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STATUTORY INSTRUMENTS

2025 No. 1150

RETAINED EU LAW REFORM

CIVIL AVIATION

The Aviation Safety (Amendment) Regulations 2025

Made - - - -	*28th October 2025*
Coming into force - -	*1st December 2025*

The Secretary of State makes these Regulations in exercise of the powers conferred by Article 17(1) of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation(**a**) and sections 14(1), 14(2) and 14(4)(c) of the Retained EU Law (Revocation and Reform) Act 2023 ("the 2023 Act")(**b**).

The Secretary of State is a relevant national authority for the purposes of sections 14(1) and 14(2) of the 2023 Act(**c**).

In accordance with paragraphs 2(1) to 3, 5(1) and 5(2) of Schedule 5 to the 2023 Act, a draft of this instrument has been laid before Parliament and approved by a resolution of each House of Parliament.

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Aviation Safety (Amendment) Regulations 2025.

(2) These Regulations come into force on 1st December 2025.

(3) These Regulations extend to England and Wales, Scotland and Northern Ireland.

Amendment of Commission Regulation (EU) No 1321/2014

2.—(1) Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks(**d**) is amended as follows.

(2) In Annex 1 (Part-M), Section A (technical requirements)—

(**a**) EUR 2018/1139, amended by S.I. 2019/645 and 2022/637. There are other amendments but none are relevant.
(**b**) 2023 c. 28, to which there are amendments not relevant to these Regulations.
(**c**) The term "relevant national authority" is defined in section 21(1) of the Retained EU Law (Revocation and Reform) Act 2023.
(**d**) EUR 2014/1321, amended by S.I. 2019/645, 2020/1116, 2023/588 and 2024/1290.

(a) in Subpart C (continuing airworthiness), in point M.A.305 (aircraft continuing airworthiness record system), in point (e)(3)(iii), for "(c) of point 21.A.307" substitute "21.A.307(b)(2)";

(b) in Subpart D (maintenance standards)—

(i) for point M.A.401 (maintenance data) substitute—

"(a) The person or organisation maintaining an aircraft must have access to and use only current applicable maintenance data in the performance of maintenance including modifications and repairs.

(b) For the purposes of this Part, applicable maintenance data is:

1. any applicable requirement, procedure, standard or information issued by the CAA,

2. any applicable airworthiness directive,

3. the applicable instructions for continued airworthiness and any other maintenance instructions issued by the type-certificate holder, supplementary type-certificate holder and any other organisation that publishes such data in accordance with Annex I (Part 21) to Regulation (EU) No 748/2012,

4. for components approved for installation by the design approval holder, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder,

5. any applicable data issued in accordance with point 145.A.45(d).

(c) The person or organisation maintaining an aircraft must ensure that all applicable maintenance data is current and readily available for use when required. The person or organisation must establish a work card or worksheet system to be used and must either transcribe accurately the maintenance data onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data.";

(ii) in point M.A.403 (aircraft defects), for point (b) substitute—

"(b) Except when the MEL is used by the pilot or the certifying staff, only the certifying staff referred to in point M.A.801(b)(1), in Subpart F of this Annex, in Annex II (Part-145), in Annex Vd (Part-CAO), or the person authorised in accordance with point M.A.801(c) can decide, using maintenance data referred to in point M.A.401, whether an aircraft defect is a serious hazard to the flight safety and when and which rectification action must be taken before further flight and which defect rectification can be deferred.";

(c) in Subpart E (components)—

(i) in point M.A.501 (classification and installation), in point (a)(1), for "unless otherwise specified" to "Annex Vd (Part-CAO)" substitute "unless otherwise specified in point 21.A.307 of Annex I (Part-21) to Regulation (EU) No 748/2012 or in this Annex (Part-M) or in Annex Vd (Part-CAO)";

(ii) for point M.A.502 (component maintenance) substitute—

"(a) The maintenance of components other than the components referred to in points (b)(2) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 must be performed by maintenance organisations approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable.

(b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such component may be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex, Annex II (Part-145) or Annex Vd (Part-CAO) or by certifying staff referred to in point M.A.801(b)(1). Such maintenance must be performed in accordance with aircraft maintenance data or in accordance with component maintenance data if agreed by the CAA. Such aircraft maintenance organisation or certifying staff may temporarily

remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point is not eligible for the issuance of a CAA Form 1 and is subject to the aircraft release requirements provided for in point M.A.801.

(c) By way of derogation from point (a), where a component is fitted to the engine or auxiliary power unit ('APU'), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance with Subpart F of this Annex, Annex II (Part-145) or Annex Vd (Part-CAO). Such maintenance must be performed in accordance with engine or APU maintenance data or in accordance with component maintenance data if agreed by the CAA. An engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.

Points (a) to (c) above do not apply to components referred to in point (c) of point 21.A.307 of Annex I (Part-21) to Regulation (EU) No 748/2012.

(d) Maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, must be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex, Annex II (Part-145) or Annex Vd (Part-CAO), as applicable, by certifying staff referred to in point (b)(1) of point M.A.801 or by the pilot-owner referred to in point (b)(2) of point M.A.801. Component maintenance performed in accordance with this point is not eligible for the issuance of a CAA Form 1 and is subject to the aircraft release requirements provided for in point M.A.801.

(e) Maintenance of components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 must be performed by either the organisation referred to in point (a), or, if performed by a different person or organisation, that person or organisation must issue a "declaration of maintenance accomplished" in accordance with point (f).

(f) The "declaration of maintenance accomplished" must include basic details of the maintenance carried out, the date on which the maintenance was completed, and the name of the organisation or person that issued it. It will be considered a maintenance record and equivalent to a CAA Form 1 in respect of the maintained component.";

(d) in Subpart H (certificate of release to service – CRS), in point M.A.802 (component certificate to release to service), in point (a), after "Annex II (Part-145)" insert "and for the cases covered by point (e) of point M.A.502".

(3) In Annex 2 (part-145)—

(a) in Section A (technical and organisational requirements)—

(i) in point 145.A.42 (components), in point (a)(i), for "Annex III (Part-ML)" substitute "Annex Vb (Part-ML)";

(ii) in point 145.A.45 (maintenance data)—

(aa) in point (a), for "145.A.55(c)" substitute "145.A.55(a)(3)";

(bb) in point (e), for "correctly completely" substitute "correctly completed";

(iii) for point 145.A.50 (certification of maintenance) substitute—

"(a) A certificate of release to service must be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45 and that there are no known non-compliances which endanger flight safety.

(b) A certificate of release to service must be issued before flight at the completion of any maintenance.

(c) New defects or incomplete maintenance work orders identified during the above maintenance must be brought to the attention of the person or organisation responsible for the aircraft's continuing airworthiness for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. Where that person or organisation declines to have such maintenance carried out under this point, point (e) will apply.

(d) A certificate of release to service must be issued by appropriately authorised certifying staff on behalf of the organisation after the maintenance that was ordered has been carried out on a component whilst it was off the aircraft. The authorised release certificate "CAA Form 1" referred to in Appendix II of Annex I (Part-M) constitutes the component certificate of release to service unless otherwise specified in point M.A.502 of Annex I (Part-M) or ML.A.502 of Annex Vb (Part-ML). Where an organisation maintains a component for its own use, a CAA Form 1 may not be necessary if so provided in the organisation's internal release procedures in its MOE.

(e) By way of derogation from point (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation must enter such fact in the aircraft certificate of release to service before the issue of such certificate.

(f) By way of derogation from point 145.A.50(a) and point 145.A.42, when an aircraft is grounded at a location other than the main line station or main maintenance base due to the non-availability of a component with the appropriate release certificate, the organisation contracted to maintain that aircraft may temporarily fit a component without the appropriate release certificate and the aircraft may fly for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner where:

  (i) the person or organisation responsible for the aircraft's continuing airworthiness has agreed to this,

  (ii) there is a suitable release certificate, and

  (iii) all other applicable maintenance and operational requirements have been met.

(g) All temporarily fitted components mentioned in point (f) must be removed by the end of the period of time specified in point (f) that the aircraft may fly for unless an appropriate release certificate has been obtained in the meantime under point 145.A.50(a) and point 145.A.42.";

(iv) for point 145.A.55 (maintenance and airworthiness review records), including the heading, substitute—

"**145.A.55 Record-keeping**

(a) Maintenance records

1. The organisation must record the details of the maintenance work that is carried out within the scope of its approval. As a minimum, the organisation must retain all the records that are necessary to prove that all the requirements have been met for the issue of the certificate of release to service, including, if any, subcontractors' release documents.

2. The organisation must provide a copy of each certificate of release to service to the operator or customer, together with copies of the detailed maintenance records that are associated with the work carried out and that are necessary to demonstrate compliance with point M.A.305 of Annex I (Part-M) or point ML.A.305 of Annex Vb (Part-ML), as applicable.

3. The organisation must retain a copy of all detailed maintenance records (including certificates of release to service) and of any associated maintenance data for 3 years from

the date when the aircraft or component to which the work relates was issued with a certificate of release to service.

4. If an organisation terminates its operation:

(i) it must transfer all of the retained maintenance records that it holds for the last 3 years of its operation to the last customer to place the maintenance order for the aircraft or component, or, where the owner of the aircraft or component is different from that last customer, to the owner;

(ii) where the last customer or the owner referred to in point (i) is not known or is disputed, the organisation must notify the CAA and must store all of the retained maintenance records that it holds for the last 3 years of its operation in the manner to then be specified by the CAA.

(b) Airworthiness review records

1. If an organisation has the privilege referred to in point 145.A.75(f), it must retain a copy of each airworthiness review certificate that it has issued, together with all the supporting documents, and must make those records available, upon request, to the owner of the aircraft.

2. The records referred to in point (1) must be retained by the organisation for 3 years after the date of issue of the airworthiness review certificate.

3. If an organisation terminates its operation:

(i) it must transfer all of the retained airworthiness review records that it holds for the last 3 years of its operation to the last customer to order the airworthiness review for the respective aircraft, or, where the owner of the respective aircraft is different from that last customer, to the owner;

(ii) where the last customer or the owner referred to in point (i) is not known or is disputed, the organisation must notify the CAA and must store all of the retained airworthiness review records that it holds for the last 3 years of its operation in the manner to then be specified by the CAA.

(c) Management system, contracting and subcontracting records

The following records must be retained by the organisation for at least 5 years:

(i) records of management system processes referred to in point 145.A.200;

(ii) contracts for contracting and subcontracting referred to in point 145.A.205.

(d) Personnel records

1. The organisation must retain records of the qualifications, training and experience of:

(i) the personnel involved in maintenance, compliance monitoring and safety management;

(ii) all airworthiness review staff.

2. The records of all airworthiness review staff must include details of any appropriate qualifications held, together with a summary of the staff member's relevant continuing airworthiness experience and training, and a copy of the airworthiness review authorisation issued to that staff member by the organisation.

3. The records of all the certifying staff and support staff must include the following:

(i) the details of any aircraft maintenance licence held under Annex III (Part-66) or equivalent;

(ii) the scope of the certification authorisation issued to the staff member, where relevant;

(iii) the detailed requirements of any limited or one-off certification authorisations issued to the staff member in accordance with point 145.A.30(j).

4. Personnel records must be kept for as long as a person works for the organisation and must be retained for 3 years after the person has left the organisation or for 3 years after an authorisation issued to that person has been withdrawn.

5. Airworthiness review staff, certifying staff and support staff must be provided with a copy of their personnel records upon their request and upon their leaving the organisation.

(e) The organisation must establish a record-keeping system that allows adequate storage and where records of all of its activities are legible and stored in a manner enabling them to be traced and retrieved.

(f) The format of the records must be specified in the organisation's procedures.

(g) The records must be stored in a manner that ensures that they are protected from damage, alteration and theft.";

(v) in point 145.A.60 (occurrence reporting), after "report to the CAA" omit ", the state of registry";

(vi) in point 145.A.70 (maintenance organisation exposition)—

(aa) in point (a)(10), after "the CAA" insert ", as required by point 145.A.85(c)";

(bb) in point (c), for "145.A.85" substitute "145.A.85(a)";

(vii) for point 145.A.85 (changes to the organisation) substitute—

"(a) The following changes to the organisation require prior approval by the CAA:

1. changes to the organisation's certificate, including the terms of approval;

2. changes to the person referred to in point 145.A.30(b);

3. changes to the reporting lines between the personnel nominated in accordance with point 145.A.30(b) and the accountable manager;

4. the procedure referred to in point (c); and

5. additional locations of the organisation other than those that are mentioned in point 145.A.75(c).

(b) For the changes referred to in point (a) and for all other changes requiring prior approval in accordance with this Annex, the organisation must apply for and obtain an approval issued by the CAA. The application must be submitted before such changes take place. In particular:

1. The organisation must provide the CAA with any relevant documentation.

2. The change must only be implemented upon the receipt of a formal approval from the CAA in accordance with point 145.B.330.

3. The organisation must operate under any conditions prescribed by the CAA during such changes.

(c) All changes not requiring prior approval must be managed and notified to the CAA as set out in a procedure which is approved by the CAA in accordance with point 145.B.310(h).";

(viii) for point 145.A.155 (immediate reaction to a safety problem) substitute—

"The organisation must implement any safety measures mandated by the CAA in accordance with point 145.B.135.";

(b) in Section B (CAA requirements), point 145.B.310 (initial certification procedure), in point (h), for "145.A.70(a)(10)" substitute "145.A.85(c)";

(c) in Appendix 2 (class and rating system for the terms of approval of part-145 maintenance organisations), in point (k)—

(i) for "145.A.85" substitute "145.A.85(a)(1)";

(ii) for "145.A.70(a)(10)" substitute "145.A.85(c)".

(4) In Annex 3 (part-66), Appendix 8 (basic examination standard for category L aircraft maintenance licence), at the end of point (a)(v) insert—

";

(vi) subject to point (vii), a failed module may not be retaken for at least 90 days from the date of the failed module examination;

(vii) in cases where an organisation approved in accordance with Annex IV (Part-147), or in accordance with Annex Vd (Part CAO) for balloons or sailplanes only, conducts a course of training tailored to the failed subjects in the particular module, the failed module may then be re-taken after 30 days, provided that where the organisation is approved in accordance with Annex Vd (Part CAO) for balloons or sailplanes it must hold the maintenance and continuing airworthiness management privileges together with an approval from the CAA to conduct the course of tailored training;

(viii) the time periods prescribed by point 66.A.25 apply to each individual module examination, with the exception of those module examinations which were passed as part of another category licence where the licence has already been issued;

(ix) the maximum number of consecutive attempts for each examination is three in a 12-month rolling period".

Amendment of Regulation (EU) 2018/1139

3.—(1) Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation(**a**) is amended as follows.

(2) In article 62 (certification, oversight and enforcement), in paragraph 14, omit point (e).

(3) In article 69 (qualified entities), in paragraph 1, omit the words "in accordance with regulations made under point (e) of the first sub-paragraph of Article 62(14)".

Signed by authority of the Secretary of State for Transport

Keir Mather
Parliamentary Under Secretary of State
Department for Transport

28th October 2025

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations amend assimilated EU law in the field of aviation safety using powers conferred by Regulation (EU) 2018/1139 of 4 July 2018 on common rules in the field of civil aviation ('the Basic Regulation') and the Retained EU Law (Revocation and Reform) Act 2023.

Regulation 2 amends Commission Regulation (EU) No 1321/2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

Regulation 2(2) amends Annex 1 (Part-M) to correct incorrect cross references and terminological errors. It also specifies the components not requiring Form 1 in Part 21 for maintenance purposes and permits certain components to be fitted without a Form 1, provided a "declaration of maintenance" is issued, the details of which are provided in this regulation.

Regulation 2(3) amends Annex 2 (Part-145) to ensure consistency of terminology, provide clarity on maintenance responsibilities and requirements for record-keeping and to reinstate references which had previously been erroneously omitted.

(**a**) EUR 2018/1139, amended by S.I. 2019/645 and 2022/637. There are other amendments but none are relevant.

Regulation 2(4) amends Annex 3 (Part-66), Appendix 8 (basic examination standard for category L aircraft maintenance licence) to prescribe circumstances under which category L aircraft maintenance examinations may be re-taken.

Regulation 3 amends articles 62 and 69 of the Basic Regulation to revoke the requirement that the Secretary of State make regulations as to the criteria for accreditation by the CAA of qualified entities as the criteria are already provided in Annex 6 to the Basic Regulation.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or business sectors is foreseen. An Explanatory Memorandum has been published alongside these Regulations and is available at www.legislation.gov.uk.

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