the terms of a JAA bilateral agreement until superseded by the corresponding agreement signed by the UK;
- (c) a JAA Form One issued prior to 28 November 2004 by a JAR 145 organisation approved by a JAA Full Member State;
- (d) in the case of new aircraft components that were released from manufacturing prior to the Part 21 compliance date, the component should be accompanied by a JAA Form One issued by a JAR 21 organisation approved by a JAA Full Member State and within the JAA mutual recognition system;
- (e) a JAA Form One issued prior to 28 September 2005 by a production organisation approved by a competent authority in accordance with its national regulations;
- (f) an EASA Form 1 issued prior to 1 April 2022 for repaired or maintained components;
- (g) an EASA Form 1 issued after 31 March 2022 for repaired or maintained components, where the issuing organisation had applied for UK approval prior to 1 April 2022. EASA Form 1s are accepted from such an organisation until that organisation's UKCAA approval was issued. Thereafter, the organisation must issue/have issued UKCAA Form 1s; or
- (h) for ELA1 aircraft, an EASA Form 1 issued prior to 1 January 2023 for repaired or maintained components.

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

CAA FORM 1 OR EQUIVALENT

- (a) A document equivalent to an CAA Form 1 may be is:
- (1) a release document issued by an organisation under the terms of a bilateral agreement or working arrangement signed by the United Kingdom;
(current information on component acceptability can be found on the CAA Website at www.caa.co.uk/commercial-industry/aircraft/airworthiness/organisation-and-maintenance-programme-approvals/bilateral-agreements/what-is-a-bilateral-agreement;
 - (2) a release document issued by an organisation approved under the terms of a JAA bilateral agreement until superseded by the corresponding agreement signed by the United Kingdom;
 - (3) a JAA Form One issued prior to 28 November 2004 by a JAR 145 organisation approved by a JAA Full Member State;
 - (4) in the case of new aircraft components that were released from manufacturing prior to the Part 21 compliance date, the component should be accompanied by a JAA Form One issued by a JAR 21 organisation and approved by a JAA Full Member State within the JAA mutual recognition system;
 - (5) a JAA Form One issued prior to 28 September 2005 by a production organisation approved by a competent authority in accordance with its national regulations;
 - (6) a JAA Form One issued prior to 28 September 2008 by a maintenance organisation approved by a competent authority in accordance with its national regulations;
 - (7) a release document issued under the conditions described in Article 4 point 6 of Regulation (EU) No 1321/2014);
 - (8) an EASA Form 1 issued prior to 1 April 2022 for repaired or maintained components;
 - (9) an EASA Form 1 issued after 31 March 2022 for repaired or maintained components where the issuing organisation had applied for UK approval prior to 1 April 2022. EASA Form 1s are accepted from such an organisation until that organisation's UKCAA approval was issued. Thereafter, the organisation must issue/have issued UKCAA Form 1s; or
 - (10) for ELA1 aircraft, an EASA Form 1 issued prior to 1 January 2023 for repaired or maintained components.
- (b) Any item in storage without an CAA Form 1 or equivalent cannot be installed on aircraft registered in the United Kingdom unless an CAA Form 1 is issued for such item by an appropriately approved maintenance organisation in accordance with AMC M.A.613(a) or AMC1 CAO.A.070(a) or AMC2 145.A.50(d).

AMC1 ML.A.501(a)(ii) Classification and installation

CAA FORM 1 OR EQUIVALENT

A document equivalent to a CAA Form 1 ~~may be~~ is:

- (a) a release document issued by an organisation under the terms of a bilateral agreement or working agreement signed by the United Kingdom;
(current information on component acceptability can be found on the CAA Website at www.caa.co.uk/commercial-industry/aircraft/airworthiness/organisation-and-maintenance-programme-approvals/bilateral-agreements/what-is-a-bilateral-agreement;
- (b) a release document issued by an organisation approved under the terms of a JAA bilateral agreement until superseded by the corresponding agreement signed by the United Kingdom;
- (c) a JAA Form One issued prior to 28 November 2004 by a JAR 145 organisation approved by a JAA Full Member State;
- (d) in the case of new aircraft components that were released from manufacturing prior to the Part 21 compliance date, a JAA Form One issued by a JAR 21 organisation approved by a JAA Full Member State within the JAA mutual recognition system;
- (e) a JAA Form One issued prior to 28 September 2005 by a production organisation approved by a CAA in accordance with its national regulations;
- (f) a JAA Form One issued prior to 28 September 2008 by a maintenance organisation approved by a CAA in accordance with its national regulations;
- (g) a release document issued under the conditions described in Article 4(4) of Regulation (EU) No 1321/2014;
- (h) an EASA Form 1 issued prior to 1 April 2022 for repaired or maintained components;
- (i) an EASA Form 1 issued after 31 March 2022 for repaired or maintained components where the issuing organisation had applied for UK approval prior to 1 April 2022 but had not received its UK approval until after 1 April 2022. EASA Form 1s are accepted from such an organisation until that organisation's UKCAA approval was issued. Thereafter, the organisation must issue/have issued UKCAA Form 1s; or
- (j) for ELA1 aircraft, an EASA Form 1 issued prior to 1 January 2023 for repaired or maintained components.