

Consultation: UK Acceptable Means of Compliance for UK Continuing Airworthiness Regulation (EU) No. 1321/2014

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

CAA FORM 1 OR EQUIVALENT

A document equivalent to a CAA Form 1 is: [...]

(k) (Until, and including, ~~31 December 2024~~ 31 December 2029) for ML aircraft, an EASA Form 1 issued by the component's Original Equipment Manufacturer, or one of its appointed agents, EXCEPT WHEN those components are available from a UK approval holder, or an organisation approved or accepted under the terms of a Bilateral Aviation Safety Agreement with the United Kingdom or a maintenance organisation approved or accepted under the terms of a Working Arrangement established by the CAA.

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

CAA FORM 1 OR EQUIVALENT

A document equivalent to a CAA Form 1 is: [...]

(g) (Until and including, ~~31 December 2024~~ 31 December 2029) for ML aircraft, an EASA Form 1 issued by the component's Original Equipment Manufacturer, or one of its appointed agents, EXCEPT WHEN those components are available from a UK approval holder, or an organisation approved or accepted under the terms of a Bilateral Aviation Safety Agreement with the United Kingdom or a maintenance organisation approved or accepted under the terms of a Working Arrangement established by the CAA.