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Contents

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.

[1] Text with EEA relevance.

II

(Non-legislative acts)

REGULATIONS

COUNCIL IMPLEMENTING REGULATION (EU) 2022/1356

of 4 August 2022

implementing Regulation (EU) No 101/2011 concerning restrictive measures directed against certain persons, entities and bodies in view of the situation in Tunisia

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EU) No 101/2011 of 4 February 2011 concerning restrictive measures directed against certain persons, entities and bodies in view of the situation in Tunisia [1], and in particular Article 12 thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 4 February 2011, the Council adopted Regulation (EU) No 101/2011.

(2) On the basis of a review by the Council, the entry for one person and the information regarding his rights of defence and his right to effective judicial protection should be deleted.

(3) Annex I to Regulation (EU) No 101/2011 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Regulation (EU) No 101/2011 is amended as set out in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

[1] OJ L 31, 5.2.2011, p. 1.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4 August 2022.

For the Council
The President
M. BEK

ANNEX

Annex I to Regulation (EU) No 101/2011 is amended as follows:

(1) in Section A ('List of persons and entities referred to in Article 2'), the entry for the following person is deleted:

'45. Montassar Ben Habib Ben Bouali LTAIEF';

(2) in Section B ('Rights of defence and right to effective judicial protection under Tunisian law:'), the following entry is deleted:

'45. Montassar Ben Habib Ben Bouali LTAIEF

The investigation or trial relating to the misappropriation of public funds or assets is still ongoing. The information on the Council's file shows that the rights of defence and the right to effective judicial protection were respected in the judicial proceedings on which the Council relied. This is demonstrated in particular by the fact that in 2011 and 2013 Mr Montassar Ben Habib Ben Bouali LTAIEF was heard by an investigating judge in the presence of his lawyers.'.

COMMISSION DELEGATED REGULATION (EU) 2022/1357

of 25 May 2022

amending Regulation (EU) 2019/1241 of the European Parliament and of the Council as regards king scallops (*Pecten maximus*) in the English Channel

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/1241 of the European Parliament and of the Council of 20 June 2019 on the conservation of fisheries resources and the protection of marine ecosystems through technical measures, amending Council Regulations (EC) No 1967/2006, (EC) No 1224/2009 and Regulations (EU) No 1380/2013, (EU) 2016/1139, (EU) 2018/973, (EU) 2019/472 and (EU) 2019/1022 of the European Parliament and of the Council, and repealing Council Regulations (EC) No 894/97, (EC) No 850/98, (EC) No 2549/2000, (EC) No 254/2002, (EC) No 812/2004 and (EC) No 2187/2005 ([1]), and in particular Article 15(2) thereof,

Whereas:

(1) Annex VI to Regulation (EU) 2019/1241 provides for specific provisions regarding technical measures established at regional level for the North Western Waters.

(2) Belgium, Ireland, France, the Netherlands and Spain ('the Member States concerned') have a direct fisheries management interest in the English Channel. In accordance with Article 15(3) of Regulation (EU) 2019/1241, the Member States concerned submitted the joint recommendation to the Commission for a delegated act on 30 April 2021. The joint recommendation was sent by the Member States concerned to the North Western Waters Advisory Council (NWWAC) for consultation.

(3) The joint recommendation submitted by the Member States concerned as regards king scallops (*Pecten maximus*) in the English Channel suggested the introduction of a stock recovery area in Union waters of ICES division 7d south of latitude 49°42′ N and up to the limit of the French territorial waters, and the introduction of a closed season in Union waters of ICES divisions 7d and 7e.

(4) In summer 2021, the Union and the United Kingdom held discussions with a view to seek an ad hoc agreement for seasonal closures as regards king scallops for 2021. These seasonal closures were based on the measures proposed in the joint recommendation submitted by the Member States concerned on 30 April 2021. As a result, a mutually satisfactory approach was agreed whereby specific seasonal scallop fishing closures in the Channel were respected by the Union and the United Kingdom from August to October 2021.

(5) Given that the joint recommendation proposes changes to Annex VI of Regulation (EU) 2019/1241, this delegated Regulation aims at incorporating the provisions requested by the Member States concerned into one single act.

(6) The measures included in this Regulation have been evaluated in accordance with Article 15 of Regulation (EU) 2019/1241. Member States concerned provided evidence to demonstrate that the proposals comply with Article 15(4) of Regulation (EU) 2019/1241.

(7) The Fisheries and Aquaculture Expert Group was consulted through written procedure.

([1]) OJ L 198, 25.7.2019, p. 105.

(8) The Scientific, Technical and Economic Committee for Fisheries (STECF) analysed and positively assessed the evidence presented by the Member States concerned. It concluded ([2]) that the prohibition of king scallop fishing by all fleets during a specified time period represents a major step forward and follows the conclusions of STECF ([3]). The STECF further concluded that an extended timeframe (15 May to 15 October) for the closure in the eastern English Channel south of latitude 49°42′ N is likely to be beneficial for stock biomass. In addition, the STECF stated that while the closure in the rest of area of ICES divisions 7d and 7e (15 May to 30 September) is slightly shorter than that for the Baie de Seine, this measure is still likely to be beneficial given it applies to all fleets. The proposed measures should therefore be included in this Regulation.

(9) The measures in this Regulation applicable to Union waters are in pursuit of the objectives set out in Article 494(1) and (2) of the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part ('the Agreement'), and have regard to the principles referred to in Article 494(3) of that Agreement. They are without prejudice to any measures applicable in waters of the United Kingdom.

(10) As the measures provided for in this Regulation have a direct impact on the planning of the fishing season of Union vessels and on related economic activities, this Regulation should enter into force on the day following that of its publication,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) 2019/1241 is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 25 May 2022.

For the Commission
The President
Ursula VON DER LEYEN

([2]) Scientific, Technical and Economic Committee for Fisheries (STECF) – Evaluation of Joint Recommendations on the Landing Obligation and on the Technical Measures Regulation (STECF-21-05). EUR 28359 EN, Publications Office of the European Union, Luxembourg, 2021, ISBN 978-92-76-40593-1, doi:10.2760/83668, JRC126128.

([3]) Scientific, Technical and Economic Committee for Fisheries (STECF) – 52nd Plenary Meeting Report (PLEN-16-02); Publications Office of the European Union, Luxembourg; EUR 28106 EN; doi:10.2788/6958.

ANNEX

In Annex VI to Regulation (EU) 2019/1241, in Part C, the following point is added:

'11. Conservation measures for the king scallop (*Pecten maximus*) stock in ICES divisions 7d and 7e.

11.1. Stock recovery area for the king scallop stock in Union waters of ICES division 7d in the eastern English Channel south of latitude 49°42′ N and up to the limit of the French territorial waters:

(a) Each year, from 15 May to 15 October, it shall be prohibited to conduct any king scallop fishing with dredges.

11.2. Closed season in the king scallop fishery in Union waters of ICES divisions 7d and 7e:

(a) Each year, from 15 May to 30 September, it shall be prohibited to conduct any king scallop fishing with dredges in Union waters of ICES division 7d (corresponding to the eastern English Channel), not covered by the stock recovery area referred to in point 11.1.

(b) Each year, from 15 May to 30 September it shall be prohibited to conduct any king scallop fishing with dredges within the boundaries of the North Finistère area in Union waters of ICES division 7e (corresponding to the western English Channel) and within a perimeter of one nautical mile to the northern boundary, within the area enclosed by sequentially joining with rhumb lines the following coordinates, which shall be measured according to the WGS84 coordinate system:

48°54′23″ N, 5°00′00″ W

49°22′34.576″ N, 4°02′45.078″ W

49°22′54.465″ N, 3°49′14.415″ W

49°22′20″ N, 3°44′18.999″ W

49°23′51″ N, 3°36′54″ W

49°06′32.121″ N, 3°13′01.174″ W

49°06′03.993″ N, 3°23′27.255″ W

49°04′52.068″ N, 3°37′04.22″ W

48°59′49.782″ N, 3°57′07.907″ W

49°01′13.191″ N, 3°57′47.006″ W

48°43′55.255″ N, 4°20′24.785″ W

48°42′16.586″ N, 4°31′04.325″ W

48°39′34″ N, 4°36′25.999″ W

48°39′26.901″ N, 4°44′39.883″ W

48°36′17″ N, 4°49′32″ W

48°52′36″ N, 4°52′45″ W

48°49′07″ N, 4°59′26″ W'.

COMMISSION DELEGATED REGULATION (EU) 2022/1358

of 2 June 2022

amending Regulation (EU) No 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Articles 19(1) and 62(13) thereof,

Whereas:

(1) Commission Regulation (EU) No 748/2012 ([2]) lays down the requirements for the airworthiness and environmental certification of products, parts and appliances of civil aircraft, such as engines, propellers and parts to be installed therein.

(2) Pursuant to Article 140(3) of Regulation (EU) 2018/1139, sport and recreational aviation is to be subject to simple and proportionate rules to avoid putting unnecessary administrative and financial burdens for the organisations involved in the design and production of such aircraft. Those rules are to be proportionate, cost-effective and flexible, while ensuring the necessary level of safety.

(3) Organisations involved in the design and production of certain categories of products used in sport and recreational aviation should be provided with the possibility, as an alternative to design certification, to declare the compliance of the design of an aircraft, and if applicable of the engine and propeller, with the relevant industry standards, where it is considered that this will ensure an acceptable level of safety.

(4) Organisations involved in the design and production of products used in sport and recreational aviation should also be provided with the possibility to utilise a more proportionate process for the certification of such products.

(5) Organisations involved in the design and production of products used in sport and recreational aviation should be provided with the possibility, as an alternative to an organisational approval, to declare their capability to design and produce products and parts. Those organisations should be able to use existing approvals as a means to demonstrate their capability in conducting design and production activities.

(6) Environmental protection requirements should be also laid down for the products the design of which is subject to a declaration of design compliance. Such environmental protection requirements should be based on requirements contained in Volumes I, II and III of Annex 16 to the Convention on International Civil Aviation ([3]) in order to ensure the same, uniform level of environmental protection irrespective of whether a product is subject to type certification or a declaration of design compliance.

(7) Regulation (EU) No 748/2012 should therefore be amended accordingly.

([1]) OJ L 212, 22.8.2018, p. 1.

([2]) Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1).

([3]) Convention on International Civil Aviation, signed at Chicago on 7 December 1944 (the 'Chicago Convention').

(8) A sufficient transitional period should be provided for organisations involved in the design and production of aircraft primarily used in sport and recreational aviation to ensure their compliance with the new rules and procedures introduced by this Regulation.

(9) The measures provided for in this Regulation are in accordance with Opinion No 05/2021 ([4]), issued by the European Union Aviation Safety Agency in accordance with Article 76(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 748/2012 is amended as follows:

(1) the title is replaced by the following:

'**COMMISSION REGULATION (EU) No 748/2012**

of 3 August 2012

laying down implementing rules for the airworthiness and environmental certification or declaration of compliance of aircraft and related products, parts and appliances, as well as for the capability requirements of design and production organisations

(recast)';

(2) Article 1 is replaced by the following:

'*Article 1*

Scope and definitions

1. This Regulation lays down, in accordance with Articles 19 and 62 of Regulation (EU) 2018/1139, common technical requirements and administrative procedures for the airworthiness and environmental certification of products, parts and appliances specifying:

(a) the issue of type certificates, restricted type certificates, supplemental type certificates and changes to those certificates;

(b) the issue of certificates of airworthiness, restricted certificates of airworthiness, permits to fly and authorised release certificates;

(c) the issue of repair design approvals;

(d) the showing of compliance with environmental protection requirements;

(e) the issue of noise certificates and restricted noise certificates;

(f) the identification of products, parts and appliances;

(g) the certification of certain parts and appliances;

(h) the certification of design and production organisations;

(i) the issue of airworthiness directives;

([4]) Opinion 05/2021 of 22 October 2021 of the European Union Aviation Safety Agency, Part 21 Light – Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations, https://www.easa.europa.eu/document-library/opinions/opinion-052021

(j) the making of declarations of design compliance and changes to those declarations;

(k) the making of declarations of design and production capability.

2. For the purpose of this Regulation, the following definitions shall apply:

(a) "JAA" means the "Joint Aviation Authorities";

(b) "JAR" means "Joint Aviation Requirements";

(c) "Part 21" means the requirements and procedures for the certification of aircraft and related products, parts and appliances, and of design and production organisations laid down in Annex I (Part 21) to this Regulation;

(d) "Part 21 Light" means the requirements and procedures for the certification or declaration of design compliance of aircraft intended primarily for sports and recreational use and related products and parts, and declaration of design and production capability of organisations laid down in Annex Ib (Part 21 Light) to this Regulation;

(e) "principal place of business" means the head office or registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;

(f) "article" means any part and appliance to be used on civil aircraft;

(g) "ETSO" means European Technical Standard Order. The European Technical Standard Order is a detailed airworthiness specification issued by the European Union Aviation Safety Agency (the "Agency") to ensure compliance with the requirements of this Regulation as a minimum performance standard for specified articles;

(h) "EPA" means European Part Approval. European Part Approval of an article means that the article has been produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for ETSO articles;

(i) "ELA1 aircraft" means the following manned European Light Aircraft:

  (i) an aeroplane with a maximum take-off mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;

  (ii) a sailplane or powered sailplane of 1 200 kg MTOM or less;

  (iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m3 for hot air balloons, 1 050 m3 for gas balloons, 300 m3 for tethered gas balloons;

  (iv) an airship designed for not more than four occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m3 for hot air airships and 1 000 m3 for gas airships;

(j) "ELA2 aircraft" means the following manned European Light Aircraft:

  (i) an aeroplane with a maximum take-off mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;

  (ii) a sailplane or powered sailplane of 2 000 kg MTOM or less;

  (iii) a balloon;

  (iv) a hot air airship;

  (v) a gas airship complying with all of the following characteristics:

    — 3 % maximum static heaviness,

    — non-vectored thrust (except reverse thrust),

— conventional and simple design of structure, control system and ballonet system,

— non-power assisted controls;

(vi) a rotorcraft with an MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations;

(k) "operational suitability data (OSD)" means data, which is part of an aircraft type certificate, restricted type certificate or supplemental type certificate, consisting of all of the following:

(i) the minimum syllabus of pilot type rating training, including determination of type rating;

(ii) the definition of scope of the aircraft validation source data to support the objective qualification of simulators or the provisional data to support their interim qualification;

(iii) the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;

(iv) determination of type or variant for cabin crew and type-specific data for cabin crew;

(v) the master minimum equipment list.';

(3) Article 2 is replaced by the following:

'*Article 2*

Certification of products, parts and appliances

1. Products, parts and appliances shall be issued certificates as specified in Annex I (Part 21).

2. By way of derogation from paragraph 1 of this Article, certificates may be alternatively issued as specified in Annex Ib (Part 21 Light) for the following products:

(a) an aeroplane with a maximum take-off mass (MTOM) of 2 000 kg or less and a maximum operational seating configuration of four persons;

(b) a sailplane or powered sailplane of 2 000 kg MTOM or less;

(c) a balloon;

(d) a hot air airship;

(e) a passenger gas airship designed for not more than four persons;

(f) a rotorcraft of 1 200 kg MTOM or less and a maximum operational seating configuration of four persons;

(g) a piston engine or fixed pitch propeller that is intended to be installed on an aircraft referred to in points (a) to (f); or

(h) a gyroplane.

3. By way of derogation from paragraphs 1 and 2 of this Article, a declaration of design compliance may alternatively be made, as specified in Annex Ib (Part 21 Light), for the following products:

(a) an aeroplane of 1 200 kg MTOM or less that is not jet-powered and with a maximum operational seating configuration of two persons;

(b) a sailplane or a powered sailplane of 1 200 kg MTOM or less;

(c) a balloon designed for not more than four persons;

(d) a hot air airship designed for not more than four persons.

4. By way of derogation from paragraphs 1 to 3 of this Article, aircraft, including any installed product, part and appliance, which are not registered in a Member State shall be exempted from the provisions of Subparts H and I of Section A of Annex I (Part 21) and Subparts H and I of Section A of Annex Ib (Part 21 Light). They shall also be exempted from the provisions of Subpart P of Section A of Annex I (Part 21) and Subpart P of Section A of Annex Ib (Part 21 Light), except where aircraft identification marks are prescribed by a Member State.';

(4) the following Article 2a is inserted:

'*Article 2a*

Transitional arrangements for certificates previously issued under Annex I (Part 21)

1. A holder of a valid type certificate or a supplemental type certificate issued, or deemed to have been issued, by the Agency under Annex I (Part 21) may, until 25 August 2025 request to the Agency to maintain, from a given date, the type design approved under that certificate in accordance with Annex Ib (Part 21 Light), provided that the product covered by that certificate is within the scope of Article 2(2).

2. Where a request is made pursuant to paragraph 1, that type certificate or supplemental type certificate shall be governed, as of the given date referred to in paragraph 1, by the provisions of Annex Ib (Part 21 Light) regarding the type certificates or supplemental type certificates, as applicable. The Agency shall amend the type certificate data sheet or supplemental type certificate data sheet accordingly.';

(5) in Article 3, paragraphs 3 and 4 are replaced by the following:

'3. With regard to products for which a type-certification process was proceeding through the JAA or a Member State on 28 September 2003, the following shall apply:

(a) if a product is under certification by several Member States, the most advanced project shall be used as the reference;

(b) points 21.A.15(a), (b) and (c) of Annex I (Part 21) shall not apply;

(c) by way of derogation from point 21.B.80 of Annex I (Part 21), the type-certification basis shall be that established by the JAA or, where applicable, the Member State at the date of application for the approval;

(d) compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purposes of compliance with points 21.A.20(a) and (d) of Annex I (Part 21).

4. With regard to products that have a national type certificate, or equivalent, and for which the approval process of a change carried out by a Member State was not finalised at the time when the type certificate had to be approved in accordance with this Regulation, the following conditions shall apply:

(a) if an approval process is being carried out by several Member States, the most advanced project shall be used as the reference;

(b) point 21.A.93 of Annex I (Part 21) shall not apply;

(c) the applicable type-certification basis shall be that established by the JAA or, where applicable, the Member State at the date of application for the approval of change;

(d) compliance findings made under JAA or Member State procedures shall be deemed to have been made by the Agency for the purposes of compliance with point 21.B.107 of Annex I (Part 21).';

(6) in Article 8, paragraphs 2 and 3 are replaced by the following:

'2. By way of derogation from paragraph 1 of this Article, a natural or legal person responsible for the design of products whose principal place of business is in a Member State and who applies for or holds a certificate for the design of products, or changes or repairs thereto, in accordance with Article 2(2) may, alternatively, demonstrate their capability in accordance with Annex Ib (Part 21 Light).

3. Natural or legal persons involved in the design of aircraft subject to a declaration of design compliance referred to in Article 2(3) need not demonstrate their capability.';

(7) in Article 8, the following paragraph 5 is added:

'5. By way of derogation from paragraph 1 of this Article, an organisation whose principal place of business is in a non-Member State may demonstrate its capability by holding a certificate issued by that State for the product, part and appliance for which it applies in accordance with Annex I (Part 21), provided that:

(a) that State is the State of design;

(b) the Agency has determined that the system of that State includes the same independent level of checking of compliance as provided by this Regulation, either through an equivalent system of approvals of organisations or through direct involvement of the competent authority of that State.';

(8) in Article 9, paragraphs 2 and 3 are replaced by the following:

'2. By way of derogation from paragraph 1 of this Article, a natural or legal person whose principal place of business is in a Member State and who is responsible for the manufacture of products and their parts and appliances in accordance with Article 2(2) may alternatively demonstrate their capability in accordance with Annex Ib (Part 21 Light).

3. The demonstration of capability pursuant to paragraphs 1 or 2 shall not be required where the production organisation or natural or legal person are involved in the following manufacturing activities:

(a) the manufacture of parts or appliances that are eligible, in accordance with Annex I (Part 21), for installation in a type-certified product without the need to be accompanied by an authorised release certificate (that is to say EASA Form 1);

(b) the manufacture of parts that are eligible, in accordance with Annex Ib (Part 21 Light), for installation in an aircraft that has been subject to a declaration of design compliance without the need to be accompanied by an authorised release certificate (that is to say EASA Form 1);

(c) the manufacture of an aircraft that has been subject to a declaration of design compliance referred to in Article 2(3), and of parts that are eligible for installation on such aircraft. In such case, the manufacturing activities shall be conducted in accordance with Subpart R of Section A of Annex Ib (Part 21 Light).';

(9) Article 10 is replaced by the following:

'*Article 10*

Agency measures

1. The Agency shall develop acceptable means of compliance ("AMC") which competent authorities, organisations and personnel may use to demonstrate compliance with the provisions of Annex I (Part 21) and Annex Ib (Part 21 Light).

2. The AMC issued by the Agency shall neither introduce new requirements nor alleviate the requirements of Annex I (Part 21) and Annex Ib (Part 21 Light).';

(10) Annex I (Part 21) is amended in accordance with Annex I to this Regulation;

(11) Annex Ib (Part 21 Light) is added as set out in Annex II to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 25 August 2023.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 2 June 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annex I (Part 21) to Regulation (EU) No 748/2012 is amended as follows:

(1) in Section A, Subpart G is amended as follows:

(a) point 21.A.133 is replaced by the following:

"21.A.133 **Eligibility**

Any natural or legal person ('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 declared or intends to declare compliance of that specific design in accordance with Subpart C of Section A of Annex Ib (Part 21 Light); or

(d) have ensured satisfactory coordination between production and design, through an appropriate arrangement with:

(1) the applicant for, or holder of, an approval of that specific design issued in accordance with this Regulation; or

(2) the natural or legal person who made a declaration of compliance of that specific design in accordance with Subpart C of Section A of Annex Ib (Part 21 Light).";

(b) in point 21.A.139, point (d) is replaced by the following:

"(d) as part of the quality management element of the production management system, the production organisation shall:

1. 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 a condition for safe operation, and thus exercise the privileges as defined in point 21.A.163;

2. establish, implement and maintain, as appropriate, within the scope of the approval, control procedures for:

(i) document issue, approval or change;

(ii) vendor and subcontractor assessment audit and control;

(iii) the 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) the calibration of tools, jigs, and test equipment;

(viii) non-conforming item control;

(ix) airworthiness coordination with:

(A) the applicant for, or holder of, the design approval;

(B) the natural or legal person who made a declaration of design compliance in accordance with Subpart C of Section A of Annex Ib (Part 21 Light);

(x) the completion and retention of records;

(xi) the competence and qualifications of personnel;

(xii) the issue of airworthiness release documents;

(xiii) handling, storage and packing;

(xiv) internal quality audits and the resulting corrective actions;

(xv) work within the terms of approval performed at any location other than the approved facilities;

(xvi) work performed after the completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation;

(xvii) the issue of a permit to fly and approval of the associated flight conditions.

3. include specific provisions in the control procedures for any critical parts.";

(c) in point 21.A.145, point (b) is replaced by the following:

"(b) with regard to all the necessary airworthiness and environmental protection data:

1. the production organisation is in receipt of such data from the Agency and from the holder of, or applicant for, the type certificate, restricted type certificate or design approval issued in accordance with this Regulation or a natural or legal person who made a declaration of design compliance under Subpart C of Section A of Annex Ib (Part 21 Light), including any exemption granted against the environmental protection requirements, to determine conformity with the applicable design data;

2. the production organisation has established a procedure to ensure that the airworthiness and environmental protection data are correctly incorporated in its production data;

3. such data is kept up to date and made available to all personnel that need access to such data to perform their duties.";

(d) point 21.A.163 is replaced by the following:

"**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) perform production activities under this Annex or Annex Ib (Part 21 Light);

(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 and a noise certificate without further showing;

(c) in the case of other products, parts or appliances, issue authorised release certificates (EASA Form 1) under this Annex (Part 21) or under Annex Ib (Part 21 Light) without further showing;

(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 without further showing;

(e) in the case of products or parts to be installed on an aircraft that is subject to a declaration of design compliance under point 21L.A.43 of Annex Ib (Part 21 Light), issue authorised release certificates (EASA Form 1) under Annex Ib (Part 21 Light) without further showing;

(f) maintain a new aircraft that it has produced and issue a certificate of release to service (EASA Form 53) in respect of that maintenance;

(g) under procedures agreed with its competent authority for production, for an aircraft it has produced and when the production organisation itself is controlling under its Production Organisation Approval 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 point 21.A.711(c) including approval of the flight conditions in accordance with point 21.A.710(b).";

(e) point 21.A.165 is replaced by the following:

"**21.A.165 Obligations of the holder**

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

(a) ensure that the production organisation exposition furnished in accordance with point 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 competent authority; or

2. determine that other products, parts or appliances are complete and conform to the approved design data or declared design data and are in a condition for safe operation before issuing an EASA Form 1 to certify conformity to approved or declared 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 aeroplane is in compliance with the applicable CO_2 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 an EASA Form 1 as a conformity certificate;

(d) provide assistance to the holder of the type certificate or other design approval or a natural or legal person who made a declaration of design compliance under Subpart C of Section A of Annex Ib (Part 21 Light) in dealing with any continuing airworthiness actions that are related to the products, parts or appliances that have been produced;

(e) where, under its terms of approval, the holder intends to issue a certificate of release to service, determine that each completed aircraft has been subjected to the necessary maintenance and is in a condition for safe operation, prior to issuing the certificate;

(f) where applicable, under the privilege of point 21.A.163(e), determine the conditions under which a permit to fly can be issued;

(g) where applicable, under the privilege of point 21.A.163(e), establish compliance with points 21.A.711(c) and (e) before issuing an aircraft with a permit to fly;

(h) comply with Subpart A of this Section.";

(2) in Section A, Subpart H is amended as follows:

(a) point 21.A.171 is replaced by the following:

"**21.A.171 Scope**

This Subpart establishes the procedure for issuing airworthiness certificates to aircraft which conform to a type certificate that has been issued in accordance with this Annex.";

(b) in point 21.A.174, point (b) is replaced by the following:

"(b) each application for a certificate of airworthiness or restricted certificate of airworthiness shall include:

1. the class of airworthiness certificate applied for;

2. with regard to new aircraft:

(i) a statement of conformity:

— issued under 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 under point 21.A.163(b) or, in the case of an aircraft imported in accordance with Article 9(4) of this Regulation, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency;

(ii) a weight and balance report with a loading schedule and;

(iii) the flight manual, when required by the applicable certification specifications for the particular aircraft.

3. with regard to used aircraft originating from:

(i) a Member State, an airworthiness review certificate issued in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 ([1]);

(ii) a non-Member State:

— a statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at the time of transfer;

— a weight and balance report with a loading schedule;

— the flight manual when such a manual is required by the airworthiness code for the aircraft;

— historical records to establish the production, modification and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness issued in accordance with point 21.B.327;

— a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and for an airworthiness review certificate pursuant to an airworthiness review in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014;

— the date on which the first certificate of airworthiness was issued and, if the standards of Volume III of Annex 16 to the Convention on International Civil Aviation apply, the CO_2 metric value data.";

(3) in Section A, Subpart I is amended as follows:

(a) point 21.A.201 is replaced by the following:

"**21.A.201 Scope**

This Subpart establishes the procedure for issuing noise certificates to aircraft which conform to a type certificate that has been issued in accordance with this Annex.";

([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 (OJ L 362, 17.12.2014, p. 1).

(b) in point 21.A.204, point (b) is replaced by the following:

"(b) each application shall include:

1. with regard to new aircraft:

(i) a statement of conformity:

— issued under 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 under point 21.A.163(b) or, in the case of an aircraft imported in accordance with Article 9(4) of this Regulation, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency; and

(ii) the noise information determined in accordance with the applicable noise requirements;

2. with regard to used aircraft:

(i) the noise information determined in accordance with the applicable noise requirements; and

(ii) historical records to establish the production, modification, and maintenance standard of the aircraft.";

(4) in Section A, Subpart J is amended as follows:

(a) point 21.A.233 is replaced by the following:

"**21.A.233 Eligibility**

Any natural or legal person ('organisation') shall be eligible as an applicant for an approval under this Subpart:

(a) in order to demonstrate compliance with points 21.A.14, 21.A.112B, 21.A.432B or 21.A.602Bof this Annex; or

(b) in order to demonstrate compliance with points 21L.A.23, 21L.A.83 or 21L.A.204 of Annex Ib (Part 21 Light); or

(c) for the purpose of obtaining privileges under point 21.A.263 regarding approval of minor changes or minor repair design, or issuing declarations of compliance regarding minor changes or minor repair design of aircraft for which design compliance has been declared in accordance with Subpart C of Section A of Annex Ib (Part 21 Light).";

(b) in point 21.A.239, point (d) is replaced by the following]:

"(d) as part of the design assurance element of the design management system, the design organisation shall:

1. establish, implement and maintain a system for the control and supervision of the design, and of design changes and repairs, of products, parts and appliances covered by the terms of approval; this system shall:

(i) include an airworthiness function responsible for managing that the design of products, parts and appliances, or the design changes and repairs, comply with the applicable type-certification basis, technical specifications concerning the making of declarations, the applicable operational suitability data certification basis and the environmental protection requirements;

(ii) ensure that it properly discharges its responsibilities in accordance with this Annex and with the terms of approval issued under point 21.A.251;

2. establish, implement and maintain an independent verification function of the demonstration of compliance on the basis of which the organisation declares compliance with the applicable airworthiness, operational suitability data and environmental protection requirements; and

3. specify the manner in which the design assurance system accounts for the acceptability of the parts or appliances that are designed or the tasks that are performed by its partners or subcontractors according to the methods which are the subjects of written procedures.";

(c) point 21.A.263 is replaced by the following:

"**21.A.263 Privileges**

(a) (Reserved)

(b) (Reserved)

(c) The holder of a design organisation approval shall be entitled, within the scope of its terms of approval issued under point 21.A.251 and under the relevant procedures of the design management system:

1. to classify changes to a type certificate or to a supplemental type certificate and repair designs as 'major' or 'minor';

2. to approve minor changes to a type certificate or to a supplemental type certificate and minor repair designs under this Annex (Part 21) or under Annex Ib (Part 21 Light);

3. to declare the compliance of a minor change or minor repair to the design of an aircraft for which design compliance has been declared by the declarant under point 21L.A.43 of Subpart C of Section A of Annex Ib (Part 21 Light);

4. to declare compliance of a changed aircraft design, in accordance with point 21L.A.43 of Annex Ib (Part 21 Light), in the event that the natural or legal person who originally made a declaration of design compliance with respect to that aircraft under point 21L.A.43 of Annex Ib (Part 21 Light) is no longer active or is unresponsive to requests for the declaration of compliance of design changes;

5. to approve certain major repair designs under Subpart M of this Annex to products or auxiliary power units (APUs);

6. to approve for certain aircraft the flight conditions under which a permit to fly can be issued in accordance with point 21.A.710(a)(2), except for permits to fly to be issued for the purpose of point 21.A.701(a)(15);

7. to issue a permit to fly in accordance with point 21.A.711(b) for an aircraft it has designed or modified, or for which it has approved, in accordance with point 21.A.263(c)(6), the flight conditions under which the permit to fly can be issued, and where the holder of a design organisation approval itself:

(i) controls the configuration of the aircraft, and

(ii) attests conformity with the design conditions approved for the flight;

8. to approve certain major changes to a type certificate under Subpart D of this Annex or under Subpart D of Section A of Annex Ib (Part 21 Light); and

9. to issue certain supplemental type certificates under Subpart E of this Annex or under Subpart E of Section A of Annex Ib (Part 21 Light) and approve certain major changes to those certificates.";

(d) in point 21.A.265, point (c) is replaced by the following:

"(c) determine that the design of the products, or of the changes or repairs to them, complies with the applicable type-certification basis, technical specifications concerning the making of declarations, operational suitability data certification basis, and the environmental protection requirements and have no unsafe features;";

(5) in Section A, in Subpart K, in point 21.A.307, the following point (b)(7) is inserted:

"7. a part or appliance manufactured by a person or organisation referred to in Article 9(4) of this Regulation;";

(6) In Appendix I, the text in title 'Instructions for the use of EASA Form 1' is replaced by the following:

"These instructions relate only to the use of EASA Form 1 for production purposes. Attention is drawn to Appendix II to Annex I (Part-M) of Regulation (EU) No 1321/2014 which covers the use of EASA Form 1 for maintenance purposes.

1. PURPOSE AND USE

1.1. A primary purpose of the certificate is to declare the airworthiness of new aviation products, parts and appliances ('the item(s)').

1.2. Correlation must be established between the certificate and the item(s). The originator must retain a certificate in a form that allows verification of the original data.

1.3. The certificate is acceptable to many airworthiness authorities, but this may be dependent on bilateral agreements and/or the policy of the airworthiness authority.

1.4. The certificate is not a delivery or shipping note.

1.5. Aircraft are not to be released using the certificate.

1.6. The certificate does not constitute approval to install the item on a particular aircraft, engine, or propeller but helps the end user determine its airworthiness approval status.

1.7. A mixture of production released and maintenance released items is not permitted on the same certificate.

1.8. A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same certificate.

2. GENERAL FORMAT

2.1. The certificate 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 suit the individual application, but not to the extent that would make the certificate unrecognisable.

2.2. The certificate must be in 'landscape' format, but the overall size may be significantly increased or decreased so long as the certificate remains recognisable and legible. If in doubt, consult the competent authority.

2.3. The user/installer responsibility statement can be placed on either side of the form.

2.4. All printing must be clear and legible to permit easy reading.

2.5. The certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

2.6. The certificate should be in English, and if appropriate, in one or more other languages.

2.7. The details to be entered on the certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.

2.8. Limit the use of abbreviations to a minimum, to aid clarity.

2.9. The space remaining on the reverse side of the certificate may be used by the originator for any additional information but must not include any certification statement. Any use of the reverse side of the certificate must be referenced in the appropriate block on the front side of the certificate.

3. COPIES

3.1. There is no restriction in the number of copies of the certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

4.1. If an end user finds an error(s) on a certificate, they must identify it (them) in writing to the originator. The originator may issue a new certificate if they can verify and correct the error(s).

4.2. The new certificate must have a new tracking number, signature and date.

4.3. The request for a new certificate may be honoured without re-verification of the item(s) condition. The new certificate is not a statement of current condition and should refer to the previous certificate in block 12 by the following statement: 'This certificate corrects the error(s) in block(s) [enter block(s) corrected] of the certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service'. Both certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving competent authority/Country

State the name and country of the competent authority under whose jurisdiction this certificate is issued. When the competent authority is the Agency, only 'EASA' must be stated.

Block 2 EASA Form 1 header

'AUTHORISED RELEASE CERTIFICATE EASA FORM 1'

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the production organisation (refer to EASA Form 55 Sheet A) or natural or legal persons releasing the item(s) covered by this certificate. Logos, etc. of the organisation are permitted if they can be contained within the block.

Block 5 Work Order/Contract/Invoice

To facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference number.

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy cross-referencing to the Remarks in block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin, Component Maintenance Manual).

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In the case of an engine or propeller, the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulation to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter 'N/A'.

Block 11 Status/Work

Enter either 'PROTOTYPE' or 'NEW'.

Enter 'PROTOTYPE' for:

(i) the production of a new item in conformity with non-approved design data;

(ii) the production of a new item in conformity with design data that has not yet been declared by a declarant in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light);

(iii) re-certification by the organisation identified in block 4 of the previous certificate after alteration or rectification work on an item, prior to entry into service, (e.g. after incorporation of a design change, correction of a defect, inspection or test, or renewal of shelf life). Details of the original release and the alteration or rectification work are to be entered in block 12;

Enter 'NEW' for:

(i) the production of a new item in conformity with the approved design data;

(ii) the production of a new item in conformity with design data declared by the declarant in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light);

(iii) re-certification by the organisation identified in block 4 of the previous certificate after alteration or rectification work on an item, prior to entry into service, (e.g. after incorporation of a design change, correction of a defect, inspection or test, or renewal of shelf-life). Details of the original release and the alteration or rectification work are to be entered in block 12;

(iv) re-certification by the product manufacturer or the organisation identified in block 4 of the previous certificate of items from 'prototype' (conformity only to non-approved data) to 'new' (conformity to approved data and in a condition for safe operation), subsequent to approval of the applicable design data, provided that the design data has not changed.

For certified products, the following statement must be entered in block 12:

'RE-CERTIFICATION OF ITEMS FROM 'PROTOTYPE' TO 'NEW': THIS DOCUMENT CERTIFIES THE APPROVAL OF THE DESIGN DATA [INSERT TC/STC NUMBER, REVISION LEVEL], DATED [INSERT DATE IF NECESSARY FOR IDENTIFICATION OF REVISION STATUS], TO WHICH THIS ITEM (THESE ITEMS) WAS (WERE) MANUFACTURED.'

The box 'approved design data and are in a condition for safe operation' should be marked in block 13a;

For aircraft subject to a declaration of design compliance in accordance with Subpart C of Section A of Annex Ib (Part 21 Light), the following statement must be entered in block 12:

'RE-CERTIFICATION OF ITEMS FROM 'PROTOTYPE' TO 'NEW': THIS DOCUMENT CERTIFIES THE DECLARATION OF THE DESIGN DATA [INSERT DECLARATION REFERENCE, REVISION LEVEL], DATED [INSERT DATE IF NECESSARY FOR IDENTIFICATION OF REVISION STATUS], TO WHICH THIS ITEM (THESE ITEMS) WAS (WERE) MANUFACTURED.'

(v) the examination of a previously released new item prior to entry into service in accordance with a customer-specified standard or specification (details of which and of the original release are to be entered in block 12) or to establish airworthiness (an explanation of the basis of release and details of the original release are to be entered in block 12).

Block 12 Remarks

Describe the work identified in block 11, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of item(s) in relation to the work being certified. If necessary, a separate sheet may be used and referenced from EASA Form 1. Each statement must clearly identify which item(s) in block 6 it relates to. If there is no statement, state 'None'.

Enter the justification for release to non-approved design data in block 12 (e.g. pending type certificate, for test only, pending approved data).

If the item has been produced in accordance with design data that has not yet been declared by the declarant in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light), then the following statement shall be included in Block 12:

'PENDING DECLARATION OF DESIGN COMPLIANCE IN ACCORDANCE WITH SUBPART C, F OR N of Section A of Annex Ib (Part 21 Light)'

If the item has been produced in accordance with design data that has been declared by the declarant in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light), then the following statement shall be included in Block 12:

'PRODUCED IN CONFORMITY WITH THE DESIGN DATA OF A DECLARATION OF DESIGN COMPLIANCE IN ACCORDANCE WITH SUBPART C, F OR N of Section A of Annex Ib (Part 21 Light)'

If printing the data from an electronic EASA Form 1, any data not appropriate in other blocks should be entered in this block.

Block 13a Mark only one of the two boxes:

1. Mark the 'approved design data and are in a condition for safe operation' box if the item(s) was (were) manufactured using approved design data and found to be in a condition for safe operation.

2. Mark the 'non-approved design data specified in block 12' box if the item(s) was (were) manufactured using applicable non-approved design data.

   This box shall also be marked when the item has been produced in conformity with design data that has been declared in accordance with Subpart C, F and N of Section A of Annex Ib (Part 21 Light).

   Identify the data in block 12 (e.g. pending type certificate, for test only, pending approved data, conformity to design data from a declaration of design compliance in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light).

   Mixtures of items released against approved and non-approved design data are not permitted on the same certificate.

Block 13b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the competent authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 13c Approval/Authorisation Number

Enter the approval/authorisation number/reference. This number or reference is issued by the competent authority for approved or declared production organisations (for parts produced under Annex Ib (Part 21 Light). If the organisation has produced a part that conforms to design data declared by a declarant in accordance with Subpart C, F or N of Section A of Annex Ib (Part 21 Light) and the organisation is not an approved or a declared production organisation, then they should enter the following statement:

'PRODUCED UNDER SUBPART R of Section A of Annex Ib (Part 21 Light)'

Block 13d Name

Enter the name of the person signing block 13b in a legible form.

Block 13e Date

Enter the date on which block 13b is signed, the date must be in the format dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year.

Block 14a-14e General Requirements for blocks 14a-14e:

Not used for production release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

User/Installer Responsibilities

Place the following statement on the certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

'THIS CERTIFICATE DOES NOT AUTOMATICALLY CONSTITUTE AUTHORITY TO INSTALL.

WHERE THE USER/INSTALLER PERFORMS WORK IN ACCORDANCE WITH REGULATIONS OF AN AIRWORTHINESS AUTHORITY DIFFERENT THAN THE AIRWORTHINESS AUTHORITY SPECIFIED IN BLOCK 1, IT IS ESSENTIAL THAT THE USER/INSTALLER ENSURES THAT HIS/HER AIRWORTHINESS AUTHORITY ACCEPTS ITEMS FROM THE AIRWORTHINESS AUTHORITY SPECIFIED IN BLOCK 1.

STATEMENTS IN BLOCKS 13A AND 14A DO NOT CONSTITUTE INSTALLATION CERTIFICATION. IN ALL CASES AIRCRAFT MAINTENANCE RECORDS MUST CONTAIN AN INSTALLATION CERTIFICATION ISSUED IN ACCORDANCE WITH THE NATIONAL REGULATIONS BY THE USER/INSTALLER BEFORE THE AIRCRAFT MAY BE FLOWN.' "

ANNEX II

The following Annex Ib (Part 21 Light) is inserted:

"Contents

SECTION B – PROCEDURES FOR COMPETENT AUTHORITIES

21L.1 Scope

(reserved)

21L.2 Competent authority

(reserved)

SECTION A

TECHNICAL REQUIREMENTS

SUBPART A – GENERAL PROVISIONS

21L.A.1 Scope

This Section establishes general rights and obligations that are applicable to:

(a) the applicant for, and holder of, any certificate issued or to be issued in accordance with this Annex;

(b) any declarant of design or production capability or of design compliance; and

(c) any natural or legal person issuing a statement of conformity for an aircraft, or an authorised release certificate (EASA Form 1) for an engine, propeller or part produced.

21L.A.2 Obligations and actions performed by a person other than the applicant for, or holder of, a certificate or the declarant of a declaration of design compliance

The actions and obligations required to be undertaken by the applicant for, or holder of, a certificate for a product or part or by the declarant of a declaration of design compliance under this Section may be undertaken on its behalf by any other natural or legal person, provided that the applicant's, holder's or declarant's obligations are and will be properly discharged.

21L.A.3 Reporting system

(a) Without prejudice to Regulation (EU) No 376/2014 of the European Parliament and of the Council ([1]) and its delegated and implementing acts, any natural or legal person who holds or has applied for a type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, or who has declared the compliance of an aircraft design, or a design change or repair design to it under this Annex shall:

1. establish and maintain a system for collecting, investigating and analysing occurrence reports in order to identify adverse trends or to address deficiencies, and to extract occurrences, whose reporting is mandatory in accordance with point (3) and those which are reported voluntarily. The reporting system shall include:

(i) reports of and information related to failures, malfunctions, defects or other events which cause or might cause adverse effects on the continuing airworthiness of the product or part covered by the type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, or by the declaration of design compliance issued under this Annex;

(ii) reports of errors, near misses, and hazards that do not fall under point (i);

([1]) Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18).

2. make available to known operators of the product or part, and, on request, to any person authorised under other associated implementing acts or delegated acts, the information about the system established in accordance with point (a)(1), and on how to provide such reports of and information related to failures, malfunctions, defects or other events referred to in point (a)(1)(i);

3. report to the Agency any failure, malfunction, defect or other event of which they are aware related to a product or part, covered by the type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, or by a declaration of design compliance issued under this Annex, and which has resulted in or may result in an unsafe condition.

(b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, any natural or legal person who has declared their production capability under Subpart G of this Annex, or who produces a product or part under Subpart R of this Annex, shall:

1. establish and maintain a system for collecting and assessing internal occurrence reports, including reports on internal errors, near misses, and hazards, in order to identify adverse trends or to address deficiencies, and extract occurrences, whose reporting is mandatory in accordance with points (2) and (3) and those which are reported voluntarily;

2. report, to the responsible design approval holder or declarant of a declaration of design compliance, all cases in which products or parts have been released by them and subsequently identified to have possible deviations from the applicable design data, and investigate with the design approval holder or the declarant of a declaration of design compliance, to identify those deviations which could lead to an unsafe condition;

3. report to the Agency and the competent authority of the Member State responsible in accordance with point 21L.2, if any, the deviations which could lead to an unsafe condition that were identified according to point (2) of point 21L.A.3(b);

4. if acting as a supplier to another production organisation, report to that other organisation all the cases in which it has released products or parts to that organisation and subsequently identified them to have possible deviations from the applicable design data.

The reporting obligations of point 21.A.3A(b) of Annex I of natural and legal persons who hold or have applied for a production organisation approval shall include occurrences related to products and parts produced in conformity with design data approved or declared in accordance with this Annex, and, where the design compliance was declared, reports shall be made to the declarant of design compliance.

(c) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, any natural or legal person referred to in points (a) and (b) when reporting in accordance with points (a)(3), (b)(2), (b)(3) and (b)(4), shall appropriately safeguard the confidentiality of the reporter and of the persons mentioned in the report.

(d) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, any natural or legal person referred to in points (a) and (b) shall make the reports defined in points (a)(3) and (b)(3) in a form and manner established by the competent authority as soon as practicable, and in any case, dispatch the reports not later than 72 hours after the natural or legal person referred to in points (a) and (b) has identified the possible unsafe condition, unless exceptional circumstances prevent this.

(e) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, if an occurrence reported under point (a)(3) or under point (b)(3) results from a deficiency in the design, or a production deficiency, the holder of the type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, the declarant of a declaration of design compliance or the production organisation referred to in point (b) as appropriate, shall investigate the reason for the deficiency and report to the Agency and to the competent authority of the Member State responsible in accordance with point 21L.2, if any, the results of its investigation and any action it is taking or proposes to take to correct that deficiency.

(f) If the competent authority finds that an action is required to correct the deficiency, the holder of the type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, the declarant of a declaration of design compliance, or the production organisation referred to in point (b) as appropriate, shall submit the relevant data to the competent authority upon its request.

21L.A.4 Airworthiness directives

When an airworthiness directive has to be issued by the Agency in accordance with point 21L.B.23 to correct an unsafe condition, or to require the performance of an inspection, the holder of the type certificate, supplemental type certificate, major repair design approval, or any other relevant certificate deemed to have been issued under this Annex, as well as the declarant of a declaration of design compliance, as applicable, shall:

(a) propose the appropriate corrective action or required inspections, or both, and submit details of these proposals to the Agency for approval;

(b) following the approval by the Agency of the proposals referred to under point (a), make available to all known operators or owners of the product or part, and, on request, to any person required to comply with the airworthiness directive, appropriate descriptive data and accomplishment instructions.

21L.A.5 Collaboration between design and production

The holder of a type certificate, supplemental type certificate, approval of a change to type certificate or approval of a repair design, the declarant of a declaration of design compliance, and the organisation or the natural or legal person producing products or parts of that specific design shall collaborate so as to ensure that the product or part are in conformity to that design and to ensure the continued airworthiness of the product or part.

21L.A.6 Marking

(a) The holder of a type certificate, supplemental type certificate, approval of a change to type certificate or approval of a repair design, or the declarant of a declaration of design compliance shall specify the marking for products or parts in accordance with Subpart Q of this Annex.

(b) The organisation or the natural or legal person producing products or parts shall mark these products and parts in accordance with Subpart Q of this Annex.

21L.A.7 Record-keeping

All natural or legal persons who hold or who have applied for a type certificate, supplemental type certificate, repair design approval, or permit to fly, who have declared design compliance, who have issued a declaration of design or production capability, or who produce products or parts under this Regulation shall:

(a) when designing a product or part or changes or repairs thereto, establish a record-keeping system that incorporates the requirements imposed on its partners and subcontractors and maintain the relevant design information/data and hold it at the disposal of the Agency in order to provide the information necessary to ensure their continued airworthiness and compliance with the applicable environmental protection requirements;

(b) when producing a product or part, establish a record-keeping system and record the details of the work relevant to the conformity of the products or parts, and the requirements imposed on its partners and suppliers, and hold them at the disposal of the competent authority in order to provide the information necessary to ensure the continuing airworthiness of the product and part;

(c) with regard to permits to fly, in addition to the record-keeping requirements established in point 21.A.5(c) of Annex I, record any documents produced to demonstrate compliance with the additional requirements established in point 21L.A.241(b), and hold them at the disposal of the Agency and the competent authority;

(d) retain records of competence and the qualifications of personnel who are involved in design or production and in the independent function to monitor the compliance, if required by points 21L.A.125(c), 21L.A.175(b) or 21L.A.175(e).

21L.A.8 Manuals

The holder of a type certificate or supplemental type certificate or the declarant of a declaration of design compliance shall produce, maintain and update master copies of all the manuals or variations in the manuals required by the applicable type-certification basis, the applicable detailed technical specifications and the applicable environmental protection requirements for the product or part, and provide copies, on request, to the Agency.

21L.A.9 Instructions for continued airworthiness

(a) The holder of a type certificate, supplemental type certificate, design change or repair design approval or the declarant of a declaration of design compliance shall establish the information which is necessary for ensuring that the airworthiness of the aircraft type and any associated part, conforming to that design, is maintained throughout the operational life.

(b) The holder of a type certificate, supplemental type certificate, design change or repair design approval or the declarant of a declaration of design compliance shall provide the information established in (a) before that design is released to service.

(c) The instructions for continued airworthiness shall be provided by:

1. the holder of a type certificate or by the declarant of a declaration of design compliance to each known owner of one or more products upon its delivery or upon the issuance of the first certificate of airworthiness or restricted certificate of airworthiness, as applicable, for the affected aircraft, whichever occurs later;

2. the holder of a type certificate, supplemental type certificate or minor change approval or by the declarant of a declaration of design compliance for a design change to all known operators of the product affected by the change upon the release to service of the modified product;

3. the holder of a repair design approval or by the declarant of a declaration of design compliance for a repair design to all known operators of the product affected by the repair upon the release to service of the product in which the repair design is embodied. The repaired product or part may be released into service before the related instructions for continued airworthiness have been completed, but this shall be for a limited service period, and in agreement with the Agency.

Thereafter, these certificate holders or declarants shall make this information available on request to any other person required to comply with those instructions for continued airworthiness.

(d) By way of derogation from point (b), the type-certificate holder or declarant of a declaration of design compliance may delay the availability of a part of the instructions for continued airworthiness, dealing with long lead accomplishment instructions of a scheduled nature, until after the product or modified product has entered into service, but shall make those instructions available before the use of this data is required for the product or modified product.

(e) The design approval holder or declarant of a declaration of design compliance who is required to provide instructions for continued airworthiness in accordance with point (b) shall also make available all the changes to those instructions to all the known operators of the product affected by the change, and, on request, to any other person required to comply with those changes.

21L.A.10 Access and investigation

All natural or legal persons who hold or who have applied for a type certificate, supplemental type certificate, major repair design approval, permit to fly, certificate of airworthiness, restricted certificate of airworthiness, noise certificate or restricted noise certificate, who have declared design compliance, who have declared their design or production capability or who produce aircraft, engines, propellers or parts under Subpart R of this Annex, shall:

(a) grant the competent authority access to any facility, product, part, document, record, data, processes, procedures or any other material, and permit the review of any report and make any inspection and perform or witness any test that is necessary to verify the compliance and the continued compliance with the applicable requirements of this Section;

(b) if the natural or legal person uses partners, suppliers or subcontractors, make arrangements with them to ensure that the competent authority has access and can investigate as described in point (a).

21L.A.11 Findings and observations

(a) After the receipt of the notification of findings, the natural or legal person who holds or who has applied for a type certificate, supplemental type certificate, major repair design approval, permit to fly, certificate of airworthiness, restricted certificate of airworthiness, noise certificate or restricted noise certificate, who has declared design compliance, who has declared their design or production capability or who produces aircraft, engines, propellers or parts under Subpart R of this Annex, shall take the following steps within the time period determined by the competent authority in accordance with point (d) or (e) of point 21L.B.21:

1. identify the root cause(s) of, and contributing factor(s) to, the non-compliance;

2. define a corrective action plan and propose it to the competent authority;

3. demonstrate the implementation of the corrective action(s) to the satisfaction of the competent authority.

(b) An observation notified by the competent authority in accordance with point (f) of point 21L.B.21 shall be given due consideration. The natural or legal person shall record the decision taken in respect of those observations.

21L.A.12 Means of compliance

(a) A legal or natural person may use any alternative means of compliance to the acceptable means of compliance (AMC) to establish compliance with this Regulation.

(b) If a natural or legal person wishes to use an alternative means of compliance, they shall, prior to using it, provide the competent authority with a full description. The description shall include any revisions to manuals or procedures that may be relevant, as well as an explanation indicating how compliance with this Regulation is achieved.

(c) The natural or legal person may use those alternative means of compliance subject to prior approval from the competent authority.

SUBPART B – TYPE CERTIFICATES

21L.A.21 Scope

This Subpart establishes the procedure for applying for type certificates, and establishes the rights and obligations of the applicants for, and holders of, those certificates for products, when the product is one of the following:

(a) an aeroplane with a maximum take-off mass (MTOM) of 2 000 kg or less with a seating configuration of maximum four persons;

(b) a sailplane or powered sailplane with an MTOM of 2 000 kg or less;

(c) a balloon;

(d) a hot air airship;

(e) a passenger gas airship designed for not more than four persons;

(f) a rotorcraft with an MTOM of 1 200 kg or less with a seating configuration of maximum four persons;

(g) a piston engine and fixed pitch propeller that are intended to be installed on an aircraft referred to in points (a) to (f). In such cases, the type certificate data sheet shall be appropriately annotated to only permit installation of the engine or propeller on such aircraft;

(h) gyroplanes.

21L.A.22 Eligibility

Any natural or legal person who has demonstrated, or is in the process of demonstrating, their design capability in accordance with point 21L.A.23, may apply for a type certificate under the conditions laid down in this Subpart.

21L.A.23 Demonstration of design capability

An applicant for a type certificate shall demonstrate their design capability by:

(a) holding a design organisation approval with terms of approval that cover the respective category of the product, issued by the Agency in accordance with Subpart J of Section A of Annex I (Part 21); or

(b) declaring their design capability for the type of design work and the category of the product in accordance with Subpart J of this Annex.

21L.A.24 Application for a type certificate

(a) An application for a type certificate shall be made in a form and manner established by the Agency.

(b) An application for a type certificate shall include as a minimum:

1. a justification that the application is within the scope as established in point 21L.A.21;

2. preliminary descriptive data of the product, the intended use, and the kind of operation of the product for which certification is requested;

3. a proposal for the type-certification basis and the applicable environmental protection requirements, prepared in accordance with the requirements and options specified in points 21L.B.43 and 21L.B.45;

4. a compliance demonstration plan detailing the means and methods of compliance that shall be updated by the applicant when there are changes to the certification project that affect points (1) to (3) or any changes to the means and methods of compliance.

(c) An application for a type certificate shall remain valid for 3 years. In case a type certificate has not been issued within this period, a new application shall be made in accordance with points (a) and (b).

21L.A.25 Demonstration of compliance

(a) The applicant for a type certificate shall, following the acceptance of the compliance demonstration plan by the Agency and in accordance with its contents, then:

1. demonstrate compliance with the applicable type-certification basis as established and notified to the applicant by the Agency in accordance with point 21L.B.43;

2. demonstrate compliance with the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.45; and

3. provide the Agency with the means by which such compliance has been demonstrated.

(b) The applicant for a type certificate shall provide the Agency with a recorded justification of the means of compliance within compliance documents according to the compliance demonstration plan.

(c) When carrying out testing and inspections to demonstrate compliance in accordance with point (a), the applicant shall have verified and documented this verification prior to carrying out any test:

1. for each test specimen, that:

(i) the materials and processes adequately conform to the specifications for the proposed type design;

(ii) the constituent parts of the products adequately conform to the drawings in the proposed type design;

(iii) the manufacturing processes, construction and assembly adequately conform to those specified in the proposed type design; and

2. that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated.

(d) The flight testing for the purpose of obtaining a type certificate shall be conducted in accordance with the methods for such flight testing specified by the Agency. The applicant for a type certificate shall make all the flight tests necessary to determine compliance with the applicable type-certification basis. The flight tests shall include a period of operation in a final configuration of a sufficient duration to ensure that there will be no safety issues when the aircraft first enters service.

(e) An applicant for a type certificate shall allow the Agency to:

1. review any data and information related to the demonstration of compliance;

2. witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance;

3. conduct a physical inspection of the first article of that product in the final configuration to verify the compliance of the design with the type-certification basis and the applicable environmental protection requirements and any other investigation determined in accordance with point 21L.B.46.

(f) Upon the completion of the compliance demonstration, the applicant shall declare to the Agency that:

1. they have demonstrated compliance with the type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with points 21L.B.43 and 21L.B.45, according to the compliance demonstration plan; and

2. no feature or characteristic has been identified that may make the product unsafe or environmentally incompatible for the uses for which certification is requested.

21L.A.26 Type design

The applicant for a type certificate shall define the product type design to enable its unique and unambiguous identification, consisting of:

(a) drawings and specifications and a listing of those drawings and specifications that are necessary to define the configuration and the design features of the product;

(b) information on the materials and processes used;

(c) information on the methods of manufacture and assembly;

(d) any airworthiness limitations;

(e) the environmental compatibility requirements; and

(f) any other data allowing by comparison the determination of the airworthiness, and, if relevant, the environmental compatibility of later products of the same type.

21L.A.27 Requirements for the issuance of a type certificate

In order to be issued with a type certificate, the applicant shall:

(a) demonstrate their design capability in accordance with point 21L.A.23;

(b) demonstrate the compliance of the design in accordance with point 21L.A.25;

(c) demonstrate, for aircraft type certificates, that the engine or propeller, or both, if installed on the aircraft, have either:

1. a type certificate issued or determined in accordance with Annex I (Part 21) or issued in accordance with this Annex; or

2. been included within the application for the aircraft type certificate and the applicant has ensured the compliance of the engine and propeller during the compliance demonstration in point 21L.A.25;

(d) demonstrate that there are no unresolved issues from the physical inspection of the first article of that product in the final configuration or any other investigation carried out by the Agency in accordance with points (c) and (d) of point 21L.B.46.

21L.A.28 Obligations of a type-certificate holder

The holder of a type certificate shall undertake the obligations of a type-certificate holder set forth in Subpart A of this Annex and shall continue to comply with the eligibility requirement under point 21L.A.22.

21L.A.29 Transferability of a type certificate

A type certificate may be transferred to a new holder, provided that the Agency has verified, in accordance with point 21L.B.49, that the natural or legal person to whom the type certificate is intended to be transferred is eligible in accordance with point 21L.A.22 to hold a type certificate and is able to undertake the obligations of a type-certificate holder under point 21L.A.28. The holder of the type certificate or the natural or legal person who wishes to adopt the certificate shall apply to the Agency to verify whether these conditions are complied with, in a form and manner established by the Agency.

21L.A.30 Continued validity of a type certificate

(a) A type certificate shall remain valid as long as:

1. the type certificate is not surrendered by the holder;

2. the holder of the type certificate remains in compliance with the relevant requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, taking into account the provisions related to the handling of findings as specified under point 21L.B.21;

3. the type certificate is not revoked by the Agency in accordance with point 21L.B.22.

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

SUBPART C – DECLARATIONS OF AIRCRAFT DESIGN COMPLIANCE

21L.A.41 Scope

(a) This Subpart establishes the procedure for declaring the design compliance of aircraft, and establishes the rights and obligations of the persons making such declarations.

(b) This Subpart applies to the following categories of aircraft, provided that the design of the aircraft does not include novel or unusual design features:

1. an aeroplane with a maximum take-off mass (MTOM) of 1 200 kg or less that is not jet-powered, and has a seating configuration of maximum two persons;

2. a sailplane or powered sailplane with an MTOM of 1 200 kg or less;

3. a balloon designed for not more than four persons;

4. a hot air airship designed for not more than four persons.

(c) For the purpose of this Subpart, a design feature shall be considered to be novel or unusual if at the time that the declaration of design compliance is made, that design feature is not covered by the detailed technical specifications established and made available by the Agency in accordance with point 21L.B.61.

21L.A.42 Eligibility

Any natural or legal person may declare the compliance of an aircraft design under the conditions laid down in this Subpart.

21L.A.43 Declaration of design compliance

(a) Prior to producing an aircraft or agreeing with a production organisation to produce an aircraft, a natural or legal person who designs that aircraft shall declare that its design complies with the applicable detailed technical specifications and the applicable environmental protection requirements referred to in point 21L.A.45.

(b) The declaration shall be made in a form and manner established by the Agency and shall contain at least the following information:

1. the name of the person submitting the declaration, and their address/place of business;

2. a unique reference for identifying the aircraft;

3. indication of the applicable detailed technical specifications and the applicable environmental protection requirements according to point 21L.A.45 with which the declarant declares compliance;

4. a signed statement made under the sole responsibility of the person making the declaration that the design of the aircraft, and if applicable the engine or propeller, is in compliance with the applicable detailed technical specifications and the applicable environmental protection requirements referred to in point 3, according to the compliance demonstration plan referred to in point (c)(3);

5. a signed statement made under the sole responsibility of the person making the declaration that no features or characteristics have been identified by that person that may make the aircraft unsafe or environmentally incompatible for the intended use;

6. a signed commitment that the person making the declaration will undertake the obligations referred to in point 21L.A.47;

7. if the aircraft design covered by the declaration includes an engine or propeller:

   (i) a reference to the engine or propeller type certificate issued or determined in accordance with Annex I (Part 21) or issued in accordance with this Annex; or

   (ii) in the case of piston engines and fixed pitch propellers, a statement that the declaration of design compliance of the aircraft covers the compliance of the engine or propeller with the applicable engine or propeller technical specifications;

8. the instructions for continued airworthiness;

9. the operating limitations;

10. the data sheet for airworthiness and, if applicable, emissions;

11. the data sheet for noise, if applicable;

12. any other conditions or limitations prescribed for the aircraft, and if applicable the engine or propeller, in the applicable detailed technical specifications and the applicable environmental protection requirements with which the declarant declares compliance.

(c) The declarant shall submit the declaration of design compliance referred to in point (b) to the Agency. Together with this declaration, the declarant shall provide to the Agency:

1. a drawing of the aircraft;

2. a detailed description of the aircraft design, including all the configurations covered by the declaration, the operating characteristics, design features and any limitations;

3. a compliance demonstration plan detailing the means by which compliance with the applicable detailed technical specifications and the applicable environmental protection requirements has been demonstrated during compliance demonstration;

4. recorded justifications of compliance obtained from the compliance activities that have been conducted according to the compliance demonstration plan;

5. where compliance is demonstrated by carrying out tests, recorded justification of the conformity of the test articles and equipment, demonstrating:

   (i) for the test specimen, that:

      (A) the materials and processes adequately conformed to the specifications for the design;

      (B) the constituent parts of the products adequately conformed to the drawings in the design; and

      (C) the manufacturing processes, construction and assembly adequately conformed to those specified in the design;

   (ii) that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated;

6. reports, results of inspections or tests that the declarant found necessary to determine that the aircraft, and if applicable the engine or propeller, complies with the applicable detailed technical specifications and the applicable environmental protection requirements.

21L.A.44 Compliance activities for a declaration of design compliance

Prior to making a declaration of design compliance in accordance with point 21L.A.43, the declarant responsible for design of that aircraft shall, for that specific aircraft design:

(a) establish a compliance demonstration plan detailing the means for compliance demonstration that shall be followed during the compliance demonstration. This document shall be updated as necessary;

(b) record the justification of compliance within compliance documents according to the compliance demonstration plan;

(c) perform testing and inspections as necessary in accordance with the compliance demonstration plan;

(d) ensure and record the conformity of the test articles and equipment and ensure that the test specimen conforms to the specifications, drawings, manufacturing processes, construction and assembly means in the design;

(e) ensure that the test and measuring equipment to be used for testing are adequate for testing and appropriately calibrated;

(f) allow the Agency to conduct or participate in any inspections or tests of aircraft in the final or suitably mature design and production configuration that are necessary to determine that the product has no feature or characteristic that makes the aircraft unsafe or environmentally incompatible for the intended use;

(g) carry out flight testing, in accordance with the methods for such flight testing specified by the Agency, to determine whether the aircraft complies with the applicable detailed technical specifications and the applicable environmental protection requirements. The flight testing shall include a period of operation in the final configuration of a sufficient duration to ensure that there will be no safety issues when the aircraft first enters service.

21L.A.45 Detailed technical specifications and environmental protection requirements that are applicable to aircraft subject to declarations of design compliance

The declarant shall demonstrate the compliance of the aircraft design with the detailed technical specifications and the applicable environmental protection requirements referred to in point 21L.B.61, which are applicable to that aircraft and which are effective on the date on which the declaration of design compliance is made to the Agency.

21L.A.46 Aircraft design data

(a) The declarant shall clearly define the aircraft design to enable its unique and unambiguous identification.

(b) The aircraft design data that is used by the declarant to uniquely define the aircraft design shall include:

1. the drawings and specifications and a listing of those drawings and specifications that are necessary to define the configuration and the design features of the product;

2. information on the materials and processes used;

3. information on the methods of manufacture and assembly;

4. any airworthiness limitations;

5. any environmental compatibility requirements; and

6. any other data allowing by comparison the determination of the airworthiness and, if relevant, the environmental compatibility of later products of the same type.

21L.A.47 Obligations of the declarant of a declaration of design compliance

The declarant who made a declaration of aircraft design compliance to the Agency in accordance with point 21L.A.43 shall:

(a) upon submission of the declaration, arrange for the Agency to conduct a physical inspection and flight tests of the first article of that aircraft in the final or a suitably mature configuration to ensure that the aircraft can achieve an acceptable level of safety and is environmentally compatible;

(b) retain all the supporting documents for the declaration of design compliance, and make them available to the Agency upon request;

(c) comply with all other obligations applicable to a declarant of a declaration of design compliance set forth in Subpart A of this Annex.

21L.A.48 Non-transferability of a declaration of aircraft design compliance

(a) A declaration of aircraft design compliance cannot be transferred.

(b) A natural or legal person who is taking over the design of an aircraft for which compliance of the design has been previously declared shall:

1. submit a new declaration of aircraft design compliance in accordance with this Subpart;

2. demonstrate that the declarant who previously made a declaration of aircraft design compliance is no longer active or has agreed to the transfer of the aircraft design data;

3. commit to comply with all the obligations applicable to persons making a declaration of aircraft design compliance set forth in this Subpart as per point 21L.A.47.

SUBPART D – CHANGES TO TYPE CERTIFICATES

21L.A.61 Scope

This Subpart establishes:

(a) the procedure for applying for the approval of changes to type certificates for products certified in accordance with this Annex, provided that the changed product is still within the scope of point 21L.A.21;

(b) the rights and obligations of the applicants for, and holders of, those approvals referred to in point (a);

(c) provisions regarding the standard changes that do not require an approval.

21L.A.62 Standard changes

(a) Standard changes are those changes to a type certificate of a product approved in accordance with Subpart B of Section B of this Annex:

1. that follow the design data included in the certification specifications issued by the Agency, containing the acceptable methods, techniques and practices for carrying out and identifying standard changes, including the associated instructions for continued airworthiness; and

2. that are not in conflict with the data of the holder of that type certificate.

(b) Points 21L.A.63 to 21L.A.70 are not applicable to standard changes.

21L.A.63 Classification of changes to a type certificate

(a) Changes to a type certificate shall be classified as minor or major.

(b) A 'minor change' is a change that has no appreciable effect on the mass, balance, structural strength, reliability, certified noise or emissions levels, operational characteristics, or other characteristics affecting the airworthiness or the environmental compatibility of the product.

(c) All other changes are 'major changes', unless the change in design, power, thrust, or mass is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis or with the applicable environmental protection requirements or with the applicable detailed technical specifications is required, in which case the design shall be certified in accordance with Subpart B of this Annex.

(d) The requirements for the approval of minor changes are those established in point 21L.A.67.

(e) The requirements for the approval of major changes are those established in point 21L.A.68.

21L.A.64 Eligibility

(a) Only the type-certificate holder may apply for the approval of a major change to a type certificate under this Subpart; all other applicants for a major change to a type certificate shall apply under Subpart E of this Annex.

(b) Any natural or legal person may apply for the approval of a minor change to a type certificate under this Subpart.

21L.A.65 Application for a change to a type certificate

(a) An application for the approval of a change to a type certificate shall be made in a form and manner established by the Agency.

(b) For a major change to a type certificate, the applicant shall include in the application a compliance demonstration plan for the demonstration of compliance in accordance with point 21L.A.66, along with a proposal for the type-certification basis and the applicable environmental protection requirements, prepared in accordance with the requirements and options specified in point 21L.B.81.

21L.A.66 Demonstration of compliance

(a) The applicant for a major change to a type certificate shall demonstrate compliance with the applicable type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.81, and shall provide the Agency with the means by which such compliance has been demonstrated.

(b) The applicant for a major change to a type certificate shall provide the Agency with a recorded justification of the means of compliance according to the compliance demonstration plan.

(c) When carrying out testing and inspections to demonstrate compliance in accordance with point (a), the applicant shall have verified and documented this verification prior to carrying out any test:

1. for the test specimen, that:

(i) the materials and processes adequately conform to the specifications for the proposed changed type design;

(ii) the constituent parts of the products adequately conform to the drawings in the proposed changed type design;

(iii) the manufacturing processes, construction and assembly adequately conform to those specified in the proposed changed type design; and

2. that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated.

(d) The flight testing for the purpose of obtaining an approval of a major change to a type certificate shall be conducted in accordance with the methods for such flight testing specified by the Agency. The applicant for a major change to a type certificate shall make all the flight tests necessary to determine compliance with the applicable type-certification basis and the applicable environmental protection requirements.

(e) An applicant for a major change to a type certificate shall allow the Agency to:

1. review any data and information related to the demonstration of compliance;

2. witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance; and

3. if it is considered necessary, conduct a physical inspection of the first article of that product in the final changed configuration to verify the compliance of the design with the type-certification basis and the applicable environmental protection requirements.

(f) Upon completion of the compliance demonstration, the applicant shall declare to the Agency that:

1. they have demonstrated compliance with the type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.81, according to the compliance demonstration plan; and

2. no feature or characteristic has been identified that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested.

21L.A.67 Requirements for the approval of a minor change to a type certificate

In order to be issued with an approval of a minor change to a type certificate, the applicant shall:

(a) demonstrate that the change and the areas affected by the change comply:

1. with the type-certification basis and the applicable environmental protection requirements incorporated by reference in the type certificate; or

2. if the applicant chooses to, with the certification specifications that are applicable to the product on the date of the application for the change;

(b) declare compliance with the type-certification basis and the applicable environmental protection requirements that apply in accordance with point (a)(1), or with the certification specifications chosen in accordance with point (a)(2), record the justifications of compliance in the compliance documents, and record that no feature or characteristic has been identified that may make the changed product unsafe for the uses for which certification is requested;

(c) submit to the Agency the justification of compliance for the change and the declaration of compliance.

21L.A.68 Requirements for the approval of a major change to a type certificate

In order to be issued with an approval of a major change to a type certificate, the applicant shall:

(a) demonstrate that the change and the areas affected by the change comply with the type-certification basis and the applicable environmental protection requirements, as established and notified to the applicant by the Agency in accordance with point 21L.B.81;

(b) demonstrate compliance in accordance with point 21L.A.66;

(c) demonstrate that there are no unresolved issues from the physical inspection of the first article of that product in the final changed configuration carried out by the Agency in accordance with point 21L.A.66(e)(3).

21L.A.69 Approval of a change to a type certificate under a privilege

(a) The approval of a change to a type certificate that it has designed may be issued by an approved design organisation without an application according to point 21L.A.65 in accordance with the scope of its privileges provided for in points (2) and (8) of point 21.A.263(c) of Annex I (Part 21) instead of the Agency, as recorded in the terms of approval.

(b) When issuing an approval of a change to type certificate in accordance with point (a), the design organisation shall:

1. ensure that all the substantiation data and justifications are available;

2. ensure that the compliance of the change with the type-certification basis and the applicable environmental protection requirements according to point (a)(1) of point 21L.A.67 or point (a) of point 21L.A.68 has been demonstrated and declared in accordance with point 21L.A.66;

3. confirm that it has not found:

   (i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements, or with the certification specifications chosen;

   (ii) any feature or characteristic of the change that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested;

4. limit the approval of a change to a type certificate to the specific configuration(s) in the type certificate to which the change relates.

21L.A.70 Obligations for minor changes to a type certificate

The holder of an approval of a minor change to a type certificate shall ensure that the obligations for holders of minor change approvals of Subpart A of this Annex are undertaken.

SUBPART E – SUPPLEMENTAL TYPE CERTIFICATES

21L.A.81 Scope

This Subpart establishes the procedure for natural or legal persons other than the holder of that type certificate for applying for the approval of major changes to type certificates, issued under Annex I (Part 21) or this Annex, of products within the scope of point 21L.A.21, provided that the changed product is still within the scope of that point, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21L.A.82 Eligibility

Any natural or legal person who has demonstrated, or is in the process of demonstrating, or have declared, their design capability in accordance with point 21L.A.83 may apply for a supplemental type certificate under the conditions laid down in this Subpart.

21L.A.83 Demonstration of design capability

An applicant for a supplemental type certificate shall demonstrate their design capability by:

(a) holding a design organisation approval with terms of approval that cover the respective category of product, issued by the Agency in accordance with Subpart J of Section A of Annex I (Part 21); or

(b) declaring their design capability for the scope of the product in accordance with Subpart J of this Annex.

21L.A.84 Application for a supplemental type certificate

(a) An application for a supplemental type certificate shall be made in a form and manner established by the Agency.

(b) When applying for a supplemental type certificate, the applicant shall:

1. include in the application the information required by point 21L.A.65(b);

2. specify whether the certification data has been or will be prepared completely by the applicant or on the basis of an arrangement with the owner of the type-certification data.

21L.A.85 Demonstration of compliance

(a) The applicant for a supplemental type certificate shall demonstrate compliance with the applicable type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.101 and shall provide the Agency with the means by which such compliance has been demonstrated.

(b) The applicant for a supplemental type certificate shall provide the Agency with a recorded justification of the means of compliance within compliance documents according to the compliance demonstration plan.

(c) When carrying out testing and inspections to demonstrate compliance in accordance with point (a), the applicant shall have verified and documented this verification prior to carrying out any test:

1. for the test specimen, that:

(i) the materials and processes adequately conform to the specifications for the proposed changed type design;

(ii) the constituent parts of the products adequately conform to the drawings in the proposed changed type design;

(iii) the manufacturing processes, construction and assembly adequately conform to those specified in the proposed changed type design; and

2. that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated.

(d) The flight testing for the purpose of obtaining a supplemental type certificate shall be conducted in accordance with the methods for such flight testing specified by the Agency. The applicant for a supplemental type certificate shall make all the flight tests necessary to determine compliance with the applicable type-certification basis.

(e) An applicant for a supplemental type certificate shall allow the Agency to:

1. review any data and information related to the demonstration of compliance;

2. witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance; and

3. conduct a physical inspection of the first article of that product in the final changed configuration to verify the compliance of the design with the type-certification basis and the applicable environmental protection requirements.

(f) Upon completion of the compliance demonstration, the applicant for a supplemental type certificate shall declare to the Agency that:

1. it has demonstrated compliance with the type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with points 21L.B.101, according to the compliance demonstration plan; and

2. no feature or characteristic has been identified that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested.

21L.A.86 Requirements for approval of a supplemental type certificate

(a) In order to be issued with a supplemental type certificate, the applicant shall:

1. demonstrate their design capability in accordance with point 21L.A.83;

2. demonstrate that the change to a type certificate and the areas affected by the change comply with the type-certification basis and the applicable environmental protection requirements, as established by the Agency in accordance with point 21L.B.101;

3. demonstrate compliance in accordance with point 21L.A.85;

4. if the applicant has specified that they provided certification data on the basis of an arrangement with the owner of the type-certification data in accordance with point 21L.A.84(b), demonstrate that the type-certificate holder:

(i) has no technical objection to the information submitted under point 21L.A.65; and

(ii) has agreed to collaborate with the applicant to ensure the discharge of all the obligations for continued airworthiness of the changed product through compliance with points 21L.A.28 and 21L.A.88;

5. demonstrate that there are no unresolved issues from the physical inspection of the first article of that product in the final changed configuration carried out by the Agency in accordance with point 21L.A.85(e)(3).

(b) A supplemental type certificate shall be limited to the specific configuration(s) in the type certificate to which the related major change relates.

21L.A.87 Approval of a supplemental type certificate under a privilege

(a) The approval of a supplemental type certificate for a major change it has designed may be issued by an approved design organisation without an application according to point 21L.A.84 in accordance with the scope of its privileges provided for in point (9) of point 21.A.263(c) of Annex I (Part 21) instead of the Agency, as recorded in the terms of approval.

(b) When issuing a supplemental type certificate in accordance with point (a), the design organisation shall:

1. ensure that all the substantiation data and justifications are available;

2. ensure that the compliance of the change with the type-certification basis and the applicable environmental protection requirements has been demonstrated and declared;

3. confirm that it has not found:

(i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements, or with the certification specifications chosen;

(ii) any feature or characteristic of the change that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested;

4. limit the approval of the supplemental type certificate to the specific configuration(s) in the type certificate to which the change relates.

21L.A.88 Obligations of a holder of a supplemental type certificate

Each holder of a supplemental type certificate shall undertake the obligations of a supplemental type-certificate holder set forth in Subpart A of this Annex and shall continue to comply with the eligibility requirement under point 21L.A.82.

21L.A.89 Transferability of a supplemental type certificate

A supplemental type certificate may be transferred to a new holder, provided that the Agency has verified that the natural or legal person to whom the certificate is intended to be transferred is eligible in accordance with point 21L.A.83 to hold a supplemental type certificate and is able to undertake the obligations of a supplemental type-certificate holder under point 21L.A.88.

21L.A.90 Continued validity of a supplemental type certificate

(a) A supplemental type certificate shall remain valid as long as:

1. the supplemental type certificate is not surrendered by the holder;

2. the holder of the supplemental type certificate remains in compliance with the relevant requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, taking into account the provisions related to the handling of findings as specified under point 21L.B.21;

3. the supplemental type certificate is not revoked by the Agency in accordance with point 21L.B.22.

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

21L.A.91 Changes to a part of a product covered by a supplemental type certificate

(a) A minor change to a part of a product covered by a supplemental type certificate shall be approved in accordance with Subpart D of this Annex.

(b) A major change to that part of a product covered by a supplemental type certificate shall be approved as a separate supplemental type certificate in accordance with this Subpart.

(c) By way of derogation from point (b), a major change to that part of a product covered by a supplemental type certificate submitted by the supplemental type-certificate holder may be approved as a change to the existing supplemental type certificate in accordance with points 21L.A.63 to 21L.A.69.

SUBPART F – CHANGES TO AIRCRAFT FOR WHICH DESIGN COMPLIANCE HAS BEEN DECLARED

21L.A.101 Scope

This Subpart establishes:

(a) the procedure for declaring the compliance of a change to the design of an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex;

(b) the rights and obligations of the declarant making a declaration of compliance of the change referred to in point (a); and

(c) provisions regarding the standard changes that do not require a declaration of design compliance.

21L.A.102 Standard changes

(a) Standard changes are changes to the design of an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex and which:

1. follow the design data included in the certification specifications issued by the Agency, containing the acceptable methods, techniques and practices for carrying out and identifying standard changes, including the associated instructions for continued airworthiness; and

2. are not in conflict with the design data covered by the declaration of aircraft design compliance made in accordance with Subpart C of this Annex.

(b) Points 21L.A.103 to 21L.A.108 are not applicable to standard changes.

21L.A.103 Classification of changes to the design of an aircraft for which design compliance has been declared

(a) Changes to the design of an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex shall be classified as minor or major, using the criteria laid down in points 21L.A.63 (b) and (c).

(b) The design compliance of a minor change shall be declared in accordance with point 21L.A.105.

(c) The design compliance of a major change shall be declared in accordance with point 21L.A.107.

21L.A.104 Eligibility

(a) A declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex may declare compliance of a minor change to the design of that aircraft under the conditions laid down in this Subpart. In addition, such a declaration of compliance may also be made, under the conditions laid down in this Subpart, by a design organisation approved in accordance with point (c)(3) of point 21.A.263 of Annex I (Part 21).

(b) Only the declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex may declare the compliance of a major change to the design of an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex, under the conditions laid down in this Subpart.

(c) By derogation from point (b) of point 21.L.A.104, if the declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex is no longer active or is unresponsive to requests for design changes, the compliance of a changed aircraft design may also be declared in accordance with Subpart C of this Annex by a design organisation approved in accordance with point (c)(4) of point 21.A.263 of Annex I (Part 21) within the scope of their terms of approval, or by any other natural or legal person who is able to undertake the obligations laid down in point 21L.A.47 with respect to that changed aircraft.

21L.A.105 Declaration of design compliance for minor changes

(a) Prior to installing or incorporating or agreeing with a production organisation to install or incorporate a minor change to the design of an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex the organisation that has designed that minor change shall declare that the design of that minor change complies with:

1. either the detailed technical specifications incorporated by reference in the declaration of design compliance of the aircraft, unless those detailed technical specifications or parts of them are no longer applicable in accordance with point 21L.B.61 because the Agency has determined that experience from other similar products in service or products that have similar design features has shown that unsafe conditions may develop, and the detailed technical specifications that were referenced in the declaration of design compliance of the aircraft do not address this unsafe condition, or

2. the detailed technical specifications applicable, on the date on which the declaration is made in accordance with point 21L.B.61, if chosen by the declarant; and

3. the applicable environmental protection requirements referred to in point 21L.B.61 which are applicable on the date on which the declaration is made.

(b) The declaration of design compliance shall be made in a form and manner established by the Agency.

(c) The declarant or the organisation that has designed the minor change shall maintain a register of minor changes to the design of aircraft for which design compliance has been declared, and make any declaration made in accordance with point (a) available to the Agency upon request.

21L.A.106 Obligations of the person making a declaration of compliance of the design of a minor change

Any person that has made a declaration of compliance of a minor change to an aircraft design in accordance with point 21L.A.105 shall:

(a) maintain a register of those declarations and shall make those declarations available to the Agency upon request;

(b) retain all supporting documents for a declaration of design compliance, and make them available to the Agency upon request;

(c) undertake all other obligations of a declarant of a declaration of design compliance set forth in Subpart A of this Annex.

21L.A.107 Declaration of design compliance for a major change

(a) Prior to installing or incorporating or agreeing with a production organisation to install or incorporate a major change to the design of an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex, the organisation that has designed that major change shall declare that the design of that major change and the areas affected by that change comply with:

1. either the detailed technical specifications incorporated by reference in the declaration of design compliance of the aircraft, unless those detailed technical specifications or parts of them are no longer applicable in accordance with point 21L.B.61 because the Agency has determined that experience from other similar products in service or products that have similar design features has shown that unsafe conditions may develop and the detailed technical specifications that were referenced in the declaration of design compliance of the aircraft do not address this unsafe condition, or

2. the detailed technical specifications applicable on the date on which the declaration is made in accordance with point 21L.B.61, if chosen by the declarant; and

3. the applicable environmental protection requirements referred to in point 21L.B.61 which are applicable on the date on which the declaration is made.

(b) The declaration of design compliance shall be made in a form and manner established by the Agency.

(c) The declaration shall contain at least the following information:

1. the name of the person submitting the declaration, and their address/place of business;

2. the declaration reference number of the aircraft to which the major change relates;

3. a unique reference for identifying the major change;

4. indication of the detailed technical specifications and the applicable environmental protection requirements with which the declarant declares compliance;

5. a signed statement made under the sole responsibility of the person making the declaration that the design of the major change is in compliance with the detailed technical specifications and the applicable environmental protection requirements referred to in point (4), according to the compliance demonstration plan referred to in point (d)(3);

6. a signed statement made under the sole responsibility of the person making the declaration that no features or characteristics have been identified by that person that may make the aircraft unsafe or environmentally incompatible for the intended use;

7. a signed commitment that the person making the declaration will undertake the obligations referred to in point 21L.A.47 in respect of the changed aircraft design;

8. the instructions for continued airworthiness;

9. the operating limitations, if changed;

10. the data sheet for airworthiness and, if applicable, the record of emissions compliance;

11. the data sheet for noise, if applicable;

12. any other conditions or limitations prescribed for the aircraft in the applicable detailed technical specifications and the applicable environmental protection requirements with which the declarant declares compliance.

(d) The declarant that designs a major change shall submit the declaration referred to in point (c) to the Agency. Together with this declaration, the declarant shall provide to the Agency:

1. a description of the major change;

2. basic data about the major change, including the operating characteristics, design features and any limitations;

3. a compliance demonstration plan detailing the means for compliance demonstration that was followed during the compliance demonstration;

4. recorded justifications of compliance within the compliance data obtained from the compliance activities that have been conducted according to the compliance demonstration plan;

5. the means by which such compliance with the applicable detailed technical specifications and applicable environmental protection requirements in point 21L.B.61 has been demonstrated;

6. where compliance is demonstrated by carrying out tests, recorded justification of the conformity of the test articles and equipment, demonstrating:

(i) for the test specimen, that:

(A) the materials and processes adequately conformed to the specifications for the design;

(B) the constituent parts of the products adequately conformed to the drawings in the design; and

(C) the manufacturing processes, construction and assembly adequately conformed to those specified in the design;

(ii) that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated;

7. reports, results of inspections or tests that the declarant found necessary to determine that the aircraft complies with the applicable detailed technical specifications and applicable environmental protection requirements.

(e) The declaration of a major change to a declaration of design compliance shall be limited to the specific configuration(s) in the declaration of design compliance to which the change relates.

21L.A.108 Compliance activities for declaring compliance of a major change

Prior to making a declaration of compliance in accordance with point 21L.A.107, the declarant shall, for that specific design:

(a) establish a compliance demonstration plan detailing the means for compliance demonstration that shall be followed during the compliance demonstration. This document shall be updated as necessary;

(b) record the justification of compliance within compliance documents according to the compliance demonstration plan;

(c) perform testing and inspections as necessary in accordance with the compliance demonstration plan;

(d) ensure and record the conformity of the test articles and equipment and ensure that the test specimen conforms to the specifications, drawings, manufacturing processes, construction and assembly means in the design;

(e) ensure that the test and measuring equipment to be used for testing are adequate for testing and appropriately calibrated;

(f) allow the Agency to conduct or participate in any inspections or tests of aircraft in the final or suitably mature design and production configuration that are necessary to determine that the changed product has no feature or characteristic that makes the aircraft unsafe or environmentally incompatible for the intended use;

(g) carry out flight testing, in accordance with the methods for such flight testing specified by the Agency, as necessary to determine that the aircraft complies with the applicable detailed technical specifications and the applicable environmental protection requirements.

SUBPART G – DECLARED PRODUCTION ORGANISATIONS

21L.A.121 Scope

(a) This Subpart establishes:

1. the procedures for declaring the production capability of natural and legal persons showing the conformity of products and parts with the applicable design data;

2. the rights and obligations of the natural and legal persons making a declaration of production capability referred to in point (1).

(b) The following categories of products and parts may be produced by organisations which have made a declaration of production capability in accordance with this Subpart:

1. products and parts the design of which has been certified in accordance with this Annex;

2. aircraft the design of which is covered by a declaration made in accordance with this Annex, and their engines, propellers and parts.

21L.A.122 Eligibility

Any natural or legal person ('organisation') may declare their production capability under this Subpart, if that person:

(a) has applied or intends to apply for the approval of the design of the product or part in accordance with this Annex; or

(b) has declared or intends to declare the compliance of an aircraft design in accordance with this Annex; or

(c) is collaborating with the applicant for, or holder of, an approval of the design of the product to be issued or issued in accordance with this Annex, or with the organisation that has declared or intends to declare the compliance of that aircraft design in accordance with this Annex, in order to ensure that the manufactured product or part is in conformity to that design, and to ensure the continued airworthiness of the product or part.

21L.A.123 Declaration of production capability

(a) Prior to producing any products or parts, an organisation intending to show the conformity of those products or parts with the applicable design data shall declare its production capability.

(b) The declaration, and any subsequent changes thereto, shall be made in a form and manner established by the competent authority.

(c) The declaration shall include the information necessary for the competent authority to become familiar with the organisation and the intended scope of work, and shall include at least the following:

1. the registered name of the organisation;

2. the contact details of the organisation's registered address of their principal place of business and, where applicable, the contact and the operating sites of the organisation;

3. the names and contact details of the accountable manager of the organisation nominated in accordance with point (c)(1) of point 21L.A.125;

4. the intended scope of work;

5. the date of the intended commencement of production;

6. a statement confirming that the organisation:

   (i) has a management system for production in accordance with point (a) of point 21L.A.124; and

   (ii) will maintain the management system for production in compliance with this Subpart;

7. a statement confirming that the organisation will adhere to the processes and procedures established in accordance with point (d) of point 21L.A.124;

8. a statement that the organisation agrees to undertake the obligations of a declared production organisation in accordance with point 21L.A.127.

(d) The declaration of production capability shall be submitted to the competent authority.

21L.A.124 Management system for production

(a) The declared production organisation shall establish, implement, and maintain a management system for production with clear accountability and lines of responsibility throughout the organisation that:

1. corresponds to the nature and complexity of its activities and the size of the organisation, and takes into account the hazards and associated risks inherent in these activities;

2. is established under the accountability of an accountable manager nominated according to point (c)(1) of point 21L.A.125.

(b) The management system for production shall include a means to manage quality by maintaining a quality system that shall:

1. ensure that each product or part produced by the declared production organisation or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in a condition for safe operation;

2. establish, implement, and maintain, as appropriate, within the scope of their activities, 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) the collaboration with the applicant for, or holder of, the design approval or the declarant of a declaration of design compliance;

   (x) the completion and retention of records;

   (xi) ensuring the competence and qualifications of personnel;

   (xii) the issue of airworthiness release documents;

   (xiii) handling, storage and packing;

   (xiv) internal quality audits and the resulting corrective actions;

(xv) work performed at any location other than the operating sites included in the declaration;

(xvi) work carried out after the completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation;

(xvii) the request for the issuance of permits to fly and the approval of associated flight conditions;

3. include specific provisions in the control procedures for any critical parts.

(c) The declared production organisation shall establish, as part of their management system for production, an independent function to monitor the compliance of the organisation with the relevant requirements, and compliance with, and the adequacy of, the production management system. This monitoring shall include a system to provide feedback to the person or group of persons referred to in points (c)(1) and (2) of point 21L.A.125 to ensure, as necessary, corrective action.

(d) The declared production organisation shall establish, maintain and keep updated, as part of their management system for production, processes and procedures that ensure the compliance of products that are produced with the applicable design data. The declared production organisation shall make documentary evidence of these processes and procedures available to the competent authority upon request.

(e) The declared production organisation shall have procedures in place to ensure that newly manufactured aircraft are maintained in accordance with the applicable maintenance instructions and are kept in an airworthy condition and, if applicable, that a certificate of release to service is issued for any maintenance that has been completed.

(f) If the declared production organisation holds (an)other organisation certificate(s) issued on the basis of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, the production organisation may integrate the production management system with the management system that is required for the issuance of the other certificate(s).

21L.A.125 Resources of the declared production organisation

The declared production organisation shall ensure that:

(a) the facilities, working conditions, equipment and tools, processes and associated materials, the number and competence of staff, and the general organisation are adequate to discharge its obligations under point 21L.A.127;

(b) with regard to all necessary airworthiness and environmental protection data:

1. it is in receipt of such data from the Agency, and from the declarant of design compliance or the holder of, or the applicant for, the type certificate, or design approval, to determine its conformity with the applicable design data;

2. it has established a procedure to ensure that airworthiness and environmental compatibility data is correctly incorporated into its production data;

3. such data is 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. an accountable manager has been nominated by the declared production organisation with authority to ensure that, within the organisation, all production is performed to the required standards and that the declared production organisation is continuously in compliance with the requirements of the management system for production referred to in point (a) of point 21L.A.124, and the processes and the procedures identified in point (d) of point 21L.A.124;

2. a person or group of persons has or have been nominated by the accountable manager to ensure that the organisation is in compliance with the requirements of this Subpart, and is (are) identified, together with the extent of their authority. Such a person or group of persons shall be responsible to the accountable manager and have direct access to them. They shall have the appropriate knowledge, background and experience 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 declared production organisation in respect of airworthiness and environmental compatibility data matters;

4. the organisational structure of the organisation along with the key personnel who are responsible for ensuring that the organisation is in compliance with this Subpart is documented and kept updated;

(d) with regard to certifying staff, authorised by the declared production organisation to sign the documents issued under point 21L.A.126 within the scope of declared production activities:

1. the knowledge, background (including other functions in the organisation), and experience of the certifying staff are appropriate to discharge their allocated responsibilities;

2. certifying staff are provided with evidence of the scope of their authorisation. A list of certifying staff shall be maintained by the declared production organisation.

21L.A.126 Scope of work

(a) A declared production organisation is entitled to show the conformity of the products and parts that are within the scope of this Section and that it has produced within the declared scope of work, with the applicable design data.

(b) A declared production organisation is entitled, for a complete aircraft, after presentation of an aircraft statement of conformity (EASA Form 52B), to apply:

1. for an aircraft that conforms to a type design approved in accordance with Subpart B of Section B of this Annex, for a certificate of airworthiness and a noise certificate;

2. for an aircraft that conforms to a design for which compliance has been declared in accordance with Subpart C of this Annex, for a restricted certificate of airworthiness and a restricted noise certificate.

(c) A declared production organisation is entitled to issue authorised release certificates (EASA Form 1) for engines, propellers and parts that either conform to:

1. approved design data issued in accordance with Subparts B, D, E or M of Section B of this Annex;

2. declared design data for which design compliance has been declared in accordance with Subparts C, F or N of this Annex;

3. production data based upon all the necessary approved design data as provided by a repair design approval holder.

(d) A declared production organisation is entitled to recommend the conditions for an aircraft that it has produced and for which it has attested conformity with the applicable design data, under which a permit to fly can be issued by the competent authority under Subpart P of Annex I (Part 21).

(e) A declared production organisation is entitled to maintain a new aircraft that it has produced, as necessary to keep it in an airworthy condition, unless Regulation (EU) No 1321/2014 requires the maintenance to be performed under such rules, and to issue a certificate of release to service (EASA Form 53B) in respect of that maintenance.

21L.A.127 Obligations of the declared production organisation

(a) The declared production organisation shall work in accordance with clearly defined procedures, practices and processes.

(b) If the declared production organisation intends to conduct flight tests, then it shall prepare, maintain and keep updated an operations manual that includes a description of the organisation's policies and processes for flight testing. The declared production organisation shall make this manual available to the competent authority upon request.

(c) For completed aircraft, prior to submitting an aircraft statement of conformity (EASA Form 52B) to the competent authority, the declared production organisation shall ensure that the aircraft is in a condition for safe operation and conforms to:

1. the approved type design of a type-certified product issued in accordance with Subpart B of Section B of this Annex, or

2. the design data of an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex.

(d) For products (other than complete aircraft) and parts, the declared production organisation shall ensure prior to issuing an authorised release certificate (EASA Form 1) that the product or part is in a condition for safe operation and conforms to the approved type design of a type-certified product issued in accordance with Subpart B, D, E or M of Section B of this Annex or conforms to the design data of an aircraft for which design compliance has been declared in accordance with Subpart C, F or M of this Annex.

(e) For engines, the declared production organisation shall ensure that the completed engine is in compliance with the applicable engine exhaust emissions requirements applicable on the date of production of the engine.

(f) The declared production organisation shall include, in any authorised release certificates (EASA Form 1) that are issued by it, the reference number issued by the competent authority in accordance with point 21L.B.142 for this declared production organisation.

(g) The declared production organisation shall ensure that the organisation records the details of any work that is completed.

(h) The declared production organisation shall provide, to the design holder or the declarant of a declaration of design compliance, continuing airworthiness support for any products or parts that they have produced.

(i) The declared production organisation shall have an archiving system that records the requirements that have been placed on other organisations, such as suppliers and subcontractors. The declared production organisation shall make the archived data available to the competent authority for continuing airworthiness purposes.

(j) For the production of new aircraft, the declared production organisation shall ensure that the aircraft is kept in an airworthy condition and that maintenance is performed, including any necessary repairs in accordance with the applicable design data, prior to the issuance of an aircraft statement of conformity (EASA Form 52B).

(k) Where the declared production organisation issues a certificate of release to service after such maintenance, it shall determine that each completed aircraft has been subjected to the necessary maintenance and is in a condition for safe operation, prior to issuing that certificate.

(l) The declared production organisation shall comply with the requirements in Subpart A of this Annex applicable to a declared production organisation.

21L.A.128 Notification of changes and cessation of activities

The declared production organisation shall notify the competent authority without undue delay of the following:

(a) any changes to the information that has been declared in accordance with point (c) of point 21L.A.123;

(b) any changes to the management system for production that are significant to the showing of conformity or to the airworthiness and environmental compatibility characteristics of the product or part;

(c) the cessation of some of or all the activities covered by the declaration.

SUBPART H – CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF AIRWORTHINESS

21L.A.141 Scope

This Subpart establishes the procedure for applying for a certificate of airworthiness or a restricted certificate of airworthiness for an aircraft whose design has been certified or declared in accordance with this Annex, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21L.A.142 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in a Member State ('Member State of registry') may apply for a certificate of airworthiness or for a restricted certificate of airworthiness for that aircraft under the conditions laid down in this Subpart.

21L.A.143 Application for a certificate of airworthiness or a restricted certificate of airworthiness

(a) A natural or legal person shall apply for a certificate of airworthiness or a restricted certificate of airworthiness in a form and manner established by the competent authority of the Member State of registry.

(b) A natural or legal person may apply for:

1. a certificate of airworthiness for aircraft which conform to a type certificate that has been issued by the Agency in accordance with Subpart B of Section B of this Annex; or

2. a restricted certificate of airworthiness for aircraft which conform to a declaration of design compliance in accordance with Subpart C of this Annex which is registered by the Agency in accordance with point 21L.B.63 at the time of application.

(c) For a new aircraft that conforms to a type certificate issued by the Agency, the applicant shall include in the application:

1. an aircraft statement of conformity (EASA Form 52 or EASA Form 52B) that is either issued or signed by:

   (i) a production organisation that has declared their production capability under Subpart G of this Annex and has been registered by the competent authority in accordance with point 21L.B.142; or

   (ii) a production organisation approval holder under the privileges of point (b) of point 21.A.163 of Annex I (Part 21);

2. a weight and balance report with a loading schedule;

3. the flight manual if required by the applicable type-certification basis.

(d) For a new aircraft that conforms to a declaration of design compliance which is registered by the Agency, the applicant shall include in the application:

1. an aircraft statement of conformity (EASA Form 52B) that is either issued or signed by:

   (i) a natural or legal person in accordance with Subpart R of this Annex;

   (ii) a production organisation that has declared their production capability under Subpart G of this Annex and has been registered by the competent authority in accordance with point 21L.B.142; or

   (iii) a production organisation approval holder under the privileges of point (d) of point 21.A.163 of Annex I (Part 21);

2. a weight and balance report with a loading schedule;

3. the flight manual if required by the applicable detailed technical specifications for the declaration of design compliance.

(e) For a used aircraft originating from a Member State, the applicant shall include in the application an airworthiness review certificate issued in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

(f) For a used aircraft originating from a non-Member State, the applicant shall include in the application:

1. a statement from the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft at the time of transfer;

2. the historical records to establish the production, modification, and maintenance standard of the aircraft;

3. a weight and balance report with a loading schedule;

4. the flight manual;

5. a recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and for an airworthiness review certificate pursuant to an airworthiness review in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014 or an airworthiness review certificate in accordance with Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

(g) Unless otherwise agreed, the statements referred to in points (c)(1), (d)(1) and (f)(1) shall be issued no more than 60 days before the presentation of the aircraft to the competent authority of the Member State of registry.

21L.A.144 Obligations of the applicant for a certificate of airworthiness or a restricted certificate of airworthiness

The applicant for a certificate of airworthiness or for a restricted certificate of airworthiness shall:

(a) present the manuals, placards, listings, and instrument markings and other necessary information required by the applicable type-certification basis or by the applicable detailed technical specifications for declarations of design compliance in one or more of the official language(s) of the European Union acceptable to the competent authority of the Member State of registry;

(b) demonstrate that their aircraft is identified in accordance with Subpart Q of this Annex;

(c) arrange for inspections of the competent authority of the Member State of registry to assess whether the aircraft has any non-conformities that could affect the safety of the aircraft.

21L.A.145 Transferability and re-issuance of a certificate of airworthiness and of a restricted certificate of airworthiness within Member States

Where the ownership of an aircraft has changed:

(a) if it remains on the same register, the certificate of airworthiness, or the restricted certificate of airworthiness issued in accordance with Subpart H of Section B of this Annex, shall be transferred together with the aircraft;

(b) if the aircraft is intended to be registered in another Member State, the natural or legal person under whose name the aircraft will be registered shall apply to the competent authority of the new Member State of registry for a new certificate of airworthiness or a restricted certificate of airworthiness and shall include in this application the former certificate of airworthiness or restricted certificate of airworthiness issued in accordance with Subpart H of Section B of this Annex and a valid airworthiness review certificate issued in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

21L.A.146 Continued validity of a certificate of airworthiness and of a restricted certificate of airworthiness

(a) A certificate of airworthiness or a restricted certificate of airworthiness shall remain valid as long as:

1. the aircraft remains on the same register;

2. the certificate has not been surrendered by the holder;

3. the aircraft remains in compliance with the relevant requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof and with the applicable type design or with the applicable design data of an aircraft for which design compliance has been declared, and with the continuing airworthiness requirements, taking into account the provisions related to the handling of findings as specified under point 21L.B.21;

4. the certificate has not been revoked by the competent authority of the Member State of registry under point 21L.B.22.

(b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry.

SUBPART I – NOISE CERTIFICATES AND RESTRICTED NOISE CERTIFICATES

21L.A.161 Scope

This Subpart establishes the procedure for applying for a noise certificate or a restricted noise certificate for an aircraft whose design has been certified or declared in accordance with this Annex and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21L.A.162 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in a Member State may apply for a noise certificate or a restricted noise certificate for that aircraft under the conditions laid down in this Subpart.

21L.A.163 Application

(a) A natural or legal person shall apply for a noise certificate or a restricted noise certificate in a form and manner established by the competent authority of the Member State of registry.

(b) A natural or legal person may apply for:

1. a noise certificate for aircraft which conform to a type certificate that has been issued by the Agency in accordance with Subpart B of Section B of this Annex; or

2. a restricted noise certificate for aircraft which conform to a declaration of design compliance submitted in accordance with Subpart C of this Annex which is registered by the Agency in accordance with point 21L.B.63 at the time of application.

(c) The applicant shall include in the application:

1. with regard to new aircraft:

(i) an aircraft statement of conformity (EASA Form 52 or EASA Form 52B) that is either issued or signed by:

(A) a natural or legal person in accordance with Subpart R of this Annex;

(B) a production organisation that has declared their production capability under Subpart G of this Annex and has been registered by the competent authority in accordance with point 21L.B.142; or

(C) a production organisation approval holder under the privileges of point (b) of point 21.A.163 of Annex I (Part 21);

(ii) the reference to the noise record within the Agency database of noise levels reflecting the noise information determined in accordance with the applicable noise requirements;

2. with regard to used aircraft:

(i) the reference to the noise record within the Agency database of noise levels reflecting the noise information determined in accordance with the applicable noise requirements; and

(ii) the historical records to establish the production, modification, and maintenance standard of the aircraft.

(d) Unless otherwise agreed, the statements referred to in point (c)(1)(i) shall be issued no more than 60 days before the presentation of the aircraft to the competent authority of the Member State of registry.

21L.A.164 Transferability and re-issuance of noise certificates and restricted noise certificates within Member States

Where the ownership of an aircraft has changed:

(a) if the aircraft remains on the same register, the noise certificate, or the restricted noise certificate issued in accordance with Subpart I of Section B of this Annex, shall be transferred together with the aircraft;

(b) if the aircraft is intended to be registered in another Member State, the natural or legal person under whose name the aircraft will be registered shall apply to the competent authority of the new Member State of registry for a new noise certificate or restricted noise certificate and shall include in this application the former noise certificate or restricted noise certificate issued in accordance with Subpart I of Section B of this Annex.

21L.A.165 Continued validity of a noise certificate and of a restricted noise certificate

(a) A noise certificate or a restricted noise certificate shall remain valid as long as:

1. the aircraft remains on the same register;

2. the certificate has not been surrendered by the holder;

3. the aircraft remains in compliance with the applicable environmental protection requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof and with the applicable type design or with the applicable design data of an aircraft for which design compliance has been declared, taking into account the provisions related to the handling of findings as specified under point 21L.B.21;

4. the certificate has not been revoked by the competent authority of the Member State of registry under point 21L. B.22.

(b) Upon surrender or revocation, the certificate shall be returned to the competent authority of the Member State of registry.

SUBPART J – DECLARED DESIGN ORGANISATIONS

21L.A.171 Scope

This Subpart establishes:

(a) the procedure for declaring the design capability by natural and legal persons who design products under this Section; and

(b) the rights and obligations of the persons making declarations of design capability referred to in point (a).

21L.A.172 Eligibility

Any natural or legal person ('organisation' in this Subpart) required by point 21L.A.22, point 21L.A.82 or point 21L.A.204 to demonstrate their design capability may declare their capability under the conditions laid down in this Subpart.

21L.A.173 Declaration of design capability

(a) Prior to or at the same time as applying for a design approval under this Section, or prior to submitting the application for the approval of flight conditions in accordance with point 21.A.710 of Annex I (Part 21) of a product designed by it, whatever comes first, the organisation shall submit a declaration of design capability to the Agency.

(b) The declaration, and any subsequent changes thereto, shall be made in a form and manner established by the Agency.

(c) The declaration shall include the information necessary for the Agency to become familiar with the organisation and the intended scope of work, and shall include at least the following:

1. the registered name of the organisation;

2. the contact details of the organisation's registered address of the principal place of business and, where applicable, of the operating sites of the organisation;

3. the names and contact details of the head of the design organisation;

4. the intended scope of work;

5. a statement confirming that the organisation:

(i) has a management system for design in accordance with point (a) of point 21L.A.174; and

(ii) will maintain the management system for design in compliance with this Subpart;

6. a statement confirming that the organisation will adhere to the processes and procedures established in accordance with point (d) of point 21L.A.174;

7. a statement that the organisation agrees to undertake the obligations of a declared design organisation in accordance with point 21L.A.177.

(d) The declaration of design capability shall be submitted to the Agency.

21L.A.174 Management system for design

(a) The declared design organisation shall establish, implement, and maintain a management system for design with clear accountability and lines of responsibility throughout the organisation that:

1. corresponds to the nature and complexity of its activities and the size of the organisation, and takes into account the hazards and associated risks inherent in these activities;

2. is established under the accountability of a single manager nominated as the head of the design organisation according to point (a) of point 21L.A.175.

(b) The declared design organisation shall have, as part of their management system for design, a means to provide design assurance by establishing, implementing and maintaining a system for the control and supervision of the design, and of design changes and repairs, of products. This system shall:

1. include an airworthiness function responsible for ensuring that the designs of products and the designs of changes and repairs thereto comply with the applicable type-certification basis and the applicable environmental protection requirements;

2. establish, implement and maintain an independent function to verify the demonstration of compliance on the basis of which the organisation declares compliance with the applicable type-certification basis and with the applicable environmental protection requirements;

3. specify the manner in which the design assurance system accounts for the acceptability of the parts that are designed or the tasks that are performed by partners or subcontractors according to methods which are the subjects of written procedures.

(c) The declared design organisation shall establish, as part of their management system for design, an independent function to monitor the compliance of the organisation with the relevant requirements, and compliance with, and adequacy of, the management system for design. This monitoring shall include a system to provide feedback to the person or a group of persons referred to in point (b) of point 21L.A.175, and to the accountable manager referred to in point (a) of point 21L.A.175 to ensure, as necessary, corrective action.

(d) The declared design organisation shall establish, maintain and keep updated processes and procedures that ensure the design compliance of products with the applicable type-certification basis, applicable detailed technical specifications and applicable environmental protection requirements. The declared design organisation shall make documentary evidence of these processes and procedures available to the Agency upon request.

(e) Where any parts or any changes to the products are designed by partner organisations or subcontractors, the processes and procedures in point (d) shall include a description of how the design organisation is able to give, for all parts, the assurance of compliance required by point (b)(2), and shall contain, directly or by cross-reference, descriptions and information on the design activities and organisation of those partners or subcontractors.

(f) If the declared design organisation holds (an)other organisation certificate(s) issued on the basis of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, the declared design organisation may integrate the design management system with the management system that is required for the issuance of the other certificate(s).

21L.A.175 Resources of the declared design organisation

(a) The declared design organisation shall nominate a head of the design organisation with the authority for ensuring that, within the organisation, all design activities are performed to the required standards and that the declared design organisation is continuously in compliance with the requirements for the management system for design referred to in points (a) to (c) of point 21L.A.174 and the processes and procedures referred to in point (d) of point 21L.A.174.

(b) The head of the design organisation shall nominate and identify key personnel within the organisation that are responsible for:

1. ensuring that the designs of products and the designs of changes and repairs thereto comply with the applicable type-certification basis, applicable detailed technical specifications and applicable environmental protection requirements;

2. the independent monitoring of the compliance and adequacy function; and

3. depending on the size of the organisation, any other person or group of persons who is or are needed to ensure that the organisation is in compliance with the requirements of this Section.

(c) The person or group of persons identified in point (b) shall:

1. be responsible to the head of the design organisation and have direct access to them;

2. have the appropriate knowledge, background and experience to discharge their allocated responsibilities.

(d) The declared design organisation shall ensure that:

1. the staff in all technical departments are of sufficient numbers and experience and have been given the appropriate authority to be able to discharge their allocated responsibilities and that these, together with the accommodation, facilities and equipment, are adequate to enable the staff to ensure that the products designed are airworthy and environmentally compatible;

2. there is full and efficient coordination within the declared design organisation in respect of airworthiness and environmental compatibility matters.

(e) The declared design organisation shall document the organisational structure of their organisation, along with the key personnel who are responsible for ensuring that the organisation is in compliance with this Subpart, keep them updated and make them available to the Agency upon request.

21L.A.176 Scope of work

The declared design organisation shall identify the types of design work, the categories of products for which design activities are conducted, and the functions and duties that the organisation performs in regard to the airworthiness and environmental compatibility of products.

21L.A.177 Obligations of the declared design organisation

A declared design organisation shall:

(a) work in accordance with clearly defined procedures, practices and processes;

(b) if the declared design organisation intends to conduct flight testing, maintain and keep updated an operations manual that provides a description of the organisation's policies and processes for flight testing and make this manual available to the Agency upon request;

(c) determine whether the designs of products, including changes and repairs, do not have any unsafe features and comply with the applicable type-certification basis, and with the applicable environmental protection requirements, and provide the Agency with statements/documentation confirming this;

(d) provide the Agency with information or instructions relating to continued airworthiness actions;

(e) comply with the requirements in Subpart A of this Annex applicable to declared design organisations.

21L.A.178 Notification of changes and cessation of activities

The declared design organisation shall notify the Agency without undue delay of the following:

(a) any changes to the information that has been declared in accordance with point (c) of point 21L.A.173;

(b) changes to the management system for design that are significant for the demonstration of compliance of the product designed by them;

(c) the cessation of some or all of the activities covered by the declaration.

SUBPART K – PARTS

21L.A.191 Scope

This Subpart establishes how the compliance of parts with the airworthiness requirements shall be shown.

21L.A.192 Showing of compliance

(a) The showing of compliance with the airworthiness requirements of parts to be installed in a type-certified product or an aircraft for which design compliance has been declared shall be made:

1. in conjunction with the type-certification procedures of Subpart B, D or E of this Annex for the product in which it is to be installed; or

2. in conjunction with the declaration of design compliance procedures of Subpart C or F of this Annex for the product in which it is to be installed; or

3. under the ETSO authorisation procedure of Subpart O of Section A of Annex I (Part 21); or

4. in the case of standard parts, in accordance with officially recognised standards.

(b) In all cases where the approval of a part is explicitly required by Union law or Agency measures, the part shall comply with the applicable ETSO or with the specifications recognised as equivalent by the Agency in the particular case.

21L.A.193 Release of parts for installation

(a) A part or product shall only be installed in a product when it is identified by the holder of a type certificate, supplemental type certificate, design change, repair design approval or with a declaration of design compliance as being suitable for installation, and when it is:

1. in a condition for safe operation;

2. marked in accordance with Subpart Q of this Annex; and

3. accompanied by an authorised release certificate (EASA Form 1) certifying that the item was manufactured in conformity with the applicable design data.

(b) By way of derogation from point (a)(3) and provided that the conditions in point (c) are met, the following parts do not require an authorised release certificate (EASA Form 1) in order to be installed in a type-certified product or in an aircraft for which design compliance has been declared:

1. a standard part;

2. a part that is:

   (i) not life limited, nor part of the primary structure, nor part of the flight controls;

   (ii) identified for installation in the specific aircraft by the holder of a type certificate, supplemental type certificate, design change, repair design approval or a declaration of design compliance;

   (iii) to be installed in an aircraft whose owner has verified compliance with the applicable conditions in (i) and (ii), and has accepted responsibility for this compliance;

3. a part for which the consequences of a non-conformity with its approved design data or declared design data has a negligible safety effect on the product and which is identified as such by the holder of the design approval or the declarant of design compliance in the instructions for continued airworthiness. In order to determine the safety effects of a non-conforming part, the design approval holder or declarant of a declaration of design compliance may establish in the instructions for continued airworthiness specific verification activities to be conducted by the installer of the part on the product;

4. in the case of the embodiment of a standard change as per point 21L.A.102 or a standard repair as per point 21L.A.202, a part for which the consequences of a non-conformity with its design data have a negligible safety effect on the product, and the part is identified as such in the certification specifications for standard changes and standard repairs issued in accordance with point 21.B.70 of Annex I (Part 21). In order to determine the safety effects of a non-conforming part, specific verification activities to be conducted by the person that installs the part in the product may be established in these certification specifications;

5. a part that is exempted from an airworthiness approval in accordance with Commission Regulation (EU) No 965/2012 ([2]); and

6. a part that is an item of a higher assembly identified in points (b)(1) to (b)(5).

(c) Parts listed in point (b) are eligible for installation in a type-certified product or in an aircraft for which design compliance has been declared 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, which declares the name of the part, the part number, and the conformity of the part with its design data, and which contains the date of issuance.

([2]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

SUBPART M – DESIGN OF REPAIRS TO TYPE-CERTIFIED PRODUCTS

21L.A.201 Scope

This Subpart establishes:

(a) the procedure for applying for the approvals of repair designs to type-certified products;

(b) the rights and obligations of the applicants for, and holders of, those approvals referred to in point (a);

(c) provisions for standard repairs that do not require an approval.

21L.A.202 Standard repairs

(a) Standard repairs are repair designs to a type-certified product approved in accordance with Subpart B of Section B of this Annex and which:

1. follow the design data included in the certification specifications issued by the Agency, containing the acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continued airworthiness; and

2. are not in conflict with the data of the holder of that type certificate.

(b) Points 21L.A.203 to 21L.A.211 are not applicable to standard repairs.

21L.A.203 Classification of repair designs to a type-certified product

(a) Repair designs to a type-certified product shall be classified as minor or major.

(b) A 'minor repair' is a repair design that has no appreciable effect on the mass, balance, structural strength, reliability, certified noise or emissions level, operational characteristics, or other characteristics affecting the airworthiness or the environmental compatibility of the product.

(c) All other repair designs are 'major repairs'.

(d) The requirements for the approval of minor repair designs are those established in point 21L.A.207.

(e) The requirements for the approval of major repair designs are those established in point 21L.A.208.

21L.A.204 Eligibility

(a) Any natural or legal person who has demonstrated, or is in the process of demonstrating, their design capability in accordance with point 21L.A.23, may apply for the approval of a major repair design to a type-certified product under the conditions laid down in this Subpart.

(b) Any natural or legal person may apply for the approval of a minor repair design to a type-certified product under the conditions laid down in this Subpart.

21L.A.205 Application for the approval of a repair design to a type-certified product

(a) An application for an approval of a repair design to a type-certified product shall be made in a form and manner established by the Agency.

(b) For the approval of a major repair design, the applicant shall include in the application, or submit after the initial application, a compliance demonstration plan:

1. containing a description of the damage and the repair design, identifying the configuration of the type design upon which the repair design is made;

2. identifying all the areas of the type design and the approved manuals that are changed or affected by the repair design;

3. identifying any reinvestigations necessary to demonstrate the compliance of the repair design and the areas affected by the repair design with the type-certification basis and the applicable environmental protection requirements, incorporated by reference in, as applicable, either the type certificate or the supplemental type certificate;

4. identifying any proposed amendments to the type-certification basis incorporated by reference in, as applicable, either the type certificate or supplemental type certificate;

5. specifying whether the certification data has been or will be prepared completely by the applicant or on the basis of an arrangement with the owner of the type-certification data.

21L.A.206 Demonstration of compliance

(a) The applicant for the approval of a major repair design shall demonstrate compliance with the applicable type-certification basis and applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.201 and shall provide the Agency with the means by which such compliance has been demonstrated.

(b) The applicant for the approval of a major repair design shall provide the Agency with a recorded justification of the means of compliance within compliance documents according to the compliance demonstration plan.

(c) When carrying out testing and inspections to demonstrate compliance in accordance with point (a), the applicant shall have verified and documented this verification prior to carrying out any test:

1. for the test specimen, that:

(i) the materials and processes adequately conform to the specifications for the proposed type design;

(ii) the constituent parts of the products adequately conform to the drawings in the proposed type design;

(iii) the manufacturing processes, construction and assembly adequately conform to those specified in the proposed type design; and

2. that the test and measuring equipment used for the test were adequate for the test and appropriately calibrated.

(d) The flight testing for the purpose of obtaining an approval of a major repair design shall be conducted in accordance with methods for such flight testing specified by the Agency. The applicant shall make all the flight tests necessary to determine compliance with the applicable type-certification basis and the applicable environmental protection requirements.

(e) An applicant for the approval of a major repair design shall allow the Agency to:

1. review any data and information related to the demonstration of compliance;

2. witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance; and

3. if it is considered necessary, conduct a physical inspection of the repaired product to verify the compliance of the design with the type-certification basis and the applicable environmental protection requirements.

(f) Upon completion of the compliance demonstration, the applicant shall declare to the Agency that:

1. they have demonstrated compliance with the type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with points 21L.B.201, according to the compliance demonstration plan; and

2. no feature or characteristic has been identified that may make the product with the repair design unsafe or environmentally incompatible for the uses for which certification is requested.

21L.A.207 Requirements for the approval of a minor repair design

In order to be issued with an approval of a minor repair design to a type-certified product, the applicant shall:

(a) demonstrate that the repair design and the areas affected by the repair design comply:

1. with the type-certification basis and the applicable environmental protection requirements incorporated by reference in the type certificate; or

2. if the applicant chooses to, with the certification specifications that are applicable to the product on the date of the application for the approval of the repair design;

(b) declare compliance with the type-certification basis and the applicable environmental protection requirements that apply in accordance with point (a)(1), or with the certification specifications chosen in accordance with point (a)(2), record the justifications of compliance in the compliance documents, and record that no feature or characteristic has been identified that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested;

(c) submit to the Agency the justification of compliance for the repair and the declaration of compliance.

21L.A.208 Requirements for the approval of a major repair design

In order to be issued with an approval of a major repair design to a type-certified product, the applicant shall:

(a) demonstrate that the repair design and the areas affected by the repair design comply with the type-certification basis and the applicable environmental protection requirements as established and notified to the applicant by the Agency in accordance with point 21L.B.201;

(b) demonstrate compliance in accordance with point 21L.A.206;

(c) if the applicant has specified that they provided certification data on the basis of an arrangement with the owner of the type-certification data in accordance with point 21L.A.205(b)(5), demonstrate that the type-certificate holder:

1. has no technical objection to the information submitted under point 21L.A.205; and

2. has agreed to collaborate with the applicant to ensure the discharge of all the obligations for continued airworthiness of the repaired product through compliance with points 21L.A.28 and 21L.A.88;

(d) demonstrate that there are no unresolved issues from the physical inspection of the first article of that product with the repair design in the final changed configuration carried out by the Agency in accordance with point 21L.A.206(e)(3).

21L.A.209 Approval of a repair design under a privilege

(a) The approval of a repair design that it has designed may be issued by an approved design organisation without an application according to point 21L.A.205 in accordance with the scope of its privileges provided for in points (2) and (5) of point 21.A.263(c) of Annex I (Part 21) instead of the Agency, as recorded in the terms of approval.

(b) When issuing a repair approval in accordance with point (a), the design organisation shall:

1. ensure that all the substantiation data and justifications are available;

2. ensure that the compliance of the change with the type-certification basis and the applicable environmental protection requirements according to point (a) of point 21L.A.207 or point (a) of point 21L.A.208 has been demonstrated and declared in accordance with point 21L.A.206;

3. confirm that it has not found:

   (i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements, or with the certification specifications chosen;

   (ii) any feature or characteristic of the repair that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested;

4. limit the approval of a repair to a type certificate to the specific configuration(s) in the type certificate to which the repair relates.

21L.A.210 Obligations of a holder of a repair design approval

The holder of a repair design approval shall:

(a) if they are not the type-certificate or supplemental type-certificate holder, and certification data has been supplied in accordance with 21L.A.205 (b)(5), establish an arrangement with the relevant holder;

(b) provide to the organisation performing the repair all the necessary instructions to install or embody the repair design;

(c) support any production organisation producing parts for the repair design, and ensure that those parts are produced using production data that is based upon the design data that is provided by the repair design approval holder;

(d) ensure that the repair design includes all the necessary instructions and limitations, if a repair design is approved subject to limitations. These instructions and limitations shall be transmitted to the operator by the holder of the repair design approval in accordance with a procedure agreed with the Agency;

(e) undertake the obligations of a repair design approval holder of Subpart A of this Annex.

21L.A.211 Unrepaired damage

Damage to a product, the design of which has been approved in accordance with Section B, may not require a repair design if an evaluation of the airworthiness consequences justifies it. Such an evaluation is to be made by either the Agency or by a design organisation which is appropriately approved in accordance with Subpart J of Section A of Annex I (Part 21), under a procedure accepted by the Agency. If the evaluation concludes that the unrepaired damage requires limitations, those shall be processed in accordance with point (d) of point 21L.A.210.

SUBPART N – DESIGN OF REPAIRS TO AIRCRAFT FOR WHICH DESIGN COMPLIANCE HAS BEEN DECLARED

21L.A.221 Scope

This Subpart establishes:

(a) the procedure for declaring the compliance of repair designs to an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex;

(b) the rights and obligations of the declarant making a declaration of compliance of the change referred to in point (a);

(c) provisions regarding the standard repairs that do not require a declaration of design compliance.

21L.A.222 Standard repairs

(a) Standard repairs are repair designs to an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex and which:

   1. follow the design data included in the certification specifications issued by the Agency, containing the acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continued airworthiness; and

2. are not in conflict with the design data covered by the declaration of aircraft design compliance made in accordance with Subpart C of this Annex.

(b) Points 21L.A.223 to 21L.A.229 are not applicable to standard repairs.

21L.A.223 Classification of repair designs to an aircraft for which design compliance has been declared

(a) Repair designs to an aircraft which was subject to a declaration made in accordance with Subpart C of this Annex shall be classified as either a major or minor, using the criteria laid down in points (b) and (c) of 21L.A.203.

(b) The design compliance of a minor repair design shall be declared in accordance with point 21L.A.225.

(c) The design compliance of a major repair design shall be declared in accordance with point 21L.A.226.

21L.A.224 Eligibility

(a) A declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex may declare compliance of a minor repair design of that aircraft under the conditions laid down in this Subpart. In addition, such a declaration of compliance may be also made, under the conditions laid down in this Subpart, by a design organisation approved in accordance with point (c)(3) of point 21.A.263 of Annex I (Part 21).

(b) Only the declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex may declare the compliance of a major repair design to an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex, under the conditions laid down in this Subpart.

(c) By derogation from point (b), if the declarant who made a declaration of aircraft design compliance in accordance with Subpart C of this Annex is no longer active or is unresponsive to requests for repair designs, the compliance of a changed aircraft design may also be declared in accordance with Subpart C of this Annex by a design organisation approved in accordance with point (c)(2) of point 21.A.263 of Annex I (Part 21) within the scope of their terms of approval, or by any other natural or legal person who is able to undertake the obligations laid down in point 21L.A.47 with respect to that changed aircraft.

21L.A.225 Declaration of design compliance for minor repair designs

(a) Prior to incorporating or embodying or agreeing with a production organisation to incorporate or embody a minor repair design to an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex, the declarant or the organisation that has designed the minor repair shall declare that the minor repair design complies with the detailed technical specifications and the applicable environmental protection requirements with which compliance had been declared according to point 21L.A.43.

(b) The declaration of design compliance shall be made in a form and manner established by the Agency.

(c) The declarant or the organisation that has designed the minor change shall maintain a register of minor repair designs to aircraft for which design compliance has been declared, and make any declaration made in accordance with point (a) available to the Agency upon request.

21L.A.226 Declaration of design compliance of major repair designs

(a) Prior to incorporating or embodying or agreeing with a production organisation to incorporate or embody a major repair design to an aircraft for which design compliance has been declared in accordance with Subpart C of this Annex, the declarant shall declare that the design of the major repair complies with the detailed technical specifications and the applicable environmental protection requirements with which compliance had been declared according to point 21L.A.43.

(b) The declaration of design compliance shall be made in a form and manner established by the Agency.

(c) The declaration shall contain at least the following information:

1. the name of the person submitting the declaration, and their address/place of business;

2. the declaration reference number of the aircraft to which the major repair design relates;

3. a unique reference for identifying the major repair design;

4. indication of the detailed technical specifications and the applicable environmental protection requirements with which the compliance of the aircraft had been declared by the declarant according to point 21L.A.43;

5. a signed statement made under the sole responsibility of the person making the declaration that the design of the major repair is in compliance with the detailed technical specifications and the applicable environmental protection requirements referred to in point (4), according to the compliance demonstration plan referred to in point (d)(3);

6. a signed statement made under the sole responsibility of the person making the declaration that no features or characteristics have been identified by that person that may make the aircraft unsafe or environmentally incompatible for the intended use;

7. a description of the damage and the repair design identifying the configuration of the type design upon which the repair is made;

8. identification of all the areas of the type design and the approved manuals that are changed or affected by the repair design.

(d) The declarant that designs a major repair shall submit the declaration referred to in point (c) to the Agency. Together with this declaration, the declarant shall provide to the Agency:

1. a description of the major repair;

2. basic data about the major repair, including the operating characteristics, design features and any limitations;

3. a compliance demonstration plan detailing the means for compliance demonstration that was followed during the compliance demonstration;

4. recorded justifications of compliance within compliance data obtained from the compliance activities that have been conducted according to the compliance demonstration plan;

5. the means by which compliance with the detailed technical specifications and the applicable environmental protection requirements with which the declarant had declared that aircraft compliance according to point 21L. A.43 has been demonstrated;

6. where compliance is demonstrated by carrying out tests, a recorded justification of the conformity of the test articles and equipment, demonstrating:

(i) for the test specimen, that:

(A) the materials and processes adequately conformed to the specifications for the design;

(B) the constituent parts of the products adequately conformed to the drawings in the design; and

(C) the manufacturing processes, construction and assembly adequately conformed to those specified in the design;

(ii) that the test and measuring equipment used for the tests were adequate for the tests and appropriately calibrated;

7. reports, results of inspections or tests that the declarant found necessary to determine that the aircraft complies with the detailed technical specifications and the applicable environmental protection requirements.

(e) The declaration of a major repair to a declaration of design compliance shall be limited to the specific configuration(s) in the declaration of design compliance to which the change relates.

21L.A.227 Compliance activities for declaring compliance of a major repair design

Prior to making a declaration of compliance in accordance with point 21L.A.226, the declarant shall, for that specific design:

(a) establish a compliance demonstration plan detailing the means for compliance demonstration that shall be followed during the compliance demonstration. This document shall be updated as necessary;

(b) record the justification of compliance within compliance documents according to the compliance demonstration plan;

(c) perform testing and inspections as necessary in accordance with the compliance demonstration plan;

(d) ensure and record the conformity of the test articles and equipment and ensure that the test specimen conforms to the specifications, drawings, manufacturing processes, construction and assembly means in the design;

(e) ensure that the test and measuring equipment to be used for testing are adequate for testing and appropriately calibrated;

(f) allow the Agency to conduct or participate in any inspections or tests of aircraft in the final or suitably mature design and production configuration that are necessary to determine that the product with the repair design has no feature or characteristic that makes the aircraft unsafe or environmentally incompatible for the intended use;

(g) carry out flight testing, in accordance with the flight conditions for such flight testing specified by the Agency, as necessary in order to determine that the aircraft complies with the applicable detailed technical specifications and the applicable environmental protection requirements.

21L.A.228 Obligations of the declarant of a declaration of design compliance of a repair design

The declarant of a declaration of design compliance shall:

(a) for minor repair designs maintain a register of those declarations and shall make those declarations available to the Agency upon request;

(b) provide to the organisation performing the repair all the necessary instructions to install or embody the repair design;

(c) support any production organisation producing parts for the repair design, and ensure that those parts are produced using production data that is based upon the design data that is provided by the declarant;

(d) if a repair design is declared subject to limitations, transmit these limitations to the operator using a documented procedure that is made available to the Agency upon request;

(e) undertake the obligations of a declarant of design compliance of a repair design of Subpart A of this Annex.

21L.A.229 Unrepaired damage

The declarant of design compliance of an aircraft in accordance with Subpart C of this Annex or an approved design organisation with privileges provided in accordance with point (c)(3) of point 21.A.263 of Annex I (Part 21) and with the appropriate scope of approval shall conduct an evaluation of the airworthiness and environmental compatibility consequences of any damage to such aircraft that is left unrepaired and that is not covered by previously declared data. Any necessary limitations shall be processed in accordance with point (d) of point 21L.A.228.

SUBPART O – EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS

(Reserved)

SUBPART P – PERMIT TO FLY

21L.A.241 Permit to fly and flight conditions

(a) The procedures for applying for the issuance of permits to fly and related flight conditions for aircraft within the scope of this Annex shall be those established in Subpart P of Section A of Annex I (Part 21) and those established in points (b) and (c) of point 21L.A.241.

(b) When applying for a permit to fly in accordance with point 21.A.707 of Annex I (Part 21), the applicant shall arrange for the competent authority to conduct a conformity inspection of the aircraft when the application for a permit to fly relates to:

1. the demonstration of compliance activities in point 21L.A.25 for an aircraft which is, or is intended to be, type-certified;

2. the demonstration of compliance activities in point 21L.A.44 for an aircraft for which design compliance is, or is intended to be, declared.

(c) When applying for flight conditions in accordance with point 21.A.709 of Annex I (Part 21), the applicant shall arrange for the Agency:

1. to physically inspect and assess the aircraft if the flight conditions are related to the demonstration of compliance to support a declaration of design compliance in point 21L.A.44 and if requested by the Agency during the demonstration of compliance activities as referred to in point (b) of point 21L.B.121 and point (c) of point 21L. B.203; or

2. to physically inspect and assess the aircraft and to conduct a critical design review if the flight conditions are related to the demonstration of compliance associated with the certification of the design in point 21L.A.25 and if requested by the Agency in point 21L.B.83, point 21L.B.102 and point 21L.B.203.

SUBPART Q – IDENTIFICATION OF PRODUCTS AND PARTS

21L.A.251 Scope

This Subpart establishes the requirements for the identification of products and parts designed and produced under this Annex.

21L.A.252 Design of markings

(a) The holder of a type certificate, supplemental type certificate, approval of a change to type certificate or approval of a repair design, or the declarant of a declaration of design compliance shall specify in the design data the marking of products and parts designed in accordance with this Annex.

(b) The specifications of the marking shall include the following information:

1. for products:

(i) the name of the production organisation;

(ii) the product designation;

(iii) the serial number of the product;

(iv) any other information appropriate to identify the product;

2. for parts:

(i) a name, trademark, or symbol identifying the production organisation;

(ii) the part number;

(iii) the serial number, in cases where a part to be fitted on a product has been identified as a critical part.

(c) The specification of parts in accordance with point (ii) of point (b)(2) shall include the letter '(R)' at the end of the part number when:

1. the part is from a design subject to a declaration of design compliance in accordance with Subpart C of this Annex;

2. the part is to be released on an EASA Form 1 in accordance with point (a) of point 21L.A.193; and

3. the part has been produced in accordance with Subpart R of this Annex.

21L.A.253 Identification of products

(a) Any natural or legal person who produces products under Subpart G of Section A of Annex I (Part 21) or under Subpart G or R of this Annex for which the design has been approved or declared in accordance with this Annex shall identify that product as specified in accordance with 21L.A.252 by means of a fireproof marking on a fireproof plate.

(b) The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident, and in the case of a propeller, propeller blade, or propeller hub, placed on a non-critical surface of the item.

(c) For manned balloons, the identification plate shall be secured to the balloon envelope and shall be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket, load frame assembly and any heater assembly shall be permanently and legibly marked with the name of the production organisation, part number, or its equivalent, and the serial number, or its equivalent.

21L.A.254 Handling of identification data

(a) Any natural or legal person performing maintenance work in accordance with Regulation (EU) No 1321/2014 may, in accordance with methods, techniques and practices established by the Agency:

1. remove, change, or place the identification information referred to in point 21L.A.253; or

2. remove or install an identification plate referred to in point 21L.A.253, when necessary during maintenance operations.

(b) Unless for the purposes stated in point (a) of point 21L.A.254, no person shall remove, change, or place the identification information referred to in point (a) of point 21L.A.253.

(c) Unless for the purposes stated in point (a) of point 21L.A.254, no person shall remove or install any identification plate referred to in point (a) of point 21L.A.253.

(d) No person shall install an identification plate removed in accordance with point (a)(2) on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

21L.A.255 Identification of parts

Any natural or legal person who produces parts under Subpart G of Section A of Annex I (Part 21) or under Subpart G or R of this Annex for a product for which the design has been approved or declared in accordance with this Annex shall permanently and legibly mark that part as specified in accordance with point 21L.A.252.

SUBPART R – STATEMENT OF CONFORMITY FOR AIRCRAFT AND AUTHORISED RELEASE CERTIFICATE (EASA FORM 1) FOR ENGINES AND PROPELLERS, OR PARTS THEREOF, WHICH CONFORM TO A DECLARATION OF DESIGN COMPLIANCE

21L.A.271 Scope

This Subpart establishes the procedures for the issuance of statements of conformity for aircraft (EASA Form 52B) and authorised release certificates (EASA Form 1) for engines and propellers, or parts thereof, that have been produced in conformity with the design data of a declaration of design compliance, and the rights and obligations of the declarant.

21L.A.272 Eligibility

Any natural or legal person who is granted access to the applicable design data and is able to undertake the obligations stated in point 21L.A.275 may issue a statement of conformity (EASA Form 52B) for an aircraft or an authorised release certificate (EASA Form 1) for an engine or propeller, or a part thereof, under the conditions laid down in this Subpart.

21L.A.273 Production control system

A natural or legal person issuing a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1) with the applicable declared design data of an aircraft, engine or propeller, or a part thereof, that they have produced, shall establish, implement and maintain a system for controlling production that:

(a) includes processes and procedures that ensure that the aircraft, engine or propeller, and any part thereof, conforms with the applicable declared design data;

(b) ensures that each statement of conformity (EASA Form 52B) or authorised release certificate (EASA Form 1) is only signed by authorised persons;

(c) if flight tests are necessary within the scope of production, has processes in place that ensure that any flight tests are conducted in a safe manner;

(d) ensures that the natural or legal person is in receipt of all the necessary airworthiness and environmental compatibility data to determine conformity;

(e) has procedures in place that ensure that the airworthiness and environmental compatibility data is correctly incorporated in its production data, kept up to date and made available to all the personnel who need access to such data to perform their duties;

(f) includes an inspection system that ensures that any aircraft, engine or propeller, and any part thereof, that are produced by the natural or legal person including their partners, or are supplied from or subcontracted to outside parties, conform with the applicable declared design data and are in a condition for safe operation;

(g) includes an archiving system that records the requirements that have been placed on other organisations such as suppliers and subcontractors. The archived data shall be made available to the competent authority for continuing airworthiness purposes;

(h) ensures that the maintenance of a newly manufactured aircraft is conducted in accordance with the applicable maintenance instructions and that the aircraft is kept in an airworthy condition, and if applicable, a certificate of release to service is issued for any maintenance that has been completed;

(i) includes an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of the occurrence reports collected in accordance with point 21L.A.3 in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include the evaluation of relevant information relating to occurrences and the promulgation of the related information.

21L.A.274 Issuance of a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1)

(a) When issuing a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1), the natural or legal person shall include all of the following:

1. a statement that the aircraft, engine or propeller, or any part thereof, conforms to the applicable declared design data and is in a condition for safe operation;

2. for each aircraft, a statement that the aircraft has been ground- and flight-checked;

3. for each engine or variable pitch propeller, a statement that the engine or variable pitch propeller has been subjected to a final functional test;

4. if applicable, a statement that the completed engine is in compliance with the applicable engine exhaust emissions requirements in force on the date of production of the engine.

(b) The natural or legal person shall issue a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1) upon:

1. the initial transfer of the ownership of the aircraft, engine or propeller, or parts thereof; or

2. for aircraft, the application for the issue of the restricted certificate of airworthiness for the aircraft.

21L.A.275 Obligations of a natural or legal person issuing a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1)

The natural or legal person issuing a statement of conformity (EASA Form 52B) or an authorised release certificate (EASA Form 1) shall:

(a) inform the competent authority that they intend to produce an aircraft, engine or propeller, or a part thereof, in conformity with the design data of a declaration of design compliance and that they will issue statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) in accordance with this Subpart;

(b) ensure that the details of any completed work are recorded;

(c) maintain, at the place of production, the technical data and drawings necessary to determine whether the aircraft, engine or propeller, or a part thereof, conforms to the applicable declared design data;

(d) provide continuing airworthiness support to the declarant of a declaration of design compliance for any aircraft, engine or propeller, or a part thereof, that they have produced;

(e) for new aircraft that they have produced, ensure that the aircraft is kept in an airworthy condition and that maintenance is performed, unless Regulation (EU) No 1321/2014 requires the maintenance to be performed under such rules, including any necessary repairs in accordance with the applicable design data prior to the issuance of an aircraft statement of conformity (EASA Form 52B);

(f) when issuing a certificate of release to service after such maintenance, determine that each completed aircraft has been subjected to the necessary maintenance and is in a condition for safe operation, prior to issuing the certificate;

(g) undertake the obligations of a natural or legal person issuing statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) of Subpart A of this Annex;

(h) inform the competent authority about the cessation of their activities under this Subpart.

SECTION B

PROCEDURES FOR COMPETENT AUTHORITIES

SUBPART A – GENERAL PROVISIONS

(reserved)

SUBPART B – TYPE CERTIFICATES

21L.B.41 Certification specifications

The Agency, in accordance with Article 76(3) of Regulation (EU) 2018/1139, shall issue certification specifications and other detailed specifications, including certification specifications for airworthiness, and environmental compatibility that competent authorities, organisations and personnel may use to demonstrate the compliance of products and parts with the relevant essential requirements set out in Annexes II, IV and V to that Regulation, as well as with those for environmental protection set out in Article 9(2) of and Annex III to that Regulation. Such specifications shall be sufficiently detailed and specific to indicate to applicants the conditions under which certificates are to be issued, amended or supplemented.

21L.B.42 Initial investigation

(a) Upon receiving an application for a type certificate under this Annex, the Agency shall verify whether the product is within the scope established in point 21L.A.21 and whether the applicant is eligible in accordance with point 21L. A.22 to apply for a type certificate for the product.

(b) When the conditions of point (a) are not fulfilled, the Agency shall reject the application.

21L.B.43 Type-certification basis for a type certificate

(a) The Agency shall establish the type-certification basis and notify it to the applicant. The type-certification basis shall consist of:

1. the certification specifications for airworthiness designated by the Agency from those applicable to the product at the date of application for that certificate, unless:

   (i) the applicant chooses 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

   (ii) the Agency accepts any alternative to a designated certification specification that cannot be complied with, for which compensating factors have been found that provide an equivalent level of safety; or

   (iii) the Agency accepts or prescribes other means that demonstrate compliance with the essential requirements of Annex II to Regulation (EU) 2018/1139;

2. any special condition prescribed by the Agency in accordance with point 21L.B.44(a).

(b) The Agency may amend the type-certification basis at any point before the issuance of the type certificate if it has determined that experience from other similar products in service, or products that have similar design features, has shown that unsafe conditions may develop, and the type-certification basis that was established and notified to the applicant does not address this unsafe condition.

21L.B.44 Special conditions

(a) The Agency shall prescribe special detailed technical specifications, named 'special conditions', for a product if the related certification specifications do not contain adequate or appropriate safety standards for the product because:

1. the product has novel or unusual design features relative to the design practices on which the applicable certification specifications are based;

2. the intended use of the product is unconventional; or

3. experience from other similar products in service or products having similar design features or newly identified hazards have shown that unsafe conditions may develop.

(b) Special conditions contain such safety standards as the Agency finds necessary in order to establish a level of safety equivalent to that of the applicable certification specifications.

21L.B.45 Designation of the applicable environmental protection requirements for a type certificate

The Agency shall designate and notify to the applicant for a type certificate for an aircraft or for an engine, the applicable environmental requirements in accordance with point 21.B.85 of Annex I (Part 21).

21L.B.46 Investigation

Upon receiving an application for a type certificate under this Annex, the Agency shall:

(a) conduct a review of the initial compliance demonstration plan and any subsequent update provided by the applicant in order to establish the completeness of the plan and the appropriateness of the proposed means and methods of demonstrating compliance with the type-certification basis established in accordance with point 21L.B.43 and with the applicable environmental protection requirements designated in accordance with point 21L.B.45; if the compliance demonstration plan is incomplete or the means and methods are not appropriate to achieve compliance demonstration, the Agency shall inform the applicant and request an amendment of it;

(b) when satisfied that the compliance demonstration plan provided is appropriate so that the applicant can demonstrate compliance, approve the compliance demonstration plan and any subsequent updates of the compliance demonstration plan;

(c) after receiving the declaration of compliance in accordance with point (f) of point 21L.A.25, conduct a physical inspection and assessment of the first article of that product in the final configuration, taking into consideration the critical design review carried out in accordance with point (a) of point 21L.B.242, in order to verify the compliance of the product with the applicable type-certification basis and the applicable environmental protection requirements; the Agency shall verify the compliance of the product, considering the likelihood of an unidentified non-compliance with the type-certification basis or the applicable environmental protection requirements, and the potential impact of that non-compliance on the safety or environmental compatibility of the product;

(d) if during the establishment of the type-certification basis, designation of the applicable environmental protection requirements or during the review of the compliance demonstration plan the Agency determines that the product design contains any element for which an unidentified non-compliance with the type-certification basis or the applicable environmental protection requirements may have an adverse impact on the safety or environmental compatibility of the product, the Agency shall determine which investigations are necessary in addition to those described in point (c) in order to verify the compliance demonstration; the Agency shall notify the applicant of any additional investigations and which elements of the design would be subject to those investigations.

21L.B.47 Issuance of a type certificate

(a) The Agency shall issue without undue delay an aircraft, engine or propeller type certificate, provided that:

1. the applicant has complied with point 21L.A.27;

2. the Agency, through the investigation carried out pursuant to point 21L.B.46, has not found any non-compliance with the type-certification basis or with the applicable environmental protection requirements;

3. there are no unresolved issues from the investigation carried out pursuant to point (c) of point 21L.B.46 of that product in the final configuration;

4. no feature or characteristic has been identified that may make the product unsafe or environmentally incompatible for the uses for which the certification is requested.

(b) The type certificate shall include:

1. the type design;

2. the operating limitations;

3. the instructions for continued airworthiness;

4. the type certificate data sheet for airworthiness and, if applicable, the record of engine exhaust emissions compliance;

5. the applicable type-certification basis and the applicable environmental protection requirements with which the Agency records compliance;

6. if applicable, the type certificate data sheet for noise; and

7. any other conditions or limitations prescribed for the product in the applicable type-certification basis and the applicable environmental protection requirements.

21L.B.48 Continuing airworthiness oversight of products for which a type certificate has been issued

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance with the type-certification basis or the applicable environmental protection requirements, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

21L.B.49 Transfer of a type certificate

(a) When the Agency receives an application for verification of whether a type certificate can be transferred by its holder in accordance with point 21L.A.29 or when the Agency considers a request to adopt a type certificate in accordance with point 21L.A.29, the Agency shall verify corresponding to points 21L.B.42 and 21L.B.46 whether the transferee is eligible to be a type-certificate holder in accordance with point 21L.A.22 and is able to undertake the obligations of a type-certificate holder under point 21L.A.28.

(b) When the Agency concludes that the conditions referred to in point (a) are met by the transferee, it shall inform the type-certificate holder or the natural or legal person requesting to adopt a type certificate that a transfer of the type certificate to that natural or legal person is accepted by the Agency.

SUBPART C – DECLARATIONS OF DESIGN COMPLIANCE

21L.B.61 Detailed technical specifications and applicable environmental protection requirements for declarations of product design compliance

(a) The Agency, in accordance with Article 76(3) of Regulation (EU) 2018/1139, shall establish and make available the detailed technical specifications that natural and legal persons can use to demonstrate compliance with the relevant essential requirements set out in Annex II to that Regulation when declaring compliance of the aircraft design in accordance with Subpart C of Section A of this Annex.

(b) The detailed technical specifications referred to in point (a) shall provide design standards which reflect the state of the art and best design practices, and which build on the best available experience and scientific and technical progress, and on the best available evidence and analysis of aircraft design, for aircraft that are within the scope established under point 21L.A.41. These detailed technical specifications may include or refer to:

1. certification specifications established by the Agency in accordance with point 21.B.70 of Annex I (Part 21) for the airworthiness of the aircraft design;

2. special conditions that have been prescribed by the Agency in accordance with point 21.B.75 of Annex I (Part 21) or point 21L.B.44 for other aircraft and which are of a general nature;

3. detailed technical standards developed by standardisation and other industry bodies.

(c) For the purposes of ensuring the environmental compatibility of the design, the Agency shall establish and make available the environmental protection requirements to be used as the basis for the declaration of design compliance, which shall include:

1. environmental protection requirements for the relevant product categories as contained in Annex 16 to the Convention on International Civil Aviation, Volumes I to III, at an amendment level referred to in Article 9(2) of Regulation (EU) 2018/1139; for this purpose, the references to:

(i) the date of application for a type certificate contained in those volumes shall be understood as references to the date on which the declaration of design compliance is made by the declarant; and

(ii) the certification requirements contained in those volumes shall be understood as requirements for the declaration of design compliance.

2. [reserved]

21L.B.62 Initial oversight investigation

(a) Upon receiving a declaration of design compliance, the Agency shall verify that the aircraft is within the scope of Subpart C of Section A of this Annex and that the declaration contains all the information specified in point 21L.A.43. The Agency shall acknowledge the receipt of the declaration, including the assignment of an individual declaration of design compliance reference number to the declarant for that aircraft configuration.

(b) The Agency shall conduct a physical inspection and assessment of the first article of that aircraft in the final configuration, taking into consideration the safety review carried out in accordance with point (a)(2) of point 21L.B.242. If the Agency finds evidence, in the declaration or through the physical inspection and assessment carried out in accordance with the first sentence, indicating that the aircraft could be incapable of conducting a safe flight or could be environmentally incompatible during in-service operations, the Agency shall raise a finding in accordance with point 21L.B.21.

21L.B.63 Registration of a declaration of design compliance

The Agency shall register a declaration of design compliance for an aircraft provided that:

(a) the declarant has declared compliance in accordance with point (a) of point 21L.A.43;

(b) the declarant has provided to the Agency the documents required in accordance with point (c) of point 21L.A.43;

(c) the declarant has made a commitment that the obligations in accordance with point 21L.A.47 will be undertaken;

(d) there are no unresolved findings from the physical inspection and assessment of the first article of the aircraft in the final configuration carried out in accordance with point (b) of point 21L.B.62.

21L.B.64 Continuing airworthiness oversight of aircraft for which design compliance has been declared

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance with the applicable detailed technical specifications or the applicable environmental protection requirements, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

SUBPART D – CHANGES TO TYPE CERTIFICATES

21L.B.81 Type-certification basis and applicable environmental protection requirements for a major change to a type certificate

(a) The Agency shall establish the type-certification basis for a major change to a type certificate and notify it to the applicant.

(b) For a major change to a type certificate and the areas affected by the change, the type-certification basis shall consist of the certification specifications incorporated by reference in the type certificate, unless:

1. the Agency finds that the certification specifications referenced in the type certificate do not provide adequate standards with respect to the proposed change, therefore the change and the 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 21L.B.44, to provide a level of safety equivalent to that established by the certification specifications applicable on the date of the application for the change;

2. an applicant chooses to comply with a certification specification set out in an amendment that is applicable on the date of the application for the change.

(c) The Agency shall designate the applicable environmental protection requirements for the major change to a type certificate in accordance with point 21.B.85 of Annex I (Part 21) and notify them to the applicant.

21L.B.82 Investigation and issuance of an approval of a minor change to a type certificate

(a) Upon receiving an application for the approval of a minor change to a type certificate under this Annex, the Agency shall approve the minor change when:

1. the applicant has provided the substantiation data and justifications, and has demonstrated and declared the compliance of the change with the applicable type-certification basis and the applicable environmental protection requirements, or with the certification specifications chosen in accordance with point 21L.A.67;

2. the Agency, through its verification of the demonstration of compliance, taking into account the design features, complexity and overall criticality of the design or technology, as well as previous experience of design activities with the applicant, has not found:

(i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements, or with the certification specifications chosen;

(ii) any feature or characteristic of the change that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested.

(b) An approval of a minor change to a type certificate shall be limited to the specific configuration(s) in the type certificate to which the change relates.

21L.B.83 Investigation of a major change to a type certificate

Upon receiving an application for a major change to a type certificate under this Annex, the Agency shall:

(a) conduct a review of the initial compliance demonstration plan and any subsequent update provided by the applicant in order to establish the completeness of the plan and the appropriateness of the proposed means and methods of demonstrating compliance with the type-certification basis and the applicable environmental protection requirements established and designated in accordance with point 21L.B.81; if the compliance demonstration plan is incomplete or the means and methods are not appropriate to achieve compliance demonstration, the Agency shall inform the applicant and request an amendment of it;

(b) when satisfied that the compliance demonstration plan provided is appropriate so that the applicant can demonstrate compliance, approve the compliance demonstration plan and also approve any subsequent updates of the compliance demonstration plan;

(c) determine the likelihood of an unidentified non-compliance of the major change with the type-certification basis or with the applicable environmental protection requirements, and the potential impact of that non-compliance on the safety or environmental compatibility of the product, and determine on that basis whether a physical inspection and assessment of the first article of that product in the final changed configuration is necessary in order to verify the compliance of the product with the applicable type-certification basis and the applicable environmental protection requirements, taking into consideration the critical design review if carried out in accordance with point (a)(3) of point 21L.B.242; the Agency shall notify the applicant before conducting this inspection and assessment;

(d) if during the establishment of the type-certification basis, the designation of the applicable environmental protection requirements or during the review of the compliance demonstration plan, the Agency determines that the design of the major change contains any element for which an unidentified non-compliance with the type-certification basis or the applicable environmental protection requirements may have an adverse impact on the safety or environmental compatibility of the changed product, the Agency shall determine which investigations are necessary in addition to those of point (c) in order to verify the compliance demonstration; the Agency shall notify the applicant of those additional investigations and which elements of the design would be subject to investigation.

21L.B.84 Issuance of an approval of a major change to a type certificate

(a) The Agency shall approve the major change when:

1. the applicant has demonstrated that the change and the areas affected by the change comply with the type-certification basis and the applicable environmental protection requirements, as established and designated by the Agency in accordance with point 21L.B.81;

2. the applicant has demonstrated and declared compliance in accordance with point (f) of point 21L.A.66;

3. the Agency through its verification of the demonstration of compliance has not found:

(i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements;

(ii) any feature or characteristic of the change that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested.

(b) An approval of a major change to a type certificate shall be limited to the specific configuration(s) in the type certificate to which the change relates.

21L.B.85 Continuing airworthiness oversight of changed products for which a type certificate has been issued

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance with the type-certification basis or the applicable environmental protection requirements of a product for which a change to a type certificate has been approved, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

SUBPART E – SUPPLEMENTAL TYPE CERTIFICATES

21L.B.101 Type-certification basis and applicable environmental protection requirements for a supplemental type certificate

(a) The Agency shall establish the type-certification basis for a supplemental type certificate and notify it to the applicant.

(b) For major changes to a type certificate in the form of a supplemental type certificate, the type-certification basis for the areas affected by the change shall be that which is incorporated by reference in the type certificate, unless:

1. the Agency finds that the certification specifications referenced in the type certificate do not provide adequate standards with respect to the proposed change, therefore the change and the 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 21L.B.44, to provide a level of safety equivalent to that established by the certification specifications applicable on the date of the application for the change;

2. an applicant chooses to comply with a certification specification set out in an amendment that is applicable on the date of the application for the change.

(c) The Agency shall designate the applicable environmental protection requirements for a major change to a type certificate in accordance with point 21.A.85 of Annex I (Part 21) and notify them to the applicant.

21L.B.102 Investigation

Upon receiving an application for a supplemental type certificate under this Annex, the Agency shall:

(a) conduct a review of the initial compliance demonstration plan and any subsequent update provided by the applicant in order to establish the completeness of the plan and the appropriateness of the proposed means and methods of demonstrating compliance with the type-certification basis and the applicable environmental protection requirements established and designated in accordance with point 21L.B.101; if the compliance demonstration plan is incomplete or the means and methods are not appropriate to achieve compliance demonstration, the Agency shall inform the applicant and request an amendment of it;

(b) when satisfied that the compliance demonstration plan provided is appropriate so that the applicant can demonstrate compliance, approve the compliance demonstration plan and any subsequent updates of the compliance demonstration plan;

(c) determine the likelihood of an unidentified non-compliance of the major change with the type-certification basis or the applicable environmental protection requirements, and the potential impact of that non-compliance on the safety or environmental compatibility of the product, and determine on that basis whether a physical inspection and assessment of the first article of that product in the final changed configuration is necessary in order to verify the compliance of the product with the applicable type-certification basis and the applicable environmental protection requirements, taking into consideration the critical design review if carried out in accordance with point (a) of point 21L.B.242; the Agency shall notify the applicant before conducting this inspection and assessment;

(d) if during the establishment of the type-certification basis, the designation of the applicable environmental protection requirements or during the review of the compliance demonstration plan, the Agency determines that the major change to the design contains any element for which an unidentified non-compliance with the type-certification basis or the applicable environmental protection requirements may have an adverse impact on the safety or environmental compatibility of the changed product, the Agency shall determine which investigations are necessary in addition to those of point (c) in order to verify the compliance demonstration; the Agency shall notify the applicant of those additional investigations and which elements of the design would be subject to this investigation.

21L.B.103 Issuance of a supplemental type certificate

(a) Upon receiving an application for a supplemental type certificate under this Annex, the Agency shall issue a supplemental type certificate when:

1. the applicant has demonstrated that the change and the areas affected by the change comply with the type-certification basis and the applicable environmental protection requirements, as established and designated by the Agency in accordance with point 21L.B.101;

2. the applicant has demonstrated and declared compliance in accordance with point (f) of point 21L.A.85;

3. the owner of the type-certificate data, if the applicant has specified in accordance with point (b)(2) of 21L.A.84 that the certification data has been provided on the basis of an arrangement with the owner of the type-certificate data, has:

   (i) no technical objection to the information submitted under point (a)(2) of point 21L.B.103; and

   (ii) agreed to collaborate with the holder of the repair design approval to discharge all the obligations for the continued airworthiness of the product with the repair design through compliance with point 21L.A.88;

4. the Agency, through its verification of the demonstration of compliance, has not found:

   (i) any non-compliances with the type-certification basis or, where applicable, the applicable environmental protection requirements;

   (ii) any feature or characteristic of the change that may make the changed product unsafe or environmentally incompatible for the uses for which certification is requested.

(b) A supplemental type certificate shall be limited to the specific configuration(s) in the type certificate to which the related major change relates.

21L.B.104 Continuing airworthiness oversight of products for which a supplemental type certificate has been issued

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance with the type-certification basis or the applicable environmental protection requirements of a product for which a supplemental type certificate has been issued, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

SUBPART F – CHANGES TO AIRCRAFT FOR WHICH DESIGN COMPLIANCE HAS BEEN DECLARED

21L.B.121 Initial oversight investigation of a declaration of design compliance of a major change to the design of an aircraft for which design compliance has been declared

(a) Upon receiving a declaration of design compliance for a major change to the design of an aircraft for which design compliance has been declared, the Agency shall verify that the change is within the scope of point 21L.A.101 and that the declaration contains all the information specified in point 21L.A.107. The Agency shall acknowledge the receipt of the declaration, including the assignment of an individual declaration of design compliance reference number to the declarant.

(b) The Agency shall assess, based upon the risk of a non-compliance leading to a design that is not capable of safe flight or being environmentally incompatible, whether a physical inspection and assessment of the changed product is needed, and subsequently inform the declarant if that is the case. This assessment of the risk shall take into consideration:

1. the complexity of the major change and the overall effect on the aircraft structures, flight characteristics and systems;

2. previous experience of physical inspections of aircraft and major changes that have been designed by the declarant;

3. the response by the declarant to any previous findings that have been raised for non-compliances for the specific aircraft or similar aircraft designed by the declarant that have also been subject to a declaration of design compliance.

(c) If the Agency finds evidence in the declaration, or through the physical inspection and assessment if carried out in accordance with point (b) of point 21L.B.121, indicating that the changed aircraft could be incapable of conducting a safe flight or could be environmentally incompatible during in-service operations, the Agency shall raise a finding in accordance with point 21L.B.21.

21L.B.122 Registration of a declaration of design compliance for a major change to an aircraft design

(a) The Agency shall register a declaration of design compliance for a major change to the design of an aircraft for which design compliance has been declared, provided that:

1. the declarant has declared compliance in accordance with point (a) of point 21L.A.107;

2. the declarant has provided to the Agency the documents required in accordance with point (d) of point 21L.A.107;

3. the declarant has made a commitment that the obligations in accordance with point 21L.A.47 will also be undertaken in respect of the changed aircraft design;

4. there are no unresolved issues from the physical inspection, if carried out in accordance with point (b) of point 21L. B.121.

(b) The Agency shall only register a declaration of a major change to the design of an aircraft for which design compliance has been declared if it is limited to the specific configuration(s) in the registered declaration of design compliance to which the change relates.

21L.B.123 Continuing airworthiness oversight of a changed aircraft for which design compliance has been declared

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance with the applicable detailed technical specifications or the applicable environmental protection requirements of a change for which design compliance has been declared, the Agency shall act in accordance with point 21L.B.64.

SUBPART G – DECLARED PRODCUTION ORGANISATIONS

(reserved)

SUBPART H – CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF AIRWORTHINESS

(reserved)

SUBPART I – NOISE CERTIFICATES

(reserved)

SUBPART J – DECLARED DESIGN ORGANISATIONS

21L.B.181 Initial oversight investigation

(a) Upon receiving a declaration from an organisation declaring their design capability, the Agency shall verify that:

1. the declarant is eligible to declare their design capability in accordance with point 21L.A.172;

2. the declaration contains all the information specified in point (c) of point 21L.A.173; and

3. the declaration does not contain information that indicates a non-compliance with the requirements of Subpart J of Section A of this Annex.

(b) The Agency shall acknowledge the receipt of the declaration, including the assignment of an individual declared design organisation reference number to the declarant.

21L.B.182 Registration of a declaration of design capability

The Agency shall register the declaration of design capability on a suitable database, including the declared scope of work, provided that:

(a) the declarant has declared their capability in accordance with point 21L.A.173;

(b) the declarant has made a commitment that the obligations in accordance with point 21L.A.177 will be undertaken;

(c) there are no unresolved issues in accordance with point 21L.B.181.

21L.B.183 Oversight

(a) The Agency shall oversee the declared design organisation in order to verify the continuous compliance of the organisation with the applicable requirements of Section A.

(b) The oversight shall include a product critical design review or physical inspection, and a first article inspection of every new design of the declared design organisation.

21L.B.184 Oversight programme

(a) The Agency shall establish and maintain an oversight programme in order to ensure compliance with point 21L.B.183. The oversight programme shall take into account the specific nature of the organisation, the complexity of its activities and the results of past certification and/or oversight activities, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:

1. assessments, audits and inspections, including as appropriate:

   (i) management system assessments and process audits;

   (ii) product audits of a relevant sample of the design and certification of the products, and parts that are under the scope of the organisation;

   (iii) sampling of the work performed;

   (iv) unannounced inspections;

2. meetings convened between the head of the design organisation and the Agency to ensure that both remain informed of any significant issues.

(b) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.

(c) An oversight planning cycle that does not exceed 24 months shall be applied.

(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the Agency has established that during the previous 24 months:

1. the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks;

2. the organisation has continuously demonstrated compliance with point 21L.A.178 and that it has full control over all changes to the design management system;

3. no level 1 findings have been issued;

4. all corrective actions have been implemented within the time period that was accepted or extended by the Agency as defined in point 21L.B.21.

(e) Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in point (d), the organisation has established, and the Agency has approved, an effective continuous system for reporting to the Agency on the safety performance and regulatory compliance of the organisation itself.

(f) The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.

(g) At the completion of each oversight planning cycle, the Agency shall issue a recommendation report on the continuation of the activities conducted by the declared design organisation based on its declaration of design capability, reflecting the results of the oversight.

21L.B.185 Oversight activities

(a) When the Agency verifies the compliance of the declared design organisation in accordance with point 21L.B.183 and the oversight programme established in accordance with point 21L.B.184, it shall:

1. provide the personnel responsible for oversight with guidance to perform their functions;

2. conduct assessments, audits, inspections, and, if needed, unannounced inspections;

3. collect the evidence needed in case further action is required, including the measures provided for in point 21L.B.21 and 21L.B.22;

4. inform the declared design organisation about the results of the oversight activities.

(b) The Agency shall collect and process any information deemed necessary for conducting oversight activities.

(c) If the Agency detects a non-compliance of the declared design organisation with the applicable requirements of Section A, with a procedure or manual required by Section A, or with the declaration submitted, the Agency shall act in accordance with points 21L.B.21 and 21L.B.22.

21L.B.186 Changes to declarations

(a) Upon receiving a notification of changes in accordance with point 21L.A.178, the Agency shall verify the completeness of the notification in accordance with point 21L.B.181.

(b) The Agency shall update its oversight programme established according to point 21L.B.184 and investigate whether it is necessary to establish any conditions under which the organisation may operate during the change.

(c) When the change affects any aspect of the declaration that is registered in accordance with point 21L.B.182, the Agency shall update the register.

(d) Upon completion of the activities required by points (a) to (c), the Agency shall acknowledge the receipt of the notification to the declared design organisation.

SUBPART K – PARTS

(Reserved)

SUBPART M – DESIGN OF REPAIRS TO TYPE-CERTIFIED PRODUCTS

21L.B.201 Type-certification basis and applicable environmental protection requirements for a repair design approval

The Agency shall designate any amendments to the type-certification basis and the applicable environmental requirements incorporated by reference in, as applicable, either the type certificate or the supplemental type certificate, which the Agency considers necessary for maintaining a level of safety and environmental compatibility equal to that previously established and notify them to the applicant for the approval of a repair design.

21L.B.202 Investigation and issuance of an approval for a minor repair design

(a) Upon receiving an application for the approval of a minor repair design to a type-certified product under this Annex, the Agency shall approve the minor repair design when:

1. the applicant has provided the substantiation data and justifications and has demonstrated and declared the compliance of the repair design with the applicable type-certification basis and the applicable environmental protection requirements established in accordance with point 21L.B.201;

2. the Agency, through its verification of the demonstration of compliance, taking into account the design features of the repair design, complexity and overall criticality of the repair design, as well as previous experience of design activities with the applicant, has not found:

(i) any non-compliances with the type-certification basis or, where applicable, with the applicable environmental protection requirements;

(ii) any feature or characteristic of the repair design that may make the product with the repair design unsafe for the uses for which certification is requested.

(b) An approval of a minor repair design shall be limited to the specific configuration(s) in the type certificate to which the repair design relates.

21L.B.203 Investigation of an application for the approval of a major repair design

Upon receiving an application for the approval of a major repair design under this Annex, the Agency shall:

(a) conduct a review of the initial compliance demonstration plan and any subsequent update provided by the applicant in order to establish the completeness of the plan and the appropriateness of the proposed means and methods of demonstrating compliance with the type-certification basis and the applicable environmental protection requirements established and designated in accordance with point 21L.B.201; if the compliance demonstration plan is incomplete or the means and methods are not appropriate to achieve compliance demonstration, the Agency shall inform the applicant and request an amendment of it;

(b) when satisfied that the compliance demonstration plan provided is appropriate so that the applicant can demonstrate compliance, approve the compliance demonstration plan and any subsequent updates of the compliance demonstration plan;

(c) determine the likelihood of an unidentified non-compliance of the major repair design with the type-certification basis or with the applicable environmental protection requirements, and the potential impact of that non-compliance on the safety or environmental compatibility of the product, and determine on that basis whether a physical inspection and assessment of the first article of that product in the final configuration with the repair design is necessary in order to verify the compliance of the product with the applicable type-certification basis; the Agency shall notify the applicant before conducting this inspection and assessment;

(d) if, during the review of the compliance demonstration plan, the Agency determines that the major repair design contains any element for which an unidentified non-compliance with the type-certification basis or with the applicable environmental protection requirements may have an adverse impact on the safety or environmental compatibility of the changed product, the Agency shall determine which investigations are necessary in addition to those of point (c) in order to verify the compliance demonstration; the Agency shall notify the applicant of those additional investigations and which elements of the design would be subject to investigation.

21L.B.204 Issuance of an approval of a major repair design

(a) Upon receiving an application for the approval of a major repair design to a type-certified product under this Annex, the Agency shall approve the major repair design when:

1. the applicant has been demonstrated that the repair design and the areas affected by the repair design comply with the type-certification basis and with the applicable environmental protection requirements, as established by the Agency in accordance with point 21L.B.201; and

2. the applicant has demonstrated and declared compliance in accordance with point 21L.A.208;

3. the owner of the type-certificate data, if the applicant has specified in accordance with point 21L.A.205(b)(5) that they provided the certification data on the basis of an arrangement with the owner of the type-certificate data, has:

   (i) no technical objection to the information submitted under point (a)(2) of point 21L.B.204; and

   (ii) agreed to collaborate with the holder of the repair design approval to discharge all the obligations for the continued airworthiness of the product with the repair design through compliance with point 21L.A.210;

4. the Agency, through its verification of the demonstration of compliance, has not found:

   (i) any non-compliances with the type-certification basis or, where applicable, the applicable environmental protection requirements;

   (ii) any feature or characteristic of the change that may make the product with the repair design unsafe for the uses for which certification is requested.

(b) An approval of a major repair design shall be limited to the specific configuration(s) in the type certificate to which the repair design relates.

21L.B.205 Continuing airworthiness oversight of products for which a repair design has been approved

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means detects a non-compliance of a product, for which a repair design has been approved, with the type-certification basis or with the applicable environmental protection requirements, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

21L.B.206 Unrepaired damage

An evaluation of the airworthiness consequences shall be conducted by the Agency, when requested to do under point 21L.A.211, in the event that a damaged product is left unrepaired and is not covered by previously approved data. The Agency shall establish any limitations necessary to ensure a safe flight with the damaged product.

SUBPART N – DESIGN OF REPAIRS TO AIRCRAFT FOR WHICH DESIGN COMPLIANCE HAS BEEN DECLARED

21L.B.221 Initial oversight investigation of a declaration of design compliance of a major repair design to an aircraft for which design compliance has been declared

(a) Upon receiving a declaration of design compliance of a major repair design to an aircraft for which design compliance has been declared, the Agency shall verify that that the repair design is within the scope of point 21L.A.221 and that the declaration contains all the information specified in point 21L.A.226. The Agency shall acknowledge the receipt of the declaration, including the assignment of an individual declaration of design compliance reference number to the declarant.

(b) The Agency shall assess, based upon the risk of a non-compliance leading to a design that is not capable of safe flight or being environmentally incompatible, whether a physical inspection and assessment of the aircraft with the major repair design is needed, and subsequently inform the declarant if that is the case. This assessment of the risk shall take into consideration:

1. the complexity of the major repair design and the overall effect on the aircraft structures, flight characteristics and systems;

2. previous experience of physical inspections of aircraft and major repair designs and changes that have been designed by the declarant;

3. the response by the declarant to any previous findings that have been raised for non-compliances of the specific aircraft or similar aircraft designed by the declarant that have also been subject to a declaration of design compliance.

(c) If the Agency finds evidence in the declaration, or through the physical inspection and assessment if carried out in accordance with point (b) of point 21L.B.221, indicating that the aircraft with the major repair design could be incapable of conducting a safe flight or could be environmentally incompatible during in-service operations, the Agency shall raise a finding in accordance with point 21L.B.21.

21L.B.222 Registration of a declaration of a major repair design to an aircraft for which design compliance has been declared

(a) The Agency shall register a declaration of a major repair design to an aircraft for which design compliance has been declared provided that:

1. the declarant has declared compliance in accordance with point (a) of point 21L.A.226;

2. the declarant has provided to the Agency the documents required in accordance with point (d) of point 21L.A.226;

3. the declarant has made a commitment that the obligations in accordance with point 21L.A.228 will be undertaken;

4. there are no unresolved issues from the physical inspection, if carried out in accordance with point (b) of point 21L. B.221.

(b) The Agency shall only register a declaration of a major repair design to an aircraft for which design compliance has been declared if it is limited to the specific configuration(s) in the registered declaration of design compliance to which the major repair design relates.

21L.B.223 Continuing airworthiness oversight of a repair design for which design compliance has been declared

If the Agency, through its continuing airworthiness oversight, including through reports received in accordance with point 21L.A.3, or by any other means, detects a non-compliance of a repair design, for which design compliance has been declared, with the applicable detailed technical specifications or with the applicable environmental protection requirements, the Agency shall raise a finding in accordance with point 21L.B.21, or issue an airworthiness directive under the conditions of point 21L.B.23.

SUBPART O – EUROPEAN TECHNICAL STANDARD ORDER AUTHORISATIONS

(Reserved)

SUBPART P – PERMIT TO FLY

(reserved)

SUBPART Q – IDENTIFICATION OF PRODUCTS AND PARTS

SUBPART R – STATEMENT OF CONFORMITY FOR AIRCRAFT AND AUTHORISED RELEASE CERTIFICATES (EASA FORM 1) FOR ENGINES AND PROPELLERS, AND PARTS THEREOF, THAT CONFORM TO A DECLARATION OF DESIGN COMPLIANCE

Appendices to ANNEX Ib (Part 21 Light)

EASA FORMS

When the Forms of this Annex are issued in a language other than English, they shall include an English translation.

The EASA ('European Union Aviation Safety Agency') Forms referred to in the appendices to this Part shall have the following obligatory features. Member States shall ensure that the EASA Forms they issue are recognisable and shall be responsible for having those Forms printed.

Appendix I EASA Form 24B Restricted certificate of airworthiness

Appendix II EASA Form 45B Restricted noise certificate

Appendix III EASA Form 52B Aircraft statement of conformity

Appendix IV EASA Form 53B Certificate of release to service

Appendix I

Restricted certificate of airworthiness – EASA Form 24B

Competent authority logo

RESTRICTED CERTIFICATE OF AIRWORTHINESS (DECLARED)

[4]	[Member State of registry] [COMPETENT AUTHORITY OF THE MEMBER STATE]	4
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number
4. Categories		
5. This restricted certificate of airworthiness is issued pursuant to Article 18(2)(a) of Regulation (EU) 2018/1139 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. In addition to above, the following restriction applies: This restricted certificate of airworthiness is issued on the basis of a declaration of design compliance made in accordance with Regulation (EU) No 748/2012 and is valid and recognised in all EU Member States without further requirements or evaluation. This certificate does not comply with all of the applicable Standards of Annex 8 to the Convention on International Civil Aviation and therefore may not be valid for international air navigation over non-EU Member States, unless approved by the state(s) being overflown.		
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 24B – Issue 1

This certificate shall be carried on board during all flights.

([4]) [2] For use by the Member State of registry.

Appendix II

Restricted noise certificate – EASA Form 45B

<table>
<tr><td>For use by the Member State of registry</td><td colspan="2">1. Member State of registry</td><td>3. Document No:</td></tr>
<tr><td colspan="4">2. RESTRICTED NOISE CERTIFICATE (DECLARED)</td></tr>
<tr><td>4. Registration marks:

……</td><td colspan="2">5. Manufacturer and designation of aircraft:

……</td><td>6. Aircraft serial No:

……</td></tr>
<tr><td colspan="2">7. Designation of engine:

……</td><td colspan="2">8. Designation of propeller:

……</td></tr>
<tr><td>9. Maximum take-off mass (kg)

……</td><td colspan="3"></td></tr>
<tr><td colspan="4">10. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:

……</td></tr>
<tr><td>11. Noise certification standard:

……</td><td>12. Take-off noise level:

……</td><td colspan="2"></td></tr>
<tr><td colspan="4">Remarks</td></tr>
<tr><td colspan="4">13. This restricted noise certificate is issued pursuant to Article 9 of Regulation (EU) 2018/1139, in respect of the above-mentioned aircraft, which is declared by the declarant of a declaration of design compliance in accordance with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.

14. Date of issue …… 15. Signature ……</td></tr>
</table>

EASA Form 45B – Issue 1

Appendix III

Aircraft statement of conformity – EASA Form 52B

<table>
<tr><td colspan="4">AIRCRAFT STATEMENT OF CONFORMITY</td></tr>
<tr><td colspan="2">1. State of manufacture</td><td>2. [MEMBER STATE] A Member of the European Union</td><td>3. Statement Ref. No:</td></tr>
<tr><td colspan="4">4. Organisation</td></tr>
<tr><td colspan="2">5. Aircraft type</td><td colspan="2">6. Type certificate/Declaration of design compliance refs:</td></tr>
<tr><td colspan="2">7. Aircraft registration or mark</td><td colspan="2">8. Production organisation identification No</td></tr>
<tr><td colspan="4">9. Engine/propeller details [5]</td></tr>
<tr><td colspan="4">10. Modifications and/or service bulletins[1]</td></tr>
<tr><td colspan="4">11. Airworthiness directives</td></tr>
<tr><td colspan="4">12. Concessions</td></tr>
<tr><td colspan="4">13. Exemptions, waivers or derogations[1]</td></tr>
<tr><td colspan="4">14. Remarks</td></tr>
<tr><td colspan="4">15. Restricted/certificate of airworthiness</td></tr>
<tr><td colspan="4">16. Additional requirements</td></tr>
<tr><td colspan="4">17. Statement of conformity
It is hereby certified that this aircraft conforms fully to the:
☐ type-certified design; or
☐ declared design data
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.</td></tr>
<tr><td colspan="2">18. Signed</td><td>19. Name</td><td>20. Date (d/m/y)</td></tr>
<tr><td colspan="4">21. Declared or approved production organisation reference (if applicable)</td></tr>
</table>

EASA Form 52B – Issue 1

([5]) Delete as applicable.

Instructions for the use of the 'Aircraft statement of conformity – EASA Form 52B'

1. PURPOSE AND SCOPE

1.1. The purpose of the aircraft statement of conformity (EASA Form 52B) issued under Subpart G or Subpart R of Section A of Annex Ib (Part 21 Light) or under Subpart G of Section A of Annex I (Part 21) is to enable the production organisation to apply for an individual aircraft certificate of airworthiness or restricted certificate of airworthiness from the competent authority of the Member State of registry.

2. GENERAL

2.1. The statement of conformity must comply with the model format, including the block numbers and the location of each block. The size of each block may, however, be varied to suit the individual application, but not to the extent that would render the statement of conformity unrecognisable. If in doubt, consult the competent authority.

2.2. The statement of conformity must be either 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. The completion of the statement may be either machine/computer-printed or handwritten, using block letters to allow for 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 the 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 render the document a valid statement.

3.2. A statement of conformity may not be issued to the competent authority of the Member State of registry unless the design of the aircraft and its installed products are approved or the declaration of design compliance is registered with the Agency.

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 competent 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 the applicable operational rules. However, some of these individual items may be included in block 10 or in the approved type design or the declared aircraft design. Operators are therefore reminded of their responsibility to ensure compliance with the applicable operational rules for their own particular operations.

Block 1 Enter the name of the State of manufacture.

Block 2 The competent authority that issues the statement of conformity under its authority.

Block 3 A unique serial number should be pre-printed in this block for statement control and traceability purposes. An exception is 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 the address of the location of the organisation that issues the statement. This block may be pre-printed. Logos, etc., are permitted if the logo, etc., can be contained within the block.

Block 5 The aircraft type in full as defined in the type certificate and its associated data sheet or the declared aircraft design as registered by the Agency

Block 6 The type-certificate reference numbers and issue for the subject aircraft or the registration number of the declaration of design compliance

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 the mark that is accepted by the competent authority of the Member State and, if applicable, by the competent authority of a third country.

Block 8 The identification number assigned by the production organisation for control and traceability and product support purposes. This is sometimes referred to as a 'production organisation serial number' or 'constructor's number'.

Block 9 The engine type and the propeller type(s) in full as defined in the relevant type certificate and its associated data sheet or the registered declaration of design compliance. Their production organisation identification/reference number and the associated location should also be stated.

Block 10 Approved or declared design changes to the aircraft definition

Block 11 A listing of all the applicable airworthiness directives (or equivalent) and a declaration of compliance with the airworthiness directives, together with a description of the method of compliance of the subject individual aircraft, including products and installed parts, appliances and equipment. Any future compliance requirement time should be stated.

Block 12 Approved or declared unintentional deviations from the approved type design or declared design, sometimes referred to as 'concessions', 'divergences' or 'non-conformances'.

Block 13 Only agreed or declared 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 subject aircraft. If there is no such information or data, state 'NONE'.

Block 15 Enter 'certificate of airworthiness', or 'restricted certificate of airworthiness', as 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 The validity of the statement of conformity is subject to the full completion of all the 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 production organisation. The report should be signed as satisfactory by the appropriate certifying staff and a flight crew member, e.g. the test pilot or the flight test engineer.

The flight tests performed are those defined under the control of the quality management element of the production system, as established by either:

1. point (b) of point 21L.A.124; or

2. point (f) of point 21L.A.273,

to ensure that the aircraft conforms to the applicable design data, and is in a condition for safe operation.

The listing of items provided (or made available) to satisfy the aspects of this statement that relate to the safe operation of the aircraft should be kept on file by the production organisation.

Block 18 The statement of conformity may be signed by the person that is authorised to do so by the production organisation in accordance with point (d) of point 21L.A.125 or point (b) of point 21L.A.273. A rubber stamp signature should not be used.

Block 19 The name of the person that signs the statement should be typed or printed in a legible form.

Block 20 The date on which the statement of conformity is signed should be given.

Block 21 The competent authority approval reference should be quoted.

Appendix IV

Certificate of release to service – EASA Form 53B

CERTIFICATE OF RELEASE TO SERVICE

[PRODUCTION ORGANISATION NAME]

Production organisation reference:

Certificate of release to service in accordance with 21L.A.126(e) or 21L.A.273(8) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 (delete as appropriate).

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 21L.A.126(e) or 21L.A.273(8) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 (delete as appropriate) 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)

EASA Form 53B – Issue 1

COMPLETION INSTRUCTIONS

The Block BRIEF DESCRIPTION OF WORK PERFORMED appearing in EASA FORM 53B should include a reference to the approved data used to perform the work.

The Block LOCATION appearing in EASA FORM 53B refers to the location where the maintenance has been performed, not to the location of the facilities of the organisation (if different).".

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1359

of 27 July 2022

amending Council Regulation (EC) No 2368/2002 implementing the Kimberley Process certification scheme for the international trade in rough diamonds

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EC) No 2368/2002 of 20 December 2002 implementing the Kimberley Process certification scheme for the international trade in rough diamonds ([1]), and in particular Article 19(3) and Article 20 thereof,

Whereas:

(1) Annex II to Regulation (EC) No 2368/2002 lists the participants in the Kimberley Process certification scheme (KP certification scheme) and their respective competent authorities.

(2) At the Seventeenth Kimberley Process Plenary Meeting held in Moscow, Russian Federation, in November 2021, participants agreed to admit Kyrgyzstan, Mozambique and Qatar to the KP certification scheme.

(3) Article 19 of Regulation (EC) No 2368/2002 provides for a list of Community authorities to be maintained by the Commission in Annex III to that Regulation.

(4) The addresses of the competent authorities of several participants in the KP certification scheme in Annex II and the addresses of Community authorities in Annex III require an update.

(5) Annexes II and III to Regulation (EC) No 2368/2002 should therefore be amended accordingly.

(6) The measures provided for in this Regulation are in accordance with the opinion of the Committee referred to in Article 22 of Regulation (EC) No 2368/2002,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 2368/2002 is amended as follows:

(1) Annex II is replaced by the text set out in Annex I to this Regulation;

(2) Annex III is replaced by the text set out in Annex II to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

([1]) OJ L 358, 31.12.2002, p. 28.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 27 July 2022.

For the Commission
On behalf of the President
Josep BORRELL FONTELLES
Vice-President

ANNEX I

'ANNEX II

List of participants in the Kimberley Process certification scheme and their respective competent authorities as referred to in Articles 2, 3, 8, 9, 12, 17, 18, 19 and 20

ANGOLA

Ministry of Mineral Resources and Petroleum and Gas
Av. 4 de Fevereiro no 105
1279 Luanda
Angola

Export authority:

Ministry of Industry and Trade
Largo 4 de Fevereiro #3
Edifício Palacio de vidro
1242 Luanda
Angola

ARMENIA

Department of Gemstones and Jewellery
Ministry of Economy
M. Mkrtchyan 5
Yerevan
Armenia

AUSTRALIA

Department of Foreign Affairs and Trade
Investment and Business Engagement Division
R.G. Casey Building
John McEwen Crescent
Barton ACT 0221

Australia Import and export authority:

Department of Home Affairs
Customs and Trade Policy Branch
Australian Border Force
3 Molonglo Drive
Brindabella Business Park
Canberra ACT 2609
Australia

Department of Industry, Science, Energy and Resources
GPO Box 2013
Canberra ACT 2601
Australia

BANGLADESH

Export Promotion Bureau
TCB Bhaban
1, Karwan Bazaar
Dhaka
Bangladesh

BELARUS

Ministry of Finance
Department for Precious Metals and Precious Stones
Sovetskaja Str, 7
220010 Minsk
Republic of Belarus

BOTSWANA

Ministry of Minerals, Green Technology and Energy Security (MMGE)
Fairgrounds Office Park, Plot No 50676 Block C
P/Bag 0018
Gaborone
Botswana

Import and Export Authority:

Diamond Hub
Diamond Technology Park
Plot 67782, Block 8 Industrial
Gaborone
Botswana

BRAZIL

Ministry of Mines and Energy
Esplanada dos Ministérios, Bloco'U', 4º andar
70065, 900 Brasilia, DF
Brazil

CAMBODIA

Ministry of Commerce
Lot 19–61, MOC Road (113 Road), Phum Teuk Thla, Sangkat Teuk Thla
Khan Sen Sok, Phnom Penh
Cambodia

CAMEROON

National Permanent Secretariat for the Kimberley Process
Ministry of Mines, Industry and Technological Development
Intek Building, 6th floor,
Navik Street
BP 35601 Yaounde
Cameroon

CANADA

International:

Global Affairs Canada Natural Resources and Governance Division (MES) 125 Sussex Drive Ottawa, Ontario K1A 0G2
Canada

For General Enquiries at Natural Resources Canada:

Kimberley Process Office
Lands and Minerals Sector Natural Resources Canada (NRCan)
580 Booth Street, 10th floor
Ottawa, Ontario
Canada K1A 0E4

CENTRAL AFRICAN REPUBLIC

Secrétariat permanent du processus de Kimberley
BP: 26 Bangui
Central African Republic

CHINA, People's Republic of

Department of Duty Collection
General Administration of China Customs (GACC)
No 6 Jianguomen Nie Rev.
Dongcheng District, Beijing 100730
People's Republic of China

HONG KONG, Special Administrative Region of the People's Republic of China

Department of Trade and Industry
Hong Kong Special Administrative Region
People's Republic of China
Room 703, Trade and Industry Tower
700 Nathan Road
Kowloon
Hong Kong
China

MACAO, Special Administrative Region of the People's Republic of China

Macao Economic Bureau
Government of the Macao Special Administrative Region
Rua Dr Pedro José Lobo, no. 1–3, 25th Floor
Macao

CONGO, Democratic Republic of

Centre d'Expertise, d'Évaluation et de Certification des Substances Minérales Précieuses et Semi-précieuses (CEEC)
3989, avenue des Cliniques
Kinshasa/Gombe
Democratic Republic of Congo

CONGO, Republic of

Bureau d'Expertise, d'Évaluation et de Certification des Substances Minérales Précieuses (BEEC)
BP 2787
Brazzaville
Republic of Congo

COTE D'IVOIRE

Ministère des Mines et de la Géologie
Secrétariat Permanent de la Représentation en Côte d'Ivoire du Processus de Kimberley (SPRPK-CI)
B.P 65 Abidjan
Côte d'Ivoire

ESWATINI

Office for the Commissioner of Mines
Minerals and Mines Departments, Third Floor Lilunga Building (West Wing),
Somhlolo Road,
Mbabane
Eswatini

EUROPEAN UNION

European Commission
Service for Foreign Policy Instruments
Office EEAS
B-1049 Bruxelles/Brussel
Belgium

GABON

Centre Permanent du Processus de Kimberley (CPPK)
Ministry of Equipment, Infrastructure, and Mines
Immeuble de la Géologie, 261 rue Germain Mba
B.P. 284/576
Libreville
Gabon

GHANA

Ministry of Lands and Natural Resources
Accra P.O. Box M 212
Ghana

Import and export authority:

Precious Minerals Marketing Company Ltd (PMMC)
Diamond House
PO Box M.108
Accra
Ghana

GUINEA

Ministry of Mines and Geology
Boulevard du Commerce – BP 295
Quartier Almamya/Commune de Kaloum
Conakry
Guinea

GUYANA

Geology and Mines Commission
P O Box 1028
Upper Brickdam
Stabroek
Georgetown
Guyana

INDIA

Government of India, Ministry of Commerce & Industry
Udyog Bhawan
New Delhi 110 011
India

Import and export authority:

The Gem & Jewellery Export Promotion Council
KP Exporting/Importing Authority
Tower A, AW-1010, Baharat Diamond Bourse
Opp NABARD Bank, Bandra Kurla Complex
Bandra (E), Mumbai – 400 051
India

INDONESIA

Directorate of Export and Import Facility, Ministry of Trade M. I. Ridwan Rais Road, No 5 Blok I Iantai 4
Jakarta Pusat Kotak Pos. 10110
Jakarta
Indonesia

ISRAEL

Ministry of Economy and Industry Office of the Diamond Controller
3 Jabotinsky Road
Ramat Gan 52520
Israel

JAPAN

Agency for Natural Resources and Energy
Mineral and Natural Resources Division
Ministry of Economy, Trade and Industry
1-3-1 Kasumigaseki, Chiyoda-ku
100-8901 Tokyo
Japan

KAZAKHSTAN

Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan
Industrial Development Committee
32/1 Kabanbai Batyr Ave. Nur-Sultan
Republic of Kazakhstan

KOREA, Republic of

Ministry of Foreign Affairs
United Nations Division 60 Sajik-ro 8-gil
Jongno-gu
Seoul 03172
Korea

KYRGYZSTAN

Ministry of and Finance of the Kyrgyz Republic
Department of Precious Metals
Samanchina street 6
Bishkek 720020
Kyrgyz Republic

LAOS, People's Democratic Republic of

Department of Import and Export
Ministry of Industry and Commerce
Phonxay road, Saisettha District
Vientiane, Lao PDR
P.O Box: 4107
Laos

LEBANON

Ministry of Economy and Trade
Lazariah Building
Down Town
Beirut
Lebanon

LESOTHO

Department of Mines
Ministry of Mining
Corner Constitution and Parliament Road
P.O. Box 750
Maseru 100
Lesotho

LIBERIA

Government Diamond Office
Ministry of Mines and Energy
Capitol Hill
P.O. Box 10-9024
1000 Monrovia 10
Liberia

MALAYSIA

Ministry of International Trade and Industry
MITI Tower,
No 7, Jalan Sultan Haji Ahmad Shah
50480 Kuala Lumpur
Malaysia

Import and export authority:

Royal Malaysian Customs Department
Jabatan Kastam Diraja Malaysia,
Kompleks Kementerian Kewangan No 3,
Persiaran Perdana,
Presint 2, 62596 Putrajaya,
Malaysia.

MALI

Ministère des Mines
Bureau d'Expertise d'Évaluation et de Certification des Diamants Bruts
Cité administrative, P.O. BOX: 1909
Bamako
République du Mali

MAURITIUS

Import Division
Ministry of Industry, Commerce & Consumer Protection
2nd Floor, SICOM Tower
Wall Street
Ebene
Mauritius

MEXICO

Ministry of Economy
Directorate-General for Market Access of Goods SE.
189 Pachuca Street, Condesa, 17th Floor
Mexico City, 06140
Mexico

Import and export authority:

Directorate-General for Trade Facilitation and Foreign Trade
SE. Undersecretary of Industry and Trade
1940 South Insurgentes Avenue, PH floor
Mexico City, 01030
Mexico

SHCP-AGA. Strategic Planning and Coordination

Customs Administration '2'
160 Lucas Alaman Street, Obrera
Mexico City, 06800
Mexico

MOZAMBIQUE

Ministry Mineral Resources and Energy
Av. Fernão de Magalhães №.34, 1° andar
Maputo
Mozambique

Import and Export Authority:

UGPK
Praca 25 de Junho, №.380 3° andar
Maputo
Mozambique

Department of Licencing and Exchange Control (DLC)
Av. 25 de Setembro, n° 1695, caixa postal n° 423
Maputo
Mozambique

NAMIBIA

The Government of Republic of Namibia Ministry of Mines and Energy
Directorate of Diamond Affairs Private Bag 13297
1st Aviation Road (Eros Airport)
Windhoek
Namibia

NEW ZEALAND

Middle East and Africa Division
Ministry of Foreign Affairs and Trade
Private Bag 18 901
Wellington
New Zealand

Import and export authority:

New Zealand Customs Service
1 Hinemoa Street
PO box 2218
Wellington 6140
New Zealand

NORWAY

Ministry of Foreign Affairs
Department for Regional Affairs
The budget and coordination unit
Box 8114 Dep
0032 Oslo, Norway

Import and export authority:

The Directorate of Norwegian Customs
Postboks 2103 Vika
N-0125 Oslo, Norway

PANAMA

National Customs Authority
Panama City, Curundu, Dulcidio Gonzalez Avenue, building # 1009
Republic of Panama

QATAR

Qatar Free Zones Authority – Business and Innovation Park (QFZA/BIP)
Building No 1
Zone 49
Street 504
Qatar

RUSSIAN FEDERATION

International:

Ministry of Finance
9, Ilyinka Street
109097 Moscow
Russian Federation

Import and Export Authority:

Gokhran of Russia
14, 1812 Goda St.
121170 Moscow
Russian Federation

SIERRA LEONE

Ministry of Mines and Mineral Resources
Youyi Building
Brookfields
Freetown
Sierra Leone

Import and export authority:

National Minerals Agency
New England Ville
Freetown
Sierra Leone

SINGAPORE

Ministry of Trade and Industry
100 High Street
#09-01, The Treasury
Singapore 179434

Import and Export authority:

Singapore Customs
55 Newton Road
#06-02 Revenue House
Singapore 307987

SOUTH AFRICA

South African Diamond and Precious Metals Regulator
251 Fox Street
Doornfontein 2028
Johannesburg
South Africa

SRI LANKA

National Gem and Jewellery Authority
25, Galle Face Terrace
Post Code 00300
Colombo 03
Sri Lanka

SWITZERLAND

State Secretariat for Economic Affairs (SECO)
Sanctions Unit
Holzikofenweg 36
CH-3003 Berne/Switzerland

TAIWAN, PENGHU, KINMEN AND MATSU, SEPARATE CUSTOMS TERRITORY

Export/Import Administration Division
Bureau of Foreign Trade
Ministry of Economic Affairs
1, Hu Kou Street
Taipei, 100
Taiwan

TANZANIA

Mining Commission
Ministry of Energy and Minerals
P.O BOX 2292
40744 Dodoma
Tanzania

THAILAND

Department of Foreign Trade
Ministry of Commerce
563 Nonthaburi Road
Muang District, Nonthaburi 11000
Thailand

TOGO

The Ministry of Mines and Energy
Head Office of Mines and Geology
216, Avenue Sarakawa
B.P. 356
Lomé
Togo

TURKEY

Foreign Exchange Department
Ministry of Treasury and Finance
T.C. Başbakanlık Hazine
Müsteşarlığı İnönü Bulvarı No 36
06510 Emek, Ankara
Turkey

Import and Export Authority:

Istanbul Gold Exchange/Borsa Istanbul Precious Metals and Diamond
Market (BIST)
Borsa İstanbul, Resitpasa Mahallesi,
Borsa İstanbul Caddesi No 4
Sariyer, 34467, Istanbul
Turkey

UKRAINE

Ministry of Finance
State Gemological Centre of Ukraine
38–44, Degtyarivska St.
Kyiv 04119
Ukraine

UNITED ARAB EMIRATES

U.A.E. Kimberley Process Office
Dubai Multi Commodities Centre
Dubai Airport Free Zone
Emirates Security Building
Block B, 2nd Floor, Office # 20
P.O. Box 48800
Dubai
United Arab Emirates

UNITED KINGDOM [1]

Government Diamond Office
Conflict Department
Room WH1.214
Foreign, Commonwealth & Development Office
King Charles Street
London
SW1A 2AH
United Kingdom

UNITED STATES OF AMERICA

United States Kimberley Process Authority
U.S. Department of State
Bureau of Economic and Business Affairs
2201 C Street, NW
Washington DC 20520
United States of America

Import and export authority:

U.S. Customs and Border Protection
Office of Trade
1400 L Street, NW
Washington, DC 20229
United States of America

U.S. Census Bureau
4600 Silver Hill Road
Room 5K167
Washington, DC 20233
United States of America

VENEZUELA

Central Bank of Venezuela
36 Av. Urdaneta, Caracas, Capital District
Caracas
ZIP Code 1010
Venezuela

VIETNAM

Ministry of Industry and Trade
Agency of Foreign Trade 54 Hai Ba Trung
Hoan Kiem
Hanoi
Vietnam

[1] Without prejudice to the application of Regulation (EC) No 2368/2002 to and in the United Kingdom in respect of Northern Ireland, in accordance with Article 5(4), read in conjunction with Annex 2, point 47, of the Protocol on Ireland/Northern Ireland to the Withdrawal Agreement as of 1 January 2021 (OJ L 29, 31.1.2020, p. 7).

ZIMBABWE

Principal Minerals Development Office
Ministry of Mines and Mining Development
6th Floor, ZIMRE Centre
Cnr L.Takawira St/K. Nkrumah Ave.
Harare
Zimbabwe

Import and export authority:

Zimbabwe Revenue Authority
Block E 5th Floor, Mhlahlandlela Complex
Cnr Basch Street/10th Avenue
Bulawayo
Zimbabwe

Minerals Marketing Corporation of Zimbabwe
90 Mutare road,
Msasa
PO Box 2628
Harare
Zimbabwe'

ANNEX II

'ANNEX III

List of Member States' competent authorities and their tasks as referred to in Articles 2 and 19

BELGIUM

Federale Overheidsdienst Economie, KMO, Middenstand en Energie, Algemene Directie Economische Analyses en Internationale Economie, Dienst Vergunningen
Service Public Fédéral Économie, PME, Classes moyennes et Énergie, Direction générale des Analyses économiques et de l'Économie internationale, Service Licences
(Federal Public Service Economy SME's, Self-employed and Energy, Directorate-General for Economic Analyses & International Economy)
Entrepotplaats 1 – box 5
B-2000 Antwerpen
Belgium
Tel. +32 (0)2 277 54 59
Fax +32 (0)2 277 54 61 or +32 (0)2 277 98 70
Email: kpcs-belgiumdiamonds@economie.fgov.be

In Belgium the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002 and the customs treatment will only be done at:

The Diamond Office
Hoveniersstraat 22
B-2018 Antwerpen
Belgium

CZECHIA

In Czechia the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002 and the customs treatment will only be done at:

Generální ředitelství cel
Budějovická 7
140 96 Praha 4
Česká republika
Tel. (420-2) 61 33 38 41, (420-2) 61 33 38 59, cell (420-737) 213 793
Fax (420-2) 61 33 38 70
Email: diamond@cs.mfcr.cz

Permanent service at designated custom office – Praha Ruzyně

Tel. (420-2) 20 113 788 (Mondays to Fridays -7:30am – 15:30pm)

Tel. (420-2) 20 119 678 (Saturdays, Sundays and rest – 15:30pm – 7:30am)

GERMANY

In Germany the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002, including the issuing of Community certificates, will only be done at the following authority:

Hauptzollamt Koblenz
Zollamt Idar-Oberstein
Zertifizierungsstelle für Rohdiamanten
Saarstraße 2
D-55743 Idar-Oberstein
Germany
Tel. +49 261-98376-9400
Fax +49 261-98376-9419
Email: poststelle.za-idar-oberstein@zoll.bund.de

For the purpose of Articles 5(3), 6, 9, 10, 14(3), 15 and 17 of this Regulation, concerning in particular reporting obligations to the Commission, the following authority shall act as competent German authority:

Generalzolldirektion
– Direktion VI –
Recht des grenzüberschreitenden Warenverkehrs/Besonderes Zollrecht
Krelingstraβe 50
D-90408 Nürnberg
Germany
Tel. +49 228 303-49874
Fax +49 228 303-99106
Email: DVIA3.gzd@zoll.bund.de

IRELAND

The Kimberley Process and Responsible Minerals Authority
Exploration and Mining Division
Department of Communications, Climate Action and Environment
29–31 Adelaide Road
Dublin
D02 X285
Ireland
Tel. +353 1 678 2000
Email: KPRMA@DCCAE.gov.ie

ITALY

In Italy the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002, including the issuing of Community certificates, will only be done at the following authority:

Laboratorio chimico di Torino – Ufficio antifrode –Direzione Interregionale Liguria, Piemonte e Valle d'Aosta
(Turin Chemical Laboratory – Anti-fraud Office – Inter-regional Directorate of Liguria, Piemonte and Val d'Aosta)
Corso Sebastopoli, 3
10134 Torino
Tel. +39 011 3166341 – 0369206
Email : dir.liguria-piemonte-valledaosta.lab.torino@adm.gov.it

For the purpose of Articles 5(3), 6, 9, 10, 14(3), 15, and 17 of this Regulation, concerning in particular reporting obligations to the Commission, the following authority shall act as the competent Italian authority:

Ufficio Laboratori – Direzione Antifrode
Via Mario Carucci, 71
00143 Roma
Italy
Tel. +39 06 50246049
Email: dir.antifrode.laboratori@adm.gov.it

PORTUGAL

Autoridade Tributária e Aduaneira
Direção de Serviços de Licenciamento
R. da Alfândega, 5
1149-006 Lisboa
Portugal
Tel. +351 218 813 843/8
Fax +351 218 813 986
Email: dsl@at.gov.pt

In Portugal the controls of imports and exports of rough diamonds required by Regulation (EC) No 2368/2002, including the issuing of Community certificates, will only be done at the following authority:

Alfândega do Aeroporto de Lisboa
Aeroporto de Lisboa,
Terminal de Carga, Edifício 134
1750-364 Lisboa
Portugal
Tel. +351 210030080
Email address: aalisboa-kimberley@at.gov.pt

ROMANIA

Autoritatea Națională pentru Protecția Consumatorilor
(National Authority for Consumer Protection)
1 Bd. Aviatorilor Nr. 72, sectorul 1 București, România
(72 Aviatorilor Bvd., sector 1, Bucharest, Romania)
Cod postal (Postal code) 011865
Tel. (40-21) 318 46 35/312 98 90/312 12 75
Fax (40-21) 318 46 35/314 34 62
www.anpc.ro'

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1360

of 28 July 2022

amending Regulation (EU) No 1321/2014 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Article 17(1) and Article 62(14) and (15) thereof,

Whereas:

(1) Commission Regulation (EU) No 1321/2014 ([2]) lays down the requirements for the continuing airworthiness of aircraft, including the requirements for the installation of components on/in the aircraft.

(2) Commission Delegated Regulation (EU) 2022/1358 ([3]) introduced a new Annex Ib (Part 21 Light) to Commisson Regulation (EU) No 748/2012 ([4]) to provide greater proportionality for aircraft used for sport and recreational aviation.

(3) Certain data and information used for continuing airworthiness activities under Regulation (EU) No 1321/2014 is to be provided by the entity responsible for the design in accordance with Regulation (EU) No 748/2012. Regulation (EU) No 1321/2014 therefore needs to be amended to include also references to such data and information established in accordance with the new Annex Ib to Regulation (EU) No 748/2012.

(4) Regulation (EU) No 1321/2014 specifically refers to the entities responsible for the design as established in accordance with Annex I to Regulation (EU) No 748/2012. The new Annex Ib to that Regulation introduces a new category of entity that can be responsible for the design and which should be also reflected in Regulation (EU) No 1321/2014.

(5) Regulation (EU) No 1321/2014 should therefore be amended.

([1]) OJ L 212, 22.8.2018, p. 1.

([2]) 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 (OJ L 362, 17.12.2014, p. 1).

([3]) Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation (OJ L 205, 5.8.2022, p. 7).

([4]) Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1).

(6) The measures provided for in this Regulation are in accordance with Opinion No 05/2021 of the European Union Aviation Safety Agency ([5]) in accordance with Articles 75(2)(b) and 76(1) of Regulation (EU) 2018/1139.

(7) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1321/2014 is amended as follows:

(1) Annex I (Part-M) is amended in accordance with Annex I to this Regulation;

(2) Annex II (Part-145) is amended in accordance with Annex II to this Regulation;

(3) Annex III (Part-66) is amended in accordance with Annex III to this Regulation;

(4) Annex Vb (Part-ML) is amended in accordance with Annex IV to this Regulation;

(5) Annex Vc (Part-CAMO) is amended in accordance with Annex V to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 25 August 2023.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 28 July 2022.

For the Commission
The President
Ursula VON DER LEYEN

([5]) Opinion No 05/2021 of 22 October 2021 of the European Union Aviation Safety Agency, Part 21 Light – Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations, https://www.easa.europa.eu/document-library/opinions/opinion-052021

ANNEX I

Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 is amended as follows:

(1) point M.A.302 is amended as follows:

(i) point (d) is replaced by the following:

'(d) The AMP shall demonstrate compliance with:

(1) the instructions issued by the competent authority;

(2) the instructions for continuing airworthiness:

(i) issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, major repair design approval, ETSO authorisation or the declarant of a declaration of design compliance or the holder of any other relevant approval issued under Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

(ii) included in the certification specifications referred to in point 21.A.90B or 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012, if applicable;

(iii) included in the certification specifications referred to in point 21L.A.62, 21L.A.102, 21L.A.202 or 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, if applicable;';

(ii) point (h) is replaced by the following:

'(h) The AMP shall be subject to periodic reviews and be amended accordingly when necessary. Those reviews shall ensure that the AMP continues to be up to date and valid in light of the operating experience and instructions from the competent authority, while taking into account new or modified maintenance instructions issued by the type-certificate and supplemental type-certificate holders, declarant of a declaration of design compliance and any other organisation that publishes such data in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(2) point M.A.304 is replaced by the following:

'M.A.304 Data for modifications and repairs

A person or organisation repairing an aircraft or a component, shall assess any damage. Modifications and repairs shall be carried out using, as appropriate, the following data:

(a) approved by the Agency;

(b) approved by a design organisation complying with Annex I (Part 21) to Regulation (EU) No 748/2012;

(c) contained in the requirements referred to in point 21.A.90B or 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012;

(d) contained in the requirements referred to in point 21L.A.62, 21L.A.102, 21L.A.202 or 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

(e) declared by a declarant of a declaration of design compliance complying with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(3) point (e)3 in point M.A.305 is replaced by the following:

'3. data specific to certain components:

(i) an in-service history record for each life-limited part based on which the current status of compliance with airworthiness limitations is determined;

(ii) the CRS and detailed maintenance records for the last accomplishment of any scheduled maintenance and any subsequent unscheduled maintenance of all life-limited parts and time-controlled components until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail but covering a period not shorter than 36 months;

(iii) the CRS and owner's acceptance statement for any component that is fitted to an ELA2 aircraft without an EASA Form 1 in accordance with point 21.A.307(b)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months;

(iv) the CRS and owner's acceptance statement for any component that is fitted to an aircraft without an EASA Form 1 in accordance with point 21L.A.193(b)(2) of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months.';

(4) point (b) in point M.A.401 is replaced by the following:

'(b) For the purposes of this Annex, applicable maintenance data is any of the following:

(1) any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;

(2) any applicable airworthiness directive;

(3) the applicable instructions for continuing airworthiness and other maintenance instructions, issued by the type-certificate holder, supplemental type-certificate holder, a declarant of a declaration of design compliance and any other organisation that publishes such data in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

(4) for components approved for installation by the design approval holder or declarant of a declaration of design compliance, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder or declarant of a declaration of design compliance;

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

(5) point (a)(1) in point M.A.501 is replaced by the following:

'(1) Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) or point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 or in this Annex (Part-M) or in Annex Vd (Part-CAO).';

(6) point M.A.502 is amended as follows:

(i) point (a) is replaced by the following:

'(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) or, as applicable, points (b)(2) to (b)(6) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall 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.';

(ii) point (d) is replaced by the following:

'(d) The maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) or in point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, shall be performed by an aircraft maintenance organisation approved in accordance with Subpart F of this Annex or with Annex II (Part-145) or with Annex Vd (Part-CAO), as applicable, by the 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 shall not be eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.';

(iii) point (e) is added:

'(e) The maintenance of components referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) or in points (b)(3) to (b)(6) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be performed by the organisation referred to in point (a), or performed by any person or organisation and released with a "declaration of maintenance accomplished" issued by the person or organisation that performed the maintenance. The "declaration of maintenance accomplished" shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.';

(7) point (k)11 in point M.A.901 is replaced by the following:

'11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Annex I (Part 21) or, as applicable, Subpart I of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(8) point M.A.903 is amended as follows:

(i) the title is replaced by the following:

'M.A.903 Transfer of aircraft registration within the Union';

(ii) point (a) is replaced by the following:

'(a) When transferring an aircraft registration within the Union, the applicant shall:

(1) inform the former Member State in which Member State the aircraft will be registered, then;

(2) apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(9) point M.A.904 is amended as follows:

(i) the title is replaced by the following:

'M.A.904 Airworthiness review of aircraft imported into the Union';

(ii) point (a)1 is replaced by the following:

'1. apply to the competent authority of the Member State of registry for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;';

(iii) point (d) is replaced by the following:

'(d) The competent authority of the Member State of registry shall issue an airworthiness certificate when it is satisfied that the aircraft complies with the requirements of Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(10) Appendix I is amended as follows:

(i) points 3 and 4 of point 5.1 are replaced by the following:

'3. organise the approval of any modification to the aircraft in accordance with Annex I (Part 21) or, as applicable, with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is embodied.

In the case of an aircraft subject to a declaration of design compliance, organise the declaration of compliance for any modification in accordance with Subpart F of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is embodied;

4. organise the approval of any repair to the aircraft in accordance with Annex I (Part 21) or, as applicable, with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is carried out.

   In the case of an aircraft subject to a declaration of design compliance, organise the declaration of compliance for any repair in accordance with Subpart N of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is carried out.'

ANNEX II

Annex II (Part-145) to Commission Regulation (EU) No 1321/2014 is amended as follows:

(1) point 145.A.42 is amended as follows:

(i) point (a)(i) is replaced by the following:

'(i) Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part 21) or, as applicable, Subpart Q of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, unless otherwise specified in point 21.A.307 of Annex I (Part 21) or point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, in point M.A.502 of Annex I (Part-M), in point ML.A.502 of Annex III (Part-ML), or in this Annex (Part-145).';

(ii) point (b)(iv) is replaced by the following:

'(iv) Components which are referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) or in point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall only be installed if considered eligible for installation by the aircraft owner on their own aircraft.';

(2) point (b) of point 145.A.60 is replaced by the following:

'(b) The organisation shall report to its competent authority and to the organisation responsible for the design of the aircraft or component:

(i) any safety-related event or condition of an aircraft or component identified by the organisation which endangers or, if not corrected or addressed, could endanger an aircraft, its occupants or any other person; and

(ii) in particular any accident or serious incident.'

ANNEX III

Annex III (Part 66) to Commission Regulation (EU) No 1321/2014 is amended as follows:

(1) point (h)(ii)(3) in point 66.A.45 is replaced by the following:

'(3) if the applicant has only provided evidence of 1-year experience in accordance with the derogation contained in point 66.A.30(a)(2b)(ii), the following limitation shall be endorsed on the licence:

'complex maintenance tasks provided for in Appendix VII to Annex I (Part-M), standard changes provided for in point 21.A.90B of Annex I (Part 21) and points 21L.A.62 and 21L.A.102 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and standard repairs provided for in point 21.A.431B of Annex I (Part 21) and in point 21L.A.202 or point 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.'

The holder of an aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating, or in category B3 endorsed with the rating "piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below", is deemed to meet the requirements for the issuance of a licence in subcategories L1 and L2 with the corresponding full ratings and with the same limitations as the B1.2/B3 licence held.';

(2) point (b) in point 66.B.130 is replaced by the following:

'(b) In the case of type training for airships in Group 1, the courses shall be directly approved by the competent authority in all cases. The competent authority shall have a procedure to ensure that the syllabus of the airship-type training covers all the elements contained in the maintenance data from the design approval holder (DAH) or the declarant of a declaration of design compliance.'

ANNEX IV

Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 is amended as follows:

(1) point (c) in point ML.A.302 is replaced by the following

'(c) The AMP:

(1) shall clearly identify the owner of the aircraft and the aircraft to which it relates, including any installed engine and propeller, as applicable;

(2) shall include, alternatively:

(a) the tasks or inspections contained in the applicable minimum inspection programme (MIP) referred to in point (d);

(b) the instructions for continuing airworthiness (ICA) issued by the design approval holder (DAH);

(c) the ICA issued by the declarant of a declaration of design compliance.';

(2) point ML.A.304 is replaced by the following:

'ML.A.304 Data for modifications and repairs

A person or organisation repairing an aircraft or a component shall assess any damage. Modifications and repairs shall be carried out using the applicable data, that is, as appropriate:

(a) approved by the Agency;

(b) approved by a design organisation complying with Annex I (Part 21) to Regulation (EU) No 748/2012;

(c) contained in the requirements referred to in point 21.A.90B or point 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012;

(d) contained in the requirements referred to in point 21L.A.62, 21L.A.102, 21L.A.202 or 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

(e) declared by a declarant complying with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(3) point (b) in point ML.A.401 is replaced by the following:

'(b) For the purposes of this Annex, "applicable maintenance data" means any of the following:

1. any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;

2. any applicable AD;

3. the applicable ICA and other maintenance instructions, issued by the type-certificate holder, supplemental type-certificate holder, declarant of a declaration of design compliance and any other organisation that publishes such data in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;

4. for components approved for installation by the design approval holder or the declarant of a declaration of design compliance, the applicable maintenance instructions published by the component manufacturers and acceptable to the design approval holder or the declarant of a declaration of design compliance;

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

(4) point (a) in point ML.A.501 is replaced by the following:

'(a) Unless otherwise specified in Subpart F of Annex I (Part-M), in Annex II (Part-145), in Annex Vd (Part-CAO) to this Regulation or in point 21.A.307 of Annex I (Part 21) or in point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, a component may be fitted only if all of the following conditions are met:

(i) it is in a satisfactory condition;

(ii) it has been appropriately released to service using an EASA Form 1 as set out in Appendix II to Annex I (Part-M), or equivalent;

(iii) it has been marked in accordance with Subpart Q of Annex I (Part 21) or Subpart Q of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(5) point ML.A.502 is amended as follows:

(i) point (a) is replaced by the following:

'(a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) or with point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of Annex I (Part 21) or of point (b)(2) of point 21L. A.193 of Annex Ib (Part 21 Light). This maintenance is not eligible for the issuance of an EASA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft release requirements.';

(ii) point (c) is replaced by the following:

'(c) Components which are referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) or in points (b)(3) to (b)(6) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (b), the maintenance of those components shall be released with a "declaration of maintenance accomplished" issued by the person or organisation that performed the maintenance. The "declaration of maintenance accomplished" shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.';

(6) point (b)(5) in point ML.A.902 is replaced by the following:

'(5) a modification or repair to the aircraft or any component fitted to the aircraft is not in compliance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(7) point ML.A.903 is amended as follows:

(i) point (a)(6) is replaced by the following:

'(6) all modifications and repairs made to the aircraft have been registered and are in compliance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;';

(ii) point (a)(11) is replaced by the following:

'(11) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Annex I (Part 21) or, as applicable, Subpart I of Section A of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(8) point (a)(2) in point ML.A.905 is replaced by the following:

'(2) and subsequently apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(9) point ML.A.906 is amended as follows:

(i) point (a)(1) is replaced by the following:

'(1) apply to the competent authority of the Member State of registry for the issuance of a new airworthiness certificate in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012;';

(ii) point (d) is replaced by the following:

'(d) A new airworthiness certificate shall be issued by the competent authority of the Member State of registry if the aircraft complies with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.';

(10) Appendix I is amended as follows:

(i) points (e)(1) (iii) and (iv) are replaced by the following:

'(iii) organise the approval of any modification to the aircraft in accordance with Annex I to Regulation (EU) No 748/2012 (Part 21) or, as applicable, Annex Ib (Part 21 Light) before this modification is embodied;

In the case of an aircraft subject to a declaration of design compliance, organise the declaration of compliance for any modification in accordance Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is embodied;

(iv) organise the approval of any repair to the aircraft in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 (Part 21) before this repair is carried out.

In the case of an aircraft subject to a declaration of design compliance, organise the declaration of compliance for any repair in accordance Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 before it is carried out.'

ANNEX V

Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014 is amended as follows:

point (b) in point CAMO.A.160 is replaced by the following:

'(b) Without prejudice to point (a), the organisation shall ensure that any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Annex I (Part 21) or, as applicable, Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident are reported to the competent authority and to the organisation responsible for the design of the aircraft.'

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1361

of 28 July 2022

amending Regulation (EU) No 748/2012 as regards the certification, oversight and enforcement tasks of the competent authorities in the implementation of the rules concerning the organisations involved in the design and production of aircraft used for sport and recreational aviation

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Article 62(14) and (15) thereof,

Whereas:

(1) Commission Regulation (EU) No 748/2012 ([2]) lays down the requirements for the airworthiness and environmental certification of products, parts and appliances of civil aircraft, as well as engines, propellers and parts to be installed therein, including the certification of design and production organisations.

(2) Commission Delegated Regulation (EU) 2022/1358 ([3]) provides simple and proportionate rules for aircraft used for sport and recreational aviation, which are cost-effective and reduce any unnecessary administrative and financial burden for the organisations involved in the design and production of such aircraft, while maintaining the necessary levels of safety.

(3) Therefore, appropriate rules regarding the certification, oversight and enforcement tasks of the competent authorities should also be introduced in order to ensure a uniform implementation of the simple and proportionate rules introduced for aircraft intended primarily for sports and recreational use by Delegated Regulation (EU) 2022/1358.

(4) Delegated Regulation (EU) 2022/1358 provides a sufficient transitional period for organisations involved in the design and production of such aircraft, to ensure that they comply with the new rules and procedures introduced by that Regulation. The same transitional period should apply as regards the rules for the competent authorities.

(5) Regulation (EU) No 748/2012 should therefore be amended.

(6) The measures provided for in this Regulation are in accordance with Opinion No 05/2021 ([4]), issued by the European Union Aviation Safety Agency in accordance with Article 76(1) of Regulation (EU) 2018/1139.

(7) The measures provided for in this Regulation are in accordance with the opinion of the committee established in accordance with Article 127(1) of Regulation (EU) 2018/1139,

([1]) OJ L 212, 22.8.2018, p. 1.

([2]) Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1).

([3]) Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation (OJ L 205, 5.8.2022, p. 7).

([4]) Opinion 05/2021 of 22 Oct 2021 of the European Union Aviation Safety Agency, Part 21 Light – Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations, https://www.easa.europa.eu/document-library/opinions/opinion-052021

HAS ADOPTED THIS REGULATION:

Article 1

Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 25 August 2023.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 28 July 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 is amended as follows:

(1) the following points 21L.1 and 21L.2 are inserted:

'21L.1 **Scope**

(a) Section A of this Annex (Part 21 Light) establishes the provisions governing the rights and obligations of the following persons having their principal place of business located in a Member State:

1. the applicant for, and holder of, any certificate issued or to be issued in accordance with this Annex;

2. natural and legal persons declaring, in accordance with this Annex, design compliance, design capabilities or production capabilities, or intending to make such declarations;

3. the signatory of a statement of conformity for an aircraft, or an authorised release certificate (EASA Form 1) for an engine, propeller or part produced in accordance with this Annex.

(b) Section B of this Annex establishes the provisions governing the certification, oversight and enforcement by the Agency and national competent authorities in accordance with this Annex and establishes requirements for their administration and management systems relating to the exercise of these tasks.

21L.2 **Competent authority**

For the purpose of this Annex, "competent authority" shall be:

(a) for Section A, Subpart A,

1. for design organisations, the Agency;

2. for a production organisation, the authority designated by the Member State where the organisation has its principal place of business; or the Agency, if that responsibility has been reallocated to the Agency in accordance with Article 64 or 65 of Regulation (EU) 2018/1139;

(b) for Section A, Subparts B, C, D, E, F, J, K, M, N, and Q, the Agency;

(c) for Section A, Subparts G, H, I and R, the authority designated by the Member State where the organisation has its principal place of business; or the Agency, if that responsibility has been reallocated to the Agency in accordance with Article 64 or 65 of Regulation (EU) 2018/1139;

(d) for Section A, Subpart P:

1. for aircraft registered in a Member State, the authority designated by the Member State of registry;

2. for unregistered aircraft, the authority designated by the Member State which prescribed the identification marks;

3. for the approval of flight conditions related to the safety of the design, the Agency.';

(2) Section B is amended as follows:

(a) the following Subpart A in inserted:

'SUBPART A – GENERAL PROVISIONS

21L.B.11 **Oversight documentation**

The competent authority shall provide all the legislative acts, standards, rules, technical publications, and related documents to the relevant personnel in order to allow them to perform their tasks and to discharge their responsibilities.

21L.B.12 **Exchange of information**

(a) The competent authority of the Member State and the Agency shall share the information available to them through their investigation conducted and oversight performed in accordance with this Section, which is relevant for the other party when performing certification, oversight or enforcement tasks under this Section.

(b) The competent authority of the Member State and the Agency shall coordinate a product-focused investigation and oversight of the design and production of products and parts under this Annex, including, where necessary, conducting joint oversight visits.

21L.B.13 **Information to the Agency**

(a) The competent authority of the Member State shall notify the Agency in case of any significant problems with the implementation of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, within 30 days from the manifestation of such problems.

(b) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority of the Member State shall provide the Agency as soon as possible with any safety-significant information stemming from the occurrence reports stored in the national database as specified in Article 6(6) of Regulation (EU) No 376/2014.

21L.B.14 **Airworthiness directives received from non-Member States**

When the competent authority of a Member State receives an airworthiness directive from the competent authority of a non-Member State, that airworthiness directive shall be transferred to the Agency.

21L.B.15 **Immediate reaction to a safety problem**

(a) Without prejudice to Regulation (EU) No 376/2014 and its delegated and implementing acts, the competent authority of the Member State shall implement a system to appropriately collect, analyse, and disseminate safety information.

(b) The Agency shall implement a system to appropriately analyse any relevant safety information received, and without undue delay, provide Member States and the Commission with any information, including recommendations or corrective actions to be taken, that is necessary for them to react in a timely manner to a safety problem involving products, parts, persons or organisations that are subject to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

(c) Upon receiving the information referred to in points (a) and (b), the competent authority of the Member State shall take adequate measures to address the safety problem.

(d) Measures taken under point (c) of point 21L.B.15 shall immediately be notified to all persons or organisations that need to comply with them under Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof. The competent authority of the Member State shall also notify those measures to the Agency and, when combined action is required, to the other Member States concerned.

21L.B.16 **Management system**

(a) The competent authority shall establish and maintain a management system, including as a minimum:

1. documented policies and procedures to describe its organisation, means and methods to achieve compliance with Regulation (EU) 2018/1139 and Regulation (EU) No 376/2014 and the delegated and implementing acts adopted on the basis thereof. The procedures shall be kept up to date, and serve as the basic working documents within that competent authority for all related tasks;

2. a sufficient number of personnel to perform its tasks and discharge its responsibilities. A system shall be in place to plan the availability of personnel, in order to ensure the proper completion of all tasks;

3. personnel who are qualified to perform their allocated tasks and who have the necessary knowledge, experience, initial and recurrent training to ensure continuing competency;

4. adequate facilities and office accommodation to perform the allocated tasks;

5. a function to monitor the compliance of the management system with the relevant requirements, and the adequacy of the procedures, including the establishment of an internal audit process, and a safety risk management process. The compliance monitoring function shall include a system to provide feedback about audit findings to the senior management of the competent authority to ensure the implementation of corrective actions as necessary;

6. a person or group of persons having a responsibility to the senior management of the competent authority for the compliance monitoring function.

(b) The competent authority shall, for each field of activity, including the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).

(c) The competent authority shall establish procedures for participation in a mutual exchange of all the necessary information with any other competent authorities concerned and provide them with assistance, whether from within the Member State or in other Member States, including on:

1. all the findings raised and any follow-up actions taken as a result of the oversight of persons and organisations that carry out activities in the territory of a Member State, but certified by the competent authority of another Member State, or by the Agency;

2. any information stemming from mandatory and voluntary occurrence reporting as required by point 21L.A.3.

(d) A copy of the procedures related to the management system of the competent authority of the Member State and any amendments to those procedures shall be made available to the Agency for the purpose of standardisation.

21L.B.17 **Allocation of tasks to qualified entities**

(a) A competent authority may allocate the tasks related to the initial certification or to the continuing oversight of products and parts, and of natural or legal persons subject to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, to qualified entities. When allocating tasks, the competent authority shall ensure that it has:

1. put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI "Essential requirements for qualified entities" to Regulation (EU) 2018/1139. This system and the results of the assessments shall be documented;

2. established a documented agreement with the qualified entity, approved by both parties at the appropriate management level, which defines:

(i) the tasks to be performed;

(ii) the declarations, reports, and records to be provided;

(iii) the technical conditions to be met in performing such tasks;

(iv) the related liability coverage;

(v) the protection given to the information acquired in carrying out such tasks.

(b) The competent authority shall ensure that the internal audit process and the safety risk management process required by point (a)(5) of point 21L.B.16 cover all the certification and continuing oversight tasks performed on its behalf by the qualified entity.

21L.B.18 **Changes in the management system**

(a) The competent authority shall have a system in place to identify changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EU) 2018/1139 and Regulation (EU) No 376/2014 and the delegated and implementing acts adopted on the basis thereof. This system shall enable it to take the action necessary to ensure that its management system remains adequate and effective.

(b) The competent authority shall update its management system to reflect any change to Regulation (EU) 2018/1139 and Regulation (EU) No 376/2014 and the delegated and implementing acts adopted on the basis thereof in a timely manner, so as to ensure its effective implementation.

(c) The competent authority of the Member State shall notify the Agency of any changes affecting its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EU) 2018/1139 and Regulation (EU) No 376/2014 and the delegated and implementing acts adopted on the basis thereof.

21L.B.19 **Resolution of disputes**

The competent authority of the Member State shall establish a process for the resolution of disputes within its documented procedures.

21L.B.20 **Record-keeping**

(a) The competent authority shall establish a system of record-keeping that allows the adequate storage, accessibility, and reliable traceability of:

1. the management system's documented policies and procedures;

2. the training, qualifications, and authorisation of its personnel;

3. the allocation of tasks covering the elements required by point 21L.B.17, as well as the details of the tasks allocated;

4. certification processes and the continuing oversight of certified and declared organisations, including:

(i) applications for a certificate;

(ii) declarations of capability;

(iii) declarations of design compliance;

(iv) the competent authority's continuing oversight programme, including all assessments, audits and inspection records;

(v) the certificates issued, including any changes to them;

(vi) a copy of the oversight programme listing the dates when audits are due and when audits were carried out;

(vii) copies of all formal correspondence;

(viii) recommendations for the issue or continuation of a certificate or continuation of the registration of a declaration, details of findings, and actions taken by organisations to close these, including the date of closure of each item, enforcement actions, and observations;

(ix) any assessment, audit or inspection report issued by another competent authority;

(x) copies of all organisation handbooks, procedures and processes or manuals and amendments to them;

(xi) copies of any other documents approved by the competent authority;

5. statements of conformity of aircraft (EASA Form 52B) or authorised release certificates (EASA Form 1) for engines, propellers or parts that it has inspected according to Subpart R of this Annex.

(b) The competent authority of the Member State shall include in the record-keeping:

1. the evaluation and notification to the Agency of any alternative means of compliance proposed by organisations, and the assessment of any alternative means of compliance used by the competent authority itself;

2. safety information in accordance with point 21L.B.13 and follow-up measures;

3. the use of safeguard and flexibility provisions in accordance with Articles 71(1) and 76(4) of Regulation (EU) 2018/1139.

(c) The competent authority shall maintain a list of all the certificates that it has issued and any declarations that it has registered.

(d) All the records referred to in points (a), (b) and (c) shall be kept for a minimum period of 5 years, subject to the applicable data protection law.

(e) All the records referred to in points (a), (b) and (c) shall be made available upon request to the competent authorities of another Member State or the Agency.

21L.B.21 **Findings and observations**

(a) When the competent authority, during investigation or oversight or by any other means, detects a non-compliance with the applicable requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, of a procedure or manual required by those Regulations, or of a certificate or declaration issued in accordance with those Regulations, it shall, without prejudice to any additional action required by those Regulations, raise a finding.

(b) The competent authority shall have a system to analyse findings for their safety significance.

A level 1 finding shall be issued by the competent authority when any significant non-compliance is detected which lowers safety or seriously endangers flight safety, or in the case of design organisations may lead to an uncontrolled non-compliance and to a potential unsafe condition as per point 21L.B.23; level 1 findings shall also include but not be limited to the following:

1. any failure to grant the competent authority access to the organisation's or natural or legal person's facilities as defined in point 21L.A.10 during normal operating hours and after two written requests;

2. providing wrong information or falsification of documentary evidence;

3. any evidence of malpractice or of fraudulent use of a certificate, declaration or statement issued in accordance with this Annex;

4. the lack of an accountable manager or head of the design organisation, as applicable.

A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, of a procedure or manual required by those Regulations, or of a declaration issued in accordance with those Regulations, which is not classified as a level 1 finding.

(c) The competent authority shall communicate the finding to the organisation or the natural or legal person in writing, and request corrective action to address the non-compliance(s) identified.

(d) If there are any level 1 findings, the competent authority shall take immediate and appropriate action in accordance with point 21L.B.22, unless the finding is on a design organisation which has declared its design capabilities, in which case the Agency shall first grant the organisation a corrective action implementation period that is appropriate to the nature of the finding, which in any case shall not be more than 21 working days. 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. If the 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.

(e) For level 2 findings, the competent authority shall grant the organisation or the natural or legal person a corrective action implementation period that is appropriate to the nature of the finding. The period shall commence from the date of the written communication of the finding to the organisation or the natural or legal person, requesting corrective action to address the non-compliance identified. At the end of this period, and subject to the nature of the finding, the competent authority may extend the period, provided that a corrective action plan has been agreed by the competent authority.

The competent authority shall assess the corrective action and the implementation plan proposed by the organisation or the natural or legal person, and if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.

If an organisation or natural or legal person fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the competent authority, the finding shall be raised to a level 1 finding, and action shall be taken as laid down in point (d).

(f) The competent authority may issue observations for those cases not requiring level 1 or level 2 findings:

1. for any item the performance of which has been assessed to be ineffective;

2. when it has been identified that an item has the potential to cause a non-compliance; or

3. when suggestions or improvements are of interest for the overall safety performance of the organisation.

Observations issued under this point shall be communicated to the organisation or the natural or legal person in writing and recorded by the competent authority.

21L.B.22 **Enforcement measures**

(a) The competent authority shall:

1. suspend a certificate if the competent authority considers that there are reasonable grounds that such action is necessary to prevent a credible threat to aircraft safety;

2. issue an airworthiness directive under the conditions of point 21L.B.23;

3. suspend, revoke or limit a certificate if such action is required pursuant to point (d) of point 21L.B.21;

4. suspend or revoke a certificate of airworthiness or a restricted certificate of airworthiness when the conditions specified in point (b) of point 21L.B.163 are met;

5. suspend or revoke a noise certificate or a restricted noise certificate when the conditions specified in point (b) of point 21L.B.173 are met;

6. take immediate and appropriate action necessary to limit or prohibit the activities of an organisation or natural or legal person if the competent authority considers that there are reasonable grounds that such action is necessary to prevent a credible threat to aircraft safety;

7. limit or prohibit the activities of an organisation or a natural or legal person that have declared their capabilities to design or produce products or parts in accordance with Section A or that issue statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) in accordance with Subpart R of Section A of this Annex pursuant to point (d) of point 21L.B.21;

8. not register a declaration of design compliance as long as there are unresolved findings from the initial oversight investigation;

9. temporarily or permanently de-register a declaration of design compliance or a declaration of capability pursuant to point (d) of point 21L.B.21;

10. take any further enforcement measures necessary in order to ensure the termination of a non-compliance with the essential requirements set out in Annex II to Regulation (EU) 2018/1139 and with this Annex, and, where necessary, remedy the consequences thereof.

(b) Upon taking an enforcement measure in accordance with point (a), the competent authority shall notify it to the addressee, state the reasons for it, and inform the addressee of their right to appeal.

21L.B.23 **Airworthiness directives**

(a) An airworthiness directive means a document issued or adopted by the Agency which mandates actions to be performed on an aircraft to restore an acceptable level of safety when evidence shows that the safety level of this aircraft may otherwise be compromised.

(b) The Agency shall issue an airworthiness directive when:

1. an unsafe condition has been determined by the Agency to exist in an aircraft as a result of a deficiency in the aircraft, or an engine, propeller or part installed on this aircraft; and

2. that condition is likely to exist or develop in other aircraft.

(c) An airworthiness directive shall contain at least information identifying:

1. the unsafe condition;

2. the affected aircraft;

3. the action(s) required;

4. the compliance time for the required action(s);

5. the date of entry into force.

21L.B.24 **Means of compliance**

(a) The Agency shall develop acceptable means of compliance ("AMC") that may be used to establish compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.

(b) Alternative means of compliance may be used to establish compliance with this Regulation.

(c) Competent authorities shall inform the Agency of any alternative means of compliance used by natural or legal persons under their oversight for establishing compliance with this Regulation.';

(b) the following Subparts G, H and I are inserted:

'SUBPART G – DECLARED PRODUCTION ORGANISATIONS

21L.B.141 **Initial oversight investigation**

(a) Upon receiving a declaration from an organisation declaring their production capability, the competent authority shall verify that:

1. the declarant is eligible to declare their production capability in accordance with point 21L.A.122;

2. the declaration contains all the information specified in point (c) of point 21L.A.123; and

3. the declaration does not contain information that indicates a non-compliance with the requirements of Subpart G of Section A of this Annex.

(b) The competent authority shall acknowledge the receipt of the declaration, including the assignment of an individual declared production organisation reference number to the declarant.

21L.B.142 **Registration of a declaration of production capability**

The competent authority shall register the declaration of production capability on a suitable database, including the declared scope of work, provided that:

(a) the declarant has declared their capability in accordance with point 21L.A.123;

(b) the declarant has made a commitment that the obligations in accordance with point 21L.A.127 will be undertaken;

(c) there are no unresolved issues in accordance with point 21L.B.141.

21L.B.143 **Oversight**

(a) The competent authority shall oversee the declared production organisation in order to verify the continuous compliance of the declared production organisation with the applicable requirements of Section A and the implementation of safety measures mandated according to points (c) and (d) of point 21L.B.15.

(b) The oversight shall include a first article inspection of every new aircraft, engine, propeller or part design that is produced for the first time and, as determined by the oversight programme in accordance with point 21L.B.144, inspections of further produced aircraft, engines, propellers and parts that are produced by the declared production organisation.

21L.B.144 **Oversight programme**

(a) The competent authority shall establish and maintain an oversight programme in order to ensure compliance with point 21L.B.143. This oversight programme shall take into account the specific nature of the organisation, the complexity of its activities and the results of past certification and/or oversight activities, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:

1. assessments, audits and inspections, including as appropriate:

(i) management system assessments and process audits;

(ii) product audits of a relevant sample of the products and parts that are under the scope of the organisation;

(iii) sampling of the work performed; and

(iv) unannounced inspections;

2. meetings convened between the accountable manager and the competent authority to ensure that they both remain informed of any significant issues.

(b) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.

(c) An oversight planning cycle that does not exceed 24 months shall be applied.

(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the competent authority has established that during the previous 24 months:

1. the organisation has demonstrated that it can effectively identify aviation safety hazards and manage the associated risks;

2. the organisation has continuously demonstrated compliance with point 21L.A.128 and that it has full control over all changes to the management system for production;

3. no level 1 findings have been issued;

4. all corrective actions have been implemented within the time period that was accepted or extended by the competent authority as defined in point 21L.B.21.

(e) Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in point (d), the organisation has established, and the competent authority has approved, an effective continuous system for reporting to the competent authority on the safety performance and regulatory compliance of the organisation itself.

(f) The oversight planning cycle may be reduced if there is evidence that the safety performance of the organisation has decreased.

(g) At the completion of each oversight planning cycle, the competent authority shall issue a recommendation report on the continuation of the activities conducted by the declared production organisation based on its declaration of production capability, reflecting the results of the oversight.

21L.B.145 **Oversight activities**

(a) When the competent authority verifies the compliance of the declared production organisation in accordance with point 21L.B.143 and the oversight programme established in accordance with point 21L.B.144, it shall:

1. provide the personnel responsible for oversight with guidance to perform their functions;

2. conduct assessments, audits, inspections, and, if needed, unannounced inspections;

3. collect the evidence needed in case further action is required, including the measures provided for in points 21L.B.21 and 21L.B.22;

4. inform the declared production organisation about the results of the oversight activities.

(b) If the facilities of the declared production organisation are located in more than one State, the competent authority identified in point 21L.2 may agree to have oversight tasks performed by the competent authority(ies) of the Member State(s) where other facilities are located, or by the Agency for facilities that are located in a non-Member State. Any declared production organisation that is subject to such an agreement shall be informed of its existence and of its scope.

(c) For any oversight activities that are performed by the competent authority at facilities located in a Member State other than where the organisation has its principal place of business, the competent authority shall inform the competent authority of that Member State before performing any on-site audit or inspection of the facilities.

(d) The competent authority shall collect and process any information deemed necessary for conducting oversight activities.

(e) If the competent authority detects a non-compliance of the declared production organisation with the applicable requirements of Section A and the implementation of safety measures mandated according to points (c) and (d) of point 21L.B.15, the competent authority shall act in accordance with points 21L.B.21 and 21L.B.22.

21L.B.146 **Changes to declarations**

(a) Upon receiving a notification of changes in accordance with point 21L.A.128, the competent authority shall verify the completeness of the notification in accordance with point 21L.B.141.

(b) The competent authority shall update its oversight programme established according to point 21L. B.144 and investigate whether it is necessary to establish any conditions under which the organisation may operate during the change.

(c) When the change affects any aspect of the declaration that is registered in accordance with point 21L.B.142, the competent authority shall update the register.

(d) Upon completion of the activities required by points (a) to (c), the competent authority shall acknowledge the receipt of the notification to the declared production organisation.

SUBPART H – CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF AIRWORTHINESS

21L.B.161 **Investigation**

(a) The competent authority of the Member State of registry shall prepare procedures for its investigations, covering at least the following elements:

1. evaluation of the eligibility of the applicant;

2. evaluation of the conditions for the application;

3. classification of airworthiness certificates;

4. evaluation of the documentation received with the application;

5. inspections of aircraft;

6. determination of the necessary conditions, restrictions or limitations to the certificate.

(b) Upon receiving an application for a certificate of airworthiness or a restricted certificate of airworthiness, the competent authority of the Member State of registry shall verify whether the aircraft is within the scope established in point 21L.A.141.

(c) The competent authority of the Member State of registry shall perform sufficient investigation activities to justify the issuance, maintenance, amendment, suspension or revocation of the certificate of airworthiness or restricted certificate of airworthiness. When conducting investigations related to the issuance of a certificate of airworthiness or a restricted certificate of airworthiness for a newly produced aircraft, the competent authority of the Member State of registry shall evaluate the need to conduct a physical inspection of the aircraft to ensure the conformity and safety of flight of the aircraft prior to the issuance of a certificate of airworthiness or a restricted certificate of airworthiness. This evaluation shall take into account:

1. the results of the physical inspection of the first article of that product in the final configuration, conducted in accordance with point (b) of point 21L.B.143 or point (b) of point 21L.B.251 by the competent authority of the Member State of registry, or by the competent authority overseeing the organisation or the natural or legal person that produced this aircraft, if different;

2. the time period since the last physical inspection conducted by the competent authority of the Member State of registry of an aircraft produced by the organisation, or the natural or legal person that produced that aircraft;

3. the results of the oversight conducted under Subpart G of this Annex or under Subpart G of Section B of Annex I (Part 21) of the organisation issuing the statement of conformity for the aircraft, or the verification conducted under Subpart R of Section A of this Annex of other statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) that were issued by the same signatory;

4. the time period since the last oversight visit of the organisation in accordance with Subpart G of this Annex, or Subpart G of Section B of Annex I (Part 21), or since the last verification conducted under Subpart R of Section A of this Annex of a statement of conformity (EASA Form 52B) or authorised release certificate (EASA Form 1) issued by the same signatory.

21L.B.162 **Issuance or amendment of a certificate of airworthiness or a restricted certificate of airworthiness**

(a) The competent authority of the Member State of registry shall issue or amend a certificate of airworthiness (EASA Form 25, see Appendix VI to Annex I (Part 21)) without undue delay when the applicant has provided the documentation required by point 21L.A.143 and complies with the obligations in point 21L.A.144, and when it is satisfied:

1. for new aircraft, that the aircraft, and its engine and propeller if applicable, conforms to a design approved in accordance with Subpart B of this Annex and is in a condition for safe operation;

2. for used aircraft, that:

(i) the aircraft, and its engine and propeller if applicable, conforms to a type design approved in accordance with Subpart B of this Annex and any supplemental type certificate, change or repair approved in accordance with Subpart D, E or M of this Annex;

(ii) the applicable airworthiness directives have been complied with; and

(iii) the aircraft, and its engine and propeller if applicable, has been inspected in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

(b) The competent authority of the Member State of registry shall issue or amend a restricted certificate of airworthiness (EASA Form 24B, see Appendix I) without undue delay when the applicant has provided the documentation required by point 21L.A.143 and complies with the obligations in point 21L.A.144, and when it is satisfied:

1. for new aircraft, that the aircraft, and its engine and propeller if applicable, conforms to an aircraft design for which design compliance has been declared in accordance with Subpart C of Section A of this Annex which is registered by the Agency in accordance with point 21L.B.63 at the time of application, and is in a condition for safe operation;

2. for used aircraft, that:

(i) the aircraft, and its engine and propeller if applicable, conforms to an aircraft design for which design compliance has been declared in accordance with Subpart C of Section A of this Annex, and which is registered by the Agency in accordance with point 21L.B.63 at the time of application, along with any design changes or repair design changes for which design compliance has been declared in accordance with Subpart F or N of Section A of this Annex which are registered by the Agency in accordance with point 21L.B.122 or point 21L.B.222, or by the declarant in accordance with point (c) of point 21L.A.105;

(ii) the applicable airworthiness directives have been complied with; and

(iii) the aircraft has been inspected in accordance with Annex I (Part-M) or Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.

(c) By derogation from points (a) and (b) of point 21L.B.162, for a used aircraft originating from another Member State, the competent authority of the new Member State of registry shall issue the certificate of airworthiness or restricted certificate of airworthiness when the applicant has provided the documentation required by point (b) of point 21L.A.145 and when it is satisfied that the applicant complies with point (a) of point 21L.A.144.

(d) For new aircraft, and used aircraft originating from a non-Member State, in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the competent authority of the Member State of registry shall issue:

1. for aircraft subject to Annex I (Part-M) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15a, Appendix II);

2. for new aircraft subject to Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II);

3. for used aircraft originating from a non-Member State and subject to Annex Vb (Part-ML) to Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II), when the competent authority has performed the airworthiness review.

(e) A certificate of airworthiness or a restricted certificate of airworthiness shall be issued for an unlimited duration. It may be amended only by the competent authority of the Member State of registry.

21L.B.163 **Oversight**

(a) Upon evidence of a violation of any of the conditions under which the certificate of airworthiness or the restricted certificate of airworthiness was issued, or that the holder does not comply with the relevant requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof or with the applicable type design or with the applicable design data of an aircraft for which design compliance has been declared, or with the continuing airworthiness requirements, the competent authority of the Member State of registry shall issue a finding in accordance with point 21L.B.21.

(b) When the type certificate under which the certificate of airworthiness was issued is suspended or revoked, or otherwise becomes invalid in accordance with point 21L.A.30, or the declaration of design compliance under which the restricted certificate of airworthiness was issued is not any longer registered in accordance with point 21L.B.63, the competent authority of the Member State of registry shall take action in accordance with point 21L.B.22.

SUBPART I – NOISE CERTIFICATES

21L.B.171 **Investigation**

(a) The competent authority of the Member State of registry shall prepare procedures for its investigations, covering at least the following elements:

1. evaluation of the eligibility of the applicant;

2. evaluation of the conditions for the application;

3. evaluation of the documentation received with the application;

4. inspections of aircraft.

(b) Upon receiving an application for a noise certificate or a restricted noise certificate, the competent authority of the Member State of registry shall verify whether the aircraft is within the scope established in point 21L.A.161.

(c) The competent authority of the Member State of registry shall perform sufficient investigation activities for an applicant for, or a holder of, a noise certificate or a restricted noise certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.

21L.B.172 **Issuance or amendment of noise certificates**

(a) The competent authority of the Member State of registry shall issue or amend noise certificates (EASA Form 45, see Appendix VII to Annex I (Part 21)) and restricted noise certificates (EASA Form 45B, see Appendix II) without undue delay when the applicant has provided the documentation required by point 21L.A.163, and when it is satisfied that the aircraft is in conformity with the applicable noise information determined in accordance with the applicable noise requirements.

(b) For used aircraft originating from another Member State, the noise certificate or restricted noise certificate shall be issued against the corresponding data that is provided by the Agency database on noise levels.

(c) A noise certificate or a restricted noise certificate shall be issued for an unlimited duration. It may be amended only by the competent authority of the Member State of registry.

21L.B.173 **Oversight**

(a) Upon evidence of a violation of any of the conditions under which the noise certificate or the restricted noise certificate was issued, or that the holder does not comply with the relevant requirements of Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof or with the applicable type design or with the applicable design data of an aircraft for which design compliance has been declared, the competent authority of the Member State of registry shall issue a finding in accordance with point 21L.B.21.

(b) When the type certificate under which the noise certificate was issued is suspended or revoked, or otherwise becomes invalid in accordance with point 21L.A.30, or the declaration of design compliance under which the restricted noise certificate was issued is not any longer registered in accordance with point 21L.B.63, the competent authority of the Member State of registry shall take action in accordance with point 21L.B.22.';

(c) the following Subpart P in inserted:

'SUBPART P – PERMIT TO FLY

21L.B.241 **Investigation prior to the issuance of a permit to fly**

(a) Without prejudice to Subpart P of Section B of Annex I (Part 21), when investigating an application for the issuance of a permit to fly for an aircraft which is within the scope of this Annex, the competent authority of the Member State shall conduct a physical inspection of the aircraft and be satisfied that the aircraft conforms to the design defined under point 21.A.708 of that Annex I (Part 21) before flight when the application for a permit to fly relates to:

1. the demonstration of compliance activities in point 21L.A.25 for an aircraft which is, or is intended to be, type-certified;

2. the demonstration of compliance activities in point 21L.A.44 for an aircraft for which design compliance is, or is intended to be, declared.

(b) For all other requests for the issuance of a permit to fly for activities and aircraft within the scope of this Annex, the competent authority shall assess, in accordance with point 21.B.520 of Annex I (Part 21), the need for a physical inspection.

(c) If the competent authority finds evidence indicating that the aircraft does not conform to the design defined under point 21.A.708 of Annex I (Part 21), it shall raise a finding in accordance with point 21L.B.21.

21L.B.242 **Investigation prior to issuance of the flight conditions**

(a) Without prejudice to Subpart P of Section B of Annex I (Part 21), when investigating an application for the approval of flight conditions for an aircraft which is within the scope of this Annex, the Agency shall:

1. if the application for flight conditions is related to the demonstration of compliance activities in point 21L.A.25 for an aircraft which is, or is intended to be, type-certified, conduct a critical design review of the design and a physical inspection and assessment of the aircraft in order to ensure that the aircraft is capable of safe flight, and that flight testing can be conducted safely;

2. if the application for flight conditions is related to the demonstration of compliance activities in point 21L.A.44 for an aircraft for which design compliance is, or is intended to be, declared, conduct a physical inspection and assessment of the aircraft in order to ensure that the aircraft is capable of safe flight, and that flight testing can be conducted safely;

3. if the application for flight conditions is related to the demonstration of compliance activities for a major change in point 21L.A.66, a supplemental type certificate in point 21L.A.85 or a major repair in point 21L.A.206, based upon the evaluation conducted in point 21L.B.83, point 21L.B.102 and point 21L.B.203, determine the need to conduct a physical inspection and assessment of the aircraft and a critical design review of the design in order to ensure that the aircraft is capable of safe flight, and that flight testing can be conducted safely;

4. if the application for flight conditions is related to the demonstration of compliance activities for a major change in point 21L.A.108 or a major repair in point 21L.A.227, based upon the evaluation conducted in point 21L.B.121 and point 21L.B.221, determine the need to conduct a physical inspection and assessment of the aircraft in order to ensure that the aircraft is capable of safe flight, and that flight testing can be conducted safely.

(b) If the Agency finds evidence indicating that the aircraft could be incapable of conducting a safe flight, the Agency shall raise a finding in accordance with point 21L.B.21.';

(d) the following Subpart R is inserted:

'SUBPART R – STATEMENT OF CONFORMITY FOR AIRCRAFT AND AUTHORISED RELEASE CERTIFICATES (EASA FORM 1) FOR ENGINES AND PROPELLERS, AND PARTS THEREOF, WHICH CONFORM TO A DECLARATION OF DESIGN COMPLIANCE

21L.B.251 **Oversight**

(a) The competent authority shall oversee the natural or legal person issuing statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) under Subpart R of Section A of this Annex in order to verify the continuous compliance of the natural or legal person with the applicable requirements of Section A and the implementation of safety measures mandated according to points (c) and (d) of point 21L.B.15.

(b) The oversight shall include a first article inspection of every new aircraft, engine, propeller or part that is produced for the first time for which the natural or legal person has issued a statement of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1), and, as determined by the oversight programme in accordance with point 21L.B.252, inspections of further aircraft, engines, propellers and parts produced by that natural or legal person.

21L.B.252 **Oversight programme**

(a) The competent authority shall establish and maintain an oversight programme in order to ensure compliance with point 21L.B.251. This oversight programme shall take into account the specific nature of the natural or legal person, the complexity of their activities and the results of past oversight activities, and it shall be based on the assessment of the associated risks. It shall include, within each oversight planning cycle:

1. assessments, audits and inspections, including as appropriate:

(i) production control system assessments and process audits;

(ii) product audits of a relevant sample of the products and parts that are under the scope of the natural or legal person;

(iii) sampling of the work performed; and

(iv) unannounced inspections;

2. meetings convened between the legal or natural person and the competent authority to ensure that they both remain informed of any significant issues.

(b) The oversight programme shall include records of the dates when assessments, audits, inspections and meetings are due, and when assessments, audits, inspections and meetings have been effectively carried out.

(c) An oversight planning cycle that does not exceed 24 months shall be applied.

(d) Notwithstanding point (c), the oversight planning cycle may be extended to 36 months if the competent authority has established that during the previous 24 months:

1. the natural or legal person has demonstrated that they can effectively identify aviation safety hazards and manage the associated risks;

2. the natural or legal person has continuously demonstrated compliance with point 21L.A.273 and that they have full control over all changes to the management system for production;

3. no level 1 findings have been issued;

4. all corrective actions have been implemented within the time period that was accepted or extended by the competent authority as defined in point 21L.B.21.

(e) Notwithstanding point (c), the oversight planning cycle may be further extended to a maximum of 48 months if, in addition to the conditions provided in point (d), the natural or legal person has established, and the competent authority has approved, an effective continuous system for reporting to the competent authority on the safety performance and regulatory compliance of the natural or legal person themselves.

(f) The oversight planning cycle may be reduced if there is evidence that the safety performance of the natural or legal person has decreased.

(g) At the completion of each oversight planning cycle, the competent authority shall issue a recommendation report on the continuation of the activities conducted by the natural or legal person, reflecting the results of the oversight.

21L.B.253 **Oversight activities**

(a) When the competent authority verifies the compliance of the natural or legal person in accordance with point 21L.B.251 and the oversight programme established in accordance with point 21L. B.252, it shall:

1. provide the personnel responsible for oversight with guidance to perform their functions;
2. conduct assessments, audits, inspections, and, if needed, unannounced inspections;
3. collect the evidence needed in case further action is required, including the measures provided for in point 21L.B.21 and 21L.B.22;
4. inform the natural or legal person about the results of the oversight activities.

(b) If the facilities of the natural or legal person are located in more than one State, the competent authority identified in point 21L.2 may agree to have oversight tasks performed by the competent authority(ies) of the Member State(s) where other facilities are located, or by the Agency for facilities that are located in a non-Member State. Any natural or legal person who is subject to such an agreement shall be informed of its existence and of its scope.

(c) For any oversight activities that are performed by the competent authority at facilities located in a Member State other than where the natural or legal person has its principal place of business, the competent authority shall inform the competent authority of that Member State before performing any on-site audit or inspection of the facilities.

(d) The competent authority shall collect and process any information deemed necessary for conducting oversight activities.

(e) If the competent authority detects a non-compliance of the natural or legal person issuing statements of conformity (EASA Form 52B) or authorised release certificates (EASA Form 1) with the applicable requirements of Section A and the implementation of safety measures mandated according to points (c) and (d) of point 21L.B.15, the competent authority shall act in accordance with points 21L.B.21 and 21L.B.22.'.

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1362

of 1 August 2022

implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO_2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC ([1]), and in particular Article 5c, first paragraph, point (a) thereof,

Having regard to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC ([2]), and in particular Article 24(4), 36(4), 44(5) and 45(7) thereof,

Whereas:

(1) The performance of vehicles of categories O_3 and O_4 with regard to their influence on CO_2 emissions, fuel consumption, electricity consumption and zero-emission driving ranges of motor vehicles may vary depending on their technical parameters. More efficient trailers have lower drag force resistance, thus improving the energy efficiency of the towing vehicle. Trailers with similar technical parameters have similar effects on the CO_2 emissions and fuel consumption of the towing vehicle. In order to reflect the diversity of the trailer sector, trailers should be divided into vehicle groups with a similar type of vehicle, axle configuration, maximum permissible axle load and chassis configuration.

(2) Commission Regulation (EU) 2017/2400 ([3])contains certification obligations and rules for the determination of the CO_2 emissions and the fuel consumption of heavy-duty motor vehicles. The determination of the fuel consumption is based on a computer simulation for which the Commission has developed the VECTO simulation tool pursuant to Article 5(1), point (a), of that Regulation. Since the VECTO simulation tool cannot take into account the influence of different trailers and since there is no software available on the market to be used for assessing the influence of trailers on the energy consumption of towing vehicles, the Commission developed a dedicated trailer simulation tool for that purpose.

(3) Aerodynamic resistance is one of the forces a vehicle must overcome while driving. It is scientifically proven that the use of appropriate aerodynamic devices on a trailer can significantly reduce the aerodynamic resistance of a vehicle combination and thus its energy consumption. The reduction effect of those aerodynamic devices should therefore be certified.

([1]) OJ L 188, 18.7.2009, p. 1.
([2]) OJ L 151, 14.6.2018, p. 1.
([3]) Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the determination of the CO2 emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No 582/2011 (OJ L 349, 29.12.2017, p. 1).

(4) Computational fluid dynamics simulation is a method to determine the aerodynamic drag force of a vehicle and it is less expensive than a physical test. Such computational fluid dynamics simulations can only be used for aerodynamic device certification if all manufacturers of aerodynamic devices use the same 3D generic vehicle models for the reduction effect determination of those devices. In the absence of appropriate 3D generic vehicle models, the Commission has developed those models and makes them available on a dedicated platform free of charge.

(5) Vehicle manufacturers should assess the environmental performance of their vehicles by means of a simulation tool provided by the Commission and before placing those vehicles on the market in the Union. To ensure that the environmental performance is correctly simulated, approval authorities should assess and monitor the handling of data used for the simulation and the proper use of the simulation tool. After that assessment, the approval authority should grant a licence to the vehicle manufacturer concerned for the operation of the simulation tool.

(6) The information about the environmental performance of a trailer can be used for road toll and taxation and should therefore be shown in the manufacturer's records file and the customer information file. To prevent forgery, vehicle manufacturers should use a tool provided by the Commission to create a cryptographic hash, which should be part of the certificate of conformity or the individual approval certificate. That cryptographic hash can be used to expose discrepancies between the different documents of the vehicle concerned. For the same reasons, the same hashing principle should apply to components and their certification.

(7) In order to avoid unnecessary burdens for vehicle manufacturers and to reduce the number of annual assessments by approval authorities, technical services should be allowed to determine the environmental performance of vehicles that are subject to individual approvals by using the simulation tool provided by the Commission. The holders of individual approvals should therefore be able to request approval authorities to refer those holders to a technical service to assess the environmental performance of their vehicles.

(8) There are components that affect the running resistance of a vehicle very differently depending on the design parameters of those components. Manufacturers of those components should be able to certify their components by determining the energy efficiency characteristics of the components themselves, using identical methods. Vehicle manufacturers should use those certified values as input data for the simulation tool to assess the environmental performance of vehicles. In case that a component is not certified, vehicle manufacturers should use standard values instead of certified values.

(9) In order to limit the cost of component certification, manufacturers of components should be able to group components into families. For each family of components, the component that has the least favourable characteristics as regards the environmental performance of the vehicle on which it is to be installed should be tested, and its results should apply to the entire family of components.

(10) The provisions set out in this Regulation form part of the framework established by Regulation (EU) 2018/858 and complement the provisions for issuing the certificate of conformity and the individual approval certificate laid down in Commission Implementing Regulation (EU) 2020/683 ([4]). The corresponding annexes to Implementing Regulation (EU) 2020/683 should therefore be amended to incorporate the necessary changes into the type-approval procedure.

(11) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor Vehicles (TCMV) referred to in Article 83 of Regulation (EU) 2018/858,

([4]) Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).

HAS ADOPTED THIS REGULATION:

CHAPTER I

SCOPE AND DEFINITIONS

Article 1

Scope

This Regulation applies to vehicles of categories O_3 and O_4, other than:

(a) vehicles with a bodywork other than a box shaped bodywork as defined in Article 2, point (2);

(b) vehicles with a technically permissible maximum mass lower than 8 000 kg;

(c) vehicles with more than three axles;

(d) link drawbar trailers and link semi-trailers;

(e) converter dollies;

(f) vehicles exceeding the maximum authorised dimensions laid down in Annex XIII, section E to Commission Implementing Regulation (EU) 2021/535 ([5]);

(g) vehicles with driven axles.

Article 2

Definitions

The following definitions shall apply:

(1) 'simulation tool' means an electronic tool, developed by the Commission, which is used to assess the performance of vehicles of categories O_3 and O_4 with regard to their influence on the CO_2 emissions and fuel consumption of motor vehicles;

(2) 'box shaped bodywork' means an enclosed superstructure integral to the frame of the vehicle, which covers the goods being transported, and for which the attributed digits used to supplement the codes of bodywork are 03, 04, 05, 06 or 32, in accordance with Annex III, Table 3;

(3) 'hashing tool' means an electronic tool, developed by the Commission, which provides an unequivocal association between the certified component, separate technical unit or system and its certification document, or between a vehicle and its manufacturer's records file and its customer information file;

(4) 'manufacturer' means the person or body that is responsible to the approval authority for all aspects of the certification process and for ensuring conformity of CO_2 emissions and fuel consumption related properties of components, separate technical units and systems, irrespective of whether that person or body is directly involved in all stages of the construction of the component, separate technical unit or system which is the subject of the certification;

(5) 'vehicle manufacturer' means a body or person responsible for issuing the manufacturer's records file and the customer information file pursuant to Article 8;

(6) 'CO_2 emissions and fuel consumption related properties' means characteristics specific to a component, separate technical unit and system which determine the impact of the part on the CO_2 emissions and fuel consumption of a vehicle;

([5]) Commission Implementing Regulation (EU) 2021/535 of 31 March 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of vehicles, and of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety (OJ L 117, 6.4.2021, p. 1).

(7) 'aerodynamic device' means a device, equipment, or a combination thereof in a specific configuration designed to reduce the aerodynamic drag of vehicle combinations consisting of at least a motor vehicle and a trailer or semi-trailer;

(8) 'generic geometry' means a three dimensional model developed by the Commission for computational fluid dynamics simulations;

(9) 'manufacturer's records file' means a file produced by the simulation tool which contains manufacturer related information, a documentation of the input data and input information to the simulation tool, and the performance of the vehicle with regard to its influence on the CO_2 emissions and fuel consumption of motor vehicles, and which takes the form of the template laid down in Annex IV, Part I;

(10) 'customer information file' means a file produced by the simulation tool which contains a set of vehicle related information and the performance of the vehicle with regard to its influence on CO_2 emissions, fuel consumption, of motor vehicles, and which takes the form of the template laid down in Annex IV, Part II;

(11) 'input data' means information on the CO_2 emissions and fuel consumption related properties of a component, separate technical unit or system which is used by the simulation tool to determine the CO_2 emissions and fuel consumption of a vehicle;

(12) 'input information' means information about the characteristics of a vehicle which is used by the simulation tool to determine the influence on the CO_2 emissions and fuel consumption of that vehicle and which is not part of input data;

(13) 'authorised entity' means a national authority authorised by a Member State to request relevant information from the manufacturers and vehicle manufacturers on the CO_2 emissions and fuel consumption related properties of a specific component, specific separate technical unit or specific system and CO_2 emissions and fuel consumption of new vehicles respectively.

CHAPTER II

VEHICLE GROUPS, ELECTRONIC TOOLS AND VEHICLE GENERIC GEOMETRIES

Article 3

Vehicle groups

Vehicle manufactures shall classify their vehicles in vehicle groups in accordance with Annex I, Point 2.

Article 4

Electronic tools

1. Vehicle manufacturers shall use the following electronic tools provided by the Commission free of charge in the form of downloadable and executable software:

(a) the simulation tool;

(b) the hashing tool.

The Commission shall maintain the electronic tools and provide modifications and updates to those tools.

2. The Commission shall make the electronic tools referred to in paragraph 1 available through a publicly available dedicated electronic distribution platform.

CHAPTER III

LICENCE TO OPERATE THE SIMULATION TOOL FOR THE PURPOSES OF TYPE-APPROVAL

Article 5

Application for a licence to operate the simulation tool to assess the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption

1. Vehicle manufacturers shall submit to the approval authority an application for a licence to operate the simulation tool to assess the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption.

2. Vehicle manufacturers shall submit the application for a licence to operate the simulation tool to the approval authority by using the template set out in Annex II, Appendix 1.

The application for a licence to operate the simulation tool shall be accompanied by all of the following:

(a) a detailed description of the processes referred to in Annex II, Point 1;

(b) the assessment referred to in Annex II, Point 2.

3. Vehicle manufacturers shall submit the application for the licence to operate the simulation tool at the latest together with the application for a type-approval or individual approval of the vehicle concerned.

Article 6

Administrative provisions for the granting of the licence to operate the simulation tool

1. The approval authority shall grant the licence to operate the simulation tool if the vehicle manufacturer concerned submits the application in accordance with Article 5 and proves that all the processes have been set up in accordance with the requirements laid down in Annex II, Point 1.

2. The licence shall be issued in the form of the template set out in Annex II, Appendix 2.

Article 7

Subsequent changes to the processes set up for assessing the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption

1. Vehicle manufacturers shall notify the approval authority without delay of any changes those manufacturers made to the processes they set up to assess the performance of new vehicles with regard to the influence of those new vehicles on CO_2 emissions and fuel consumption and that are covered by the licence to operate the simulation tool, where such changes may have an effect on the accuracy, reliability or stability of those processes.

2. Upon receipt of the notification referred to in paragraph 1, the approval authority shall inform the vehicle manufacturer concerned on whether the changed processes continue to be covered by the licence granted pursuant to Article 6.

3. Where the changes referred to in paragraph 1 are not covered by the licence to operate the simulation tool, vehicle manufacturers shall, within one month of receipt of the information referred to in paragraph 2, apply for a new licence in accordance with Article 5. The approval authority shall withdraw the license if a vehicle manufacturer does not apply for a new licence, or if the application for a new license is rejected.

CHAPTER IV

OPERATION OF THE SIMULATION TOOL

Article 8

Obligation to assess the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption

1. Vehicle manufacturers shall determine the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption to be sold, registered or put into service in the Union using the latest available version of the simulation tool.

2. Vehicle manufacturers shall record the results of the simulation performed with the simulation tool in the manufacturer's records file.

With the exception of the cases referred to in Article 21(2), second subparagraph, and in Article 23(3), any changes to the manufacturer's records file shall be prohibited.

3. Vehicle manufacturers shall create cryptographic hashes of the manufacturer's records file and of the customer information file using the hashing tool.

4. Each vehicle to be registered, sold or to enter into service shall be accompanied by the customer information file.

Each customer information file shall contain an imprint of the cryptographic hash of the manufacturer's records file.

5. Each vehicle to be registered, sold or entered into service shall be accompanied by a certificate of conformity or, in the case of vehicles approved in accordance with Article 44 or Article 45 of Regulation (EU) 2018/858, an individual approval certificate, including an imprint of the cryptographic hash of the manufacturer's records file and of the customer information file.

6. By way of derogation from paragraphs 1 to 5, vehicle manufacturers applying for individual approvals for vehicles that belong to the vehicle groups concerned may, at the latest together with the application for an individual approval, request the approval authority that the assessment of the performance of those vehicles with regard to their influence on CO_2 emissions and fuel consumption is carried out by a designated technical service. That request shall contain the input data and input information referred to in the template set out in Annex III, Appendix 1. The vehicle manufacturer shall provide the designated technical service with the input data and input information of the components certified in accordance with Article 11(1) in the form of XML files.

7. By way of derogation from paragraphs 1 to 5, vehicle manufacturers holding a type-approval and with an annual production of less than 30 vehicles that belong to the vehicle groups concerned may request a designated technical service to carry out the simulation for the assessment of the performance of those vehicles with regard to their influence on CO_2 emissions and fuel consumption. The request for each vehicle shall contain the input data and input information referred to in the template set out in Annex III, Appendix 1. The vehicle manufacturer shall provide the designated technical service with the input data and input information of the components certified in accordance with Article 11(1) in the form of XML files.

8. For the purposes of paragraphs 6 and 7, the approval authorities shall designate a technical service to operate the simulation tool and to draw up the manufacturer's records file and the customer information file.

Article 9

Modifications of, updates to and malfunctionings of the simulation and hashing tool

1. In the case of modifications or updates to the simulation tool, vehicle manufacturers shall start using the modified or updated simulation tool no later than 3 months after the modifications and updates have been made available on the dedicated electronic distribution platform.

2. If the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption cannot be assessed due to a malfunction of the simulation tool, vehicle manufacturers shall notify the Commission thereof by means of the dedicated electronic distribution platform without delay.

3. If the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption cannot be assessed due to a malfunction of the simulation tool, vehicle manufacturers shall perform the simulation for those vehicles not later than 7 calendar days after the date on which the modifications or updates were made available on the dedicated electronic distribution platform. Until the modifications or updates are available, the obligations laid down in Article 8 shall be suspended for the vehicles for which the determination of the performance with regard to their influence on CO_2 emissions and fuel consumption is not possible.

Article 10

Accessibility of the simulation tool inputs and output information

1. Vehicle manufacturers or, in case the simulation is performed by a technical service, the responsible bodies designated by the Member State, shall store the manufacturer's records file and the certificates on CO_2 emissions and fuel consumption related properties of the components, systems and separate technical units for 10 years after the production or approval of the vehicle, respectively.

2. Upon request from an authorised entity of a Member State or the Commission, vehicle manufacturers or the responsible bodies referred to in paragraph 1 shall provide the manufacturer's records file and the certificates on CO_2 emissions and fuel consumption related properties of the components, systems and separate technical units to that entity or to the Commission within 15 working days.

3. Upon request from an authorised entity or the Commission, the approval authority which granted the licence to operate the simulation tool in accordance with Article 6 or which certified the CO_2 emissions and fuel consumption related properties of a component, separate technical unit or system in accordance with Article 17 shall provide to that entity or to the Commission the application for the licence to operate the simulation tool referred to in Article 5(2) or the application for the certification of the CO_2 emissions and fuel consumption related properties referred to in Article 16(2), respectively, within 15 working days.

CHAPTER V

CO_2 EMISSIONS AND FUEL CONSUMPTION RELATED PROPERTIES OF AERODYNAMIC DEVICES AND TYRES

Article 11

Components, separate technical units and systems relevant for assessing the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption

1. The input data for the simulation tool shall contain data about the CO_2 emissions and fuel consumption related properties of the following components, separate technical units and systems:

(a) aerodynamic devices;

(b) tyres.

2. Vehicle manufacturers shall base the CO_2 emissions and fuel consumption related properties of aerodynamic devices on the values determined, for each family of aerodynamic devices, in accordance with Article 13, and have those properties certified in accordance with Article 17. In the absence of such determination and certification, vehicle manufacturers shall base the CO_2 emissions and fuel consumption related properties of aerodynamic devices on the standard values determined in accordance with Article 12.

3. Vehicle manufacturers shall base the CO_2 emissions and fuel consumption related properties of tyres on the certified or standard values determined pursuant to Article 12 and Article 13 of Regulation (EU) 2017/2400.

4. Where a new vehicle is to be registered, sold or put into service with a complete set of snow tyres and a complete set of standard tyres, vehicle manufacturers may choose which of the tyres to use for assessing the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption.

Article 12

Standard values

The standard values for aerodynamic devices shall be determined and allocated automatically by the simulation tool by using the parameters laid down in Annex V, Appendix 6.

Article 13

Certified values

The certified values for aerodynamic devices shall be determined in accordance with Annex V, Point 3.

Article 14

Vehicle generic geometries

1. For the determination of the aerodynamic device data specified in Annex V, manufacturers of aerodynamic devices shall use the following generic geometries:

(a) a 4x2 tractor generic geometry;

(b) a 4x2 tractor generic geometry for volume oriented semi-trailers;

(c) a 4x2 rigid lorry generic geometry;

(d) a 6x2 rigid lorry generic geometry;

(e) a semi-trailer generic geometry;

(f) a volume oriented semi-trailer generic geometry;

(g) a drawbar trailer generic geometry;

(h) a volume oriented drawbar trailer generic geometry;

(i) a centre-axle trailer generic geometry;

(j) a volume oriented centre-axle trailer generic geometry;

(k) a rear flap generic geometry;

(l) semi-trailer side covers generic geometry.

2. The Commission shall make the generic geometries referred to in paragraph 1 available free of charge in the form of downloadable .igs, .step and .stl file formats through a publicly available dedicated electronic distribution platform.

Article 15

Family concept for aerodynamic devices using certified values

1. The certified values determined for a parent aerodynamic device shall be valid for all family members of that device in accordance with the family criteria set out in Annex V, Appendix 4.

2. The CO_2 emissions and fuel consumption related properties of the parent aerodynamic device shall not be better than the properties of any member of the same family of aerodynamic devices.

3. Manufacturers of aerodynamic devices shall provide the approval authority with evidence that the parent aerodynamic device fully represents the family of aerodynamic devices.

4. Upon request of a manufacturer of an aerodynamic device, and subject to the agreement of the approval authority, the CO_2 emissions and fuel consumption related properties of the aerodynamic device, other than the parent aerodynamic device, may be indicated in the certificate of the family of aerodynamic devices.

The CO_2 emissions and fuel consumption related properties of the aerodynamic device referred to in the first subparagraph shall be determined in accordance with Annex V, Point 3.

5. Where the CO_2 emissions and fuel consumption related properties of an aerodynamic device, determined in accordance with paragraph 4, lead to a worse performance of the vehicle with regard to its CO_2 emissions and fuel consumption than in the case of the parent aerodynamic device, manufacturers of the aerodynamic devices concerned shall exclude that aerodynamic device from the existing family or apply for an extension of the certification pursuant to Article 18.

Article 16

Application for a certification of the CO_2 emissions and fuel consumption related properties of aerodynamic devices and their families

1. Manufacturers of aerodynamic devices shall submit to the approval authority the application for the certification of the CO_2 emissions and fuel consumption related properties of those devices or their respective families.

2. The application for certification referred to in paragraph 1 shall take the form of the template set out in Annex V, Appendix 2.

That application shall be accompanied by all of the following:

(a) an explanation of the elements of design of the aerodynamic device which have a non-negligible effect on the CO_2 emissions, fuel and energy consumption related properties of the aerodynamic device;

(b) the validation report as specified in Annex V, Point 3;

(c) the technical report including the computer simulation results as specified in Annex V, Point 3;

(d) a documentation package for the correct installation of the aerodynamic device;

(e) a statement of compliance issued pursuant to Annex IV, Point 2 to Regulation (EU) 2018/858.

3. Changes to the aerodynamic device that occur after a certification shall not invalidate the certification, unless its original characteristics or technical parameters are changed in a way that affects the CO_2 emissions and fuel consumption related properties of aerodynamic device concerned.

Article 17

Certification of CO_2 emissions and fuel consumption related properties of aerodynamic devices

1. If the requirement laid down in in Article 13 is met, approval authorities shall certify the values relating to the CO_2 emissions and fuel consumption related properties of the family of aerodynamic devices and issue a certificate in the form of the template set out in Annex V, Appendix 1.

2. Approval authorities shall assign a certification number in accordance with the numbering system set out in Annex V, Appendix 3.

Approval authorities shall not assign the same certification number to another family of aerodynamic devices. The certification number shall be the identifier of the technical report.

3. Approval authorities shall create a cryptographic hash of the file with the computer simulation results referred to in Article 16(2), point (c), and the certification number, by means of the hashing tool. That hashing shall be done immediately after the computer simulation results are produced. Approval authorities shall imprint the cryptographic hash along with the certification number on the certificate on CO_2 emissions and fuel consumption related properties.

Article 18

Extension to include an aerodynamic device into a family of aerodynamic devices

1. At the request of a manufacturer of aerodynamic devices, and upon approval of the approval authority concerned, a new aerodynamic device may be included into a family of aerodynamic devices if that device meets the criteria laid down in Annex V, Appendix 4, in which case the approval authority shall issue a revised certificate denoted by an extension number.

Manufacturers of the aerodynamic devices concerned shall modify the information document referred to in Article 16(2) accordingly and provide that document to the approval authority.

2. Where the CO_2 emissions and fuel consumption related properties of the aerodynamic device referred to paragraph 1 are worse than in the case of the parent aerodynamic device, the new aerodynamic device shall become the new parent aerodynamic device.

Article 19

Changes relevant for the certification of CO_2 emissions and fuel consumption related properties of aerodynamic devices

1. Manufacturers of aerodynamic devices shall notify their approval authority of any changes to the design or manufacturing process of aerodynamic devices that occur after the certification referred to in Article 17 and which may have a non-negligible effect on the performance with regard to CO_2 emissions and fuel consumption of the vehicle equipped with those devices.

2. Upon receipt of the notification referred to in paragraph 1, the approval authority concerned shall inform the manufacturer concerned whether or not the aerodynamic devices affected by the changes continue to be covered by the certificate issued, or whether a computer simulation in accordance with Article 13 is necessary.

3. Where the aerodynamic devices affected by the changes are not covered by the certificate referred to in Article 17(1), the manufacturer concerned shall apply for a new certification or an extension of that certification pursuant to Article 18(1) within one month of receipt of that information from the approval authority.

Where manufacturers of aerodynamic devices do not apply for a new certification or a revision within that deadline, or where the application is rejected, the approval authorities shall withdraw the certificate.

CHAPTER VI

CONFORMITY OF SIMULATION TOOL OPERATION, INPUT INFORMATION AND INPUT DATA

Article 20

Responsibilities of the vehicle manufacturer, the approval authority and the Commission with regard to the conformity of simulation tool operation

1. Vehicle manufacturers shall take the necessary measures to ensure that the processes set up to assess the performance of the vehicle with regard to its influence on the CO_2 emissions and fuel consumption of motor vehicles covered by the licence granted pursuant to Article 6 continue to be adequate for that purpose.

2. Approval authorities shall perform the assessment referred to in Annex II, Point 2 annually to verify whether the processes set up by vehicle manufacturers for assessing the performance of the vehicle with regard to its influence on the CO_2 emissions and fuel consumption of motor vehicles continue to be adequate and to verify the selection of the input information and input data and the repetition of the simulations performed by the vehicle manufacturer.

Approval authorities may carry out the assessment more than once per year, but not more than four times a year, where they consider such assessments justified.

Article 21

Remedial measures for the conformity of simulation tool operation

1. Approval authorities that find, pursuant to Article 20(2), that the processes set up by the vehicle manufacturer to assess the performance of the vehicle with regard to its influence on the CO_2 emissions and fuel consumption of motor vehicles are not in accordance with the licence or may lead to an incorrect assessment of that performance of the vehicles concerned shall request the vehicle manufacturer to submit a plan of remedial measures no later than one month after receipt of the request from the approval authority. Approval authorities may extend the period with up to one month where the vehicle manufacturer demonstrates that more time is necessary to submit the plan of remedial measures.

2. Approval authorities shall approve or reject the plan of remedial measures referred to in paragraph 1 within one month of its receipt. Approval authorities shall notify the vehicle manufacturer concerned and all the other Member States of its decision.

Approval authorities may require vehicle manufacturers to issue a new manufacturer's records file, customer information file, individual approval certificate and certificate of conformity on the basis of a new assessment of the performance of the vehicle with regard to its influence on the CO_2 emissions and fuel consumption reflecting the changes implemented in accordance with the approved plan of remedial measures referred to in paragraph 1.

3. The vehicle manufacturer shall be responsible for the execution of the approved plan of remedial measures referred to in paragraph 1.

4. Where the plan of remedial measures referred to in paragraph 1 has been rejected by the approval authority, or where the approval authority has established that the remedial measures are not applied correctly, the approval authority shall take the necessary measures to ensure the conformity of simulation tool operation or withdraw the licence.

Article 22

Responsibilities of the manufacturer and of the approval authority with regard to the conformity of CO_2 emissions and fuel consumption related properties of the aerodynamic devices

Manufacturers of aerodynamic devices shall take the necessary measures in accordance with Annex IV, Point 3 to Regulation (EU) 2018/858 to ensure that the CO_2 emissions and fuel consumption related properties of the aerodynamic devices referred to in Article 11(1), point (a), which have been the subject of certification in accordance with Article 17, do not deviate from the certified values.

Article 23

Remedial measures for the conformity of CO_2 emissions and fuel consumption related properties of aerodynamic devices

1. Approval authorities that find, pursuant to Articles 20 and 21, that the measures taken by the manufacturer to ensure the compliance of the aerodynamic devices, referred to in Article 11(1) point (a) and certified in accordance with Article 17, are not adequate, shall request the manufacturer of those aerodynamic devices to submit a plan of remedial measures no later than one month after receipt of the request by that manufacturer. Approval authorities may extend that period with up to one month where the manufacturer of those aerodynamic devices demonstrates that more time is necessary to submit the plan of remedial measures.

2. The plan of remedial measures shall apply to all the aerodynamic devices or, if applicable, to their respective families, which have been identified by the approval authority in its request.

3. Approval authorities shall approve or reject the plan of remedial measures within one month of its receipt. Approval authorities shall notify the manufacturer of the aerodynamic devices and all the other Member States of its decision to approve or reject the plan of remedial measures.

Approval authorities may require vehicle manufacturers who installed the aerodynamic devices concerned in their vehicles to issue a new manufacturer's records file, customers information file, individual vehicle approval certificate and certificate of conformity on the basis of the CO_2 emissions and fuel consumption related properties of those aerodynamic devices obtained by means of the measures referred to in Article 22.

4. The manufacturers of the aerodynamic devices concerned shall be responsible for the execution of the approved plan of remedial measures.

5. The manufacturers of the aerodynamic devices concerned shall keep a record of every aerodynamic device recalled and repaired or modified and of the workshop which performed the repair. Approval authorities shall have access to those records on request during the execution of the plan of the remedial measures and for a period of 5 years after the completion of its execution.

6. An approval authority that rejects the plan of remedial measures or establishes that the remedial measures are not correctly applied shall take the necessary measures to ensure the conformity of CO_2 emissions and fuel consumption related properties of the family of aerodynamic devices concerned or withdraw the certificate on CO_2 emissions and fuel consumption related properties.

CHAPTER VII

FINAL PROVISIONS

Article 24

Transitional provisions

Without prejudice to Article 9(3), where the obligations referred to in Article 8 have not been complied with, Member States shall prohibit the registration, sale or entry into service of vehicles that belong to vehicle groups for which the first two digits are 11, 12, 13, 42, 43, 61, 62 and 63 as from 1 July 2024.

Article 25

Amendments to Implementing Regulation (EU) 2020/683

Annexes I, II, III and VIII to Implementing Regulation (EU) 2020/683 are amended in accordance with Annex VI to this Regulation.

Article 26

Entry into force and application

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*. Article 8(4) shall, however, apply from 1 January 2024.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 1 August 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

CLASSIFICATION OF VEHICLES IN VEHICLE GROUPS

1. **Definitions**

For the purposes of this Annex, the following definitions apply:

(1) 'soft shell box body' means a box shaped bodywork where at least the two sides of the body are covered by tarpaulin entirely or between the upper edge of the hinged side panels and the roof of the superstructure, and for which the digits used to supplement the codes of bodywork are 32, or 06.

(2) 'hard shell box body' means a box shaped bodywork for which the digits used to supplement the codes of bodywork are 03 or 05.

(3) 'refrigerated box body' means a box shaped bodywork for which the digits used to supplement the codes of bodywork are 04.

(4) 'internal height of the body' means the internal height of the body dimension without taking into account internal projections (including wheel boxes, ribs and hooks) as defined in point 6.15 of Standard ISO 612:1978. If the roof is curved, the dimension shall be measured between the horizontal planes tangential to the apices of the curved surface, the dimension being measured inside the body.

(5) 'internal length of the body' means the internal length of the body dimension without taking into account internal projections (including wheelboxes, ribs and hooks) as defined in point 6.15 of Standard ISO 612:1978. If the front or rear wall is curved, the dimension shall be measured between the vertical planes tangential to the apices of the curved surface(s), the dimension being measured inside the body.

(6) 'volume orientation' means that the trailer is primarily designed for the transport of voluminous goods and has an internal height of not less than 2,9 meters:

(a) in the case of semi-trailers, measured from the landing gear to the end of the loading area;

(b) in the case of drawbar trailers, and centre-axle trailers, measured along the entire length of the loading area.

2. **Classification of vehicles in vehicle groups**

Table 1

Vehicle groups for semi-trailers

Description of elements relevant to the classification				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	Long haul (EMS (*))	Regional delivery	Regional delivery (EMS (*))	Urban delivery
DA semi-trailers									
1	soft shell box body	≥ 8,0 t	No	111	5RD		5RD		5RD
			Yes	111V	5RD		5RD		5RD
	hard shell box body	≥ 8,0 t	No	112	5RD		5RD		5RD
			Yes	112V	5RD		5RD		5RD
	refrigerated box body	≥ 8,0 t	No	113	5RD		5RD		5RD

2	soft shell box body	≥ 8,0 t and ≤ 18 t	No	121	5LH		5LH		5LH
			Yes	121V	5LH		5LH		5LH
		> 18 t	No	122	5LH		5LH		5LH
			Yes	122V	5LH		5LH		5LH
	hard shell box body	≥ 8,0 t and ≤ 18 t	No	123	5LH		5LH		5LH
			Yes	123V	5LH		5LH		5LH
		> 18 t	No	124	5LH		5LH		5LH
			Yes	124V	5LH		5LH		5LH
	refrigerated box body	≥ 8,0 t and ≤ 18 t	No	125	5LH		5LH		5LH
		> 18 t	No	126	5LH		5LH		5LH
3	soft shell box body	≥ 8,0 t	No	131	5LH		5LH		5LH
			Yes	131V	5LH		5LH		5LH
	hard shell box body	≥ 8,0 t	No	132	5LH		5LH		5LH
			Yes	132V	5LH		5LH		5LH
	refrigerated box body	≥ 8,0 t	No	133	5LH		5LH		5LH
4	soft shell box body	—	No	(141)					
		—	Yes	(141V)					
	hard shell box body	—	No	(142)					
		—	Yes	(142V)					
	refrigerated box body	—	No	(143)					

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

RD = Regional delivery
LH = Long haul

Table 2

Vehicle groups for link semi-trailers

Description of elements relevant to the classification in vehicle groups				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	Long haul (EMS (*))	Regional delivery	Regional delivery (EMS (*))	Urban delivery
Link semi-trailers									
2	soft shell box body	—	No	(221)					
	hard shell box body	—	No	(222)					
	refrigerated box body	—	No	(223)					
3	soft shell box body	—	No	(231)					
	hard shell box body	—	No	(232)					
	refrigerated box body	—	No	(233)					

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

Table 3

Vehicle groups for converter dollies

Description of elements relevant to the classification in vehicle groups				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	TPMLM (**) axle assembly [t]	Regional delivery	Regional delivery (EMS (*))	Urban delivery
SJ converter dollies									
2	converter dolly	—	No	(321)					
			Yes	(321V)					

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

Table 4

Vehicle groups for drawbar trailers

Description of elements relevant to the classification in vehicle groups				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	Long haul (EMS (*))	Regional delivery	Regional delivery (EMS (*))	Urban delivery
DB drawbar trailers									
2	soft shell box body	—	No	421	9LH		9LH		9LH
			Yes	421V	9LH		9LH		9LH
	hard shell box body	—	No	422	9LH		9LH		9LH
			Yes	422V	9LH		9LH		9LH
	refrigerated box body	—	No	423	9LH		9LH		9LH
3	soft shell box body	—	No	431	4LH		4LH		4LH
			Yes	431V	4LH		4LH		4LH
	hard shell box body	—	No	432	4LH		4LH		4LH
			Yes	432V	4LH		4LH		4LH
	refrigerated box body	—	No	433	4LH		4LH		4LH
4	soft shell box body	—	No	(441)					
			Yes	(441V)					
	hard shell box body	—	No	(442)					
			Yes	(442V)					
	refrigerated box body	—	No	(443)					

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

LH = Long haul

Table 5

Vehicle groups for link trailers

Description of elements relevant to the classification in vehicle groups				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	Long haul (EMS (*))	Regional delivery	Regional delivery (EMS (*))	Urban delivery
Link drawbar trailer									
4	soft shell box body	—	No	(541)					
	hard shell box body	—	No	(542)					
	refrigerated box body	—	No	(543)					

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

Table 6

Vehicle groups for centre-axle trailers

Description of elements relevant to the classification in vehicle groups				Vehicle group	Allocation of mission profile and vehicle configuration				
Number of axles	Bodywork type	TPMLM (**) axle assembly [t]	Volume orientation		Long haul	Long haul (EMS (*))	Regional delivery	Regional delivery (EMS (*))	Urban delivery
DC centre-axle trailers									
1	soft shell box body	—	No	611	2RD		2RD		2RD
		—	Yes	611V	2RD		2RD		2RD
	hard shell box body	—	No	612	2RD		2RD		2RD
		—	Yes	612V	2RD		2RD		2RD
2	soft shell box body	≤ 13,5 t	No	621	2RD		2RD		2RD
			Yes	621V	2RD		2RD		2RD
		> 13,5 t	No	622	9LH		9LH		9LH
			Yes	622V	9LH		9LH		9LH
	hard shell box body	≤ 13,5 t	No	623	2RD		2RD		2RD
			Yes	623V	2RD		2RD		2RD
		> 13,5 t	No	624	9LH		9LH		9LH
			Yes	624V	9LH		9LH		9LH

	refrigerated box body	> 13,5 t	No	625	9LH		9LH		9LH
3	soft shell box body	—	No	631	4LH		4LH		4LH
		—	Yes	631V	4LH		4LH		4LH
	hard shell box body	—	No	632	4LH		4LH		4LH
		—	Yes	632V	4LH		4LH		4LH
	refrigerated box body	—	No	633	4LH		4LH		4LH

(*) EMS – European Modular System
(**) TPMLM – Technically permissible maximum laden mass

RD = Regional delivery

LH = Long haul

ANNEX II

REQUIREMENTS AND PROCESSES FOR THE OPERATION OF THE SIMULATION TOOL

1. The processes to be set up by the vehicle manufacturer for the operation of the simulation tool

1.1. The vehicle manufacturer shall set up the following processes:

1.1.1. A data management system covering sourcing, storing, handling and retrieving of the input information and input data for the simulation tool as well as handling certificates on the CO_2 emissions and fuel consumption related properties of component families, separate technical unit families and system families. The data management system shall:

(a) ensure the application of correct input information and input data to specific vehicle configurations;

(b) ensure the correct calculation and application of standard values;

(c) verify by means of comparing cryptographic hashes that the input files of component families, separate technical unit families and system families which are used for the simulation correspond to the input data of the component families, separate technical unit families and system families for which the certification has been granted;

(d) contain a protected database for storing the input data relating to the component families, separate technical unit families or system families and the corresponding certificates of the CO_2 emissions and fuel consumption related properties;

(e) ensure the correct management of the changes of specification and updates of components, separate technical units and systems;

(f) enable the tracing of the components, separate technical units and systems after the vehicle has been produced.

1.1.2. A data management system covering retrieval of the input information and input data and calculations by means of the simulation tool and storing of the output data. The data management system shall:

(a) ensure the correct application of cryptographic hashes;

(b) contain a protected database for storing the output data;

1.1.3. A process for consulting the dedicated electronic distribution platform referred to in Article 4(2) and Article 9(1) and (2), as well as downloading and installing the latest versions of the simulation tool.

1.1.4. Appropriate training of staff working with the simulation tool.

2. Assessment by the approval authority

2.1. The approval authority shall assess whether the processes set out in point 1 for the operation of the simulation tool have been set up.

This assessment shall contain the following verifications:

(a) the functioning of the processes set out in points 1.1.1, 1.1.2 and 1.1.3 and the application of the requirement set out in point 1.1.4;

(b) that the processes used during the demonstration are applied in the same manner in all the production facilities of the vehicle manufacturer;

(c) the completeness of the description of the data and process flows of operations related to the assessment of the performance of new vehicles with regard to their influence on CO_2 emissions and fuel consumption.

For the purpose of point 2.1.(a), the assessment shall include the determination of the performance with regard to the influence on CO_2 emissions and fuel consumption of at least one vehicle for which the licence has been applied for.

Appendix 1

TEMPLATE OF AN INFORMATION DOCUMENT FOR THE OPERATION OF THE SIMULATION TOOL TO ASSESS THE INFLUENCE OF NEW VEHICLES ON THE CO_2 EMISSIONS AND FUEL CONSUMPTION

SECTION I

1. Name and address of the vehicle manufacturer:

2. Assembly plants for which the processes referred to in point 1 of Annex II of Regulation (EU) 2022/1362 have been set up for the operation of the simulation tool:

3. Vehicle groups covered:

4. Name and address of the vehicle manufacturer's representative (if any)

SECTION II

1. Additional information

1.1. Data and process flow handling description

1.2. Description of quality management process

1.3. Additional quality management certificates (if any)

1.4. Description of simulation tool data sourcing, handling and storage

1.5. Additional documents (if any)

2. Date: …

3. Signature: …

Appendix 2

TEMPLATE OF A LICENCE TO OPERATE THE SIMULATION TOOL TO ASSESS THE INFLUENCE OF NEW VEHICLES ON THE CO_2 EMISSIONS AND FUEL CONSUMPTION

Maximum format: A4 (210 × 297 mm)

LICENCE TO OPERATE THE SIMULATION TOOL TO ASSESS THE INFLUENCE OF NEW VEHICLES ON THE CO_2 EMISSIONS AND FUEL CONSUMPTION

Communication concerning: — granting ([1]) — extension ([1]) — refusal ([1]) — withdrawal ([1])	Stamp

([1]) Delete as appropriate

of the licence to operate the simulation tool with regard to Regulation (EC) No 595/2009 as implemented by Commission Implementing Regulation (EU) 2022/1362.

Licence number:

Reason for extension:.....

SECTION I

0.1 Name and address of the manufacturer:

0.2 Assembly plants for which the processes referred to in Annex II, point 1 of Implementing Regulation (EU) 2022/1362 have been set up for the operation of the simulation tool

0.3 Vehicle groups covered:

SECTION II

1. Additional information

1.1. Assessment report performed by an approval authority

1.2. Data and process flow handling description

1.3. Description of quality management process

1.4. Additional quality management certificates (if any)

1.5. Description of simulation tool data sourcing, handling and storage

1.6. Additional documents (if any)

2. Approval authority responsible for the assessment

3. Date of the assessment report

4. Number of the assessment report

5. Remarks (if any):

6. Place

7. Date

8. Signature

_____

(1) Delete as appropriate

ANNEX III

INPUT INFORMATION ABOUT THE CHARACTERISTIC OF THE VEHICLE

1. Introduction

This Annex III describes the list of parameters to be provided by the vehicle manufacturer as input to the simulation tool. The applicable XML schema as well as example data are available at the dedicated electronic distribution platform.

2. Definitions

For the purposes of this Annex, the following definitions apply:

(1) 'parameter ID' means the unique identifier used in the simulation tool for a specific input parameter or set of input data;

(2) 'type': Data type of the parameter

string	sequence of characters in ISO8859-1 encoding
token	sequence of characters in ISO8859-1 encoding, no leading/trailing whitespace
date	date and time in UTC time in the format: YYYY-MM-DD*T*HH:MM:SS*Z*
integer	value with an integral data type, no leading zeros
double, X	fractional number with exactly X digits after the decimal sign ('.') and no leading zeros
boolean	accepted values 'true', 'false', and also '1' (for true) and '0' (for false)

(3) 'unit' … means the physical unit of the parameter;

(4) 'trailer coupling point high' means the clevis type drawbar coupling, with a jaw and an automatic closing and locking pin on the towing vehicle for connecting to the trailer by means of a drawbar eye, with higher clearance from the centre of coupling point to the ground, commonly intended for towing trailers type DB and DC;

(5) 'trailer coupling point low' means the clevis type drawbar coupling, with a jaw and an automatic closing and locking pin on the towing vehicle for connecting to the trailer by means of a drawbar eye, with lower clearance from the centre of coupling point to the ground, commonly intended for towing trailers type DC;

(6) 'maximum external dimensions of body':

(a) 'external length of the body' means the external length of the body dimension without taking into account external body projections (aerodynamic devices and equipment).

(b) 'external width of the body' means the external width of the body dimension without taking into account external body projections (aerodynamic devices and equipment).

(c) 'external height of the body' means the external height of the body dimension without taking into account external body projections (aerodynamic devices and equipment).

(7) 'total height of the trailer' (unladen) means the distance between the supporting surface and a horizontal plane touching the topmost part of a vehicle, as defined in point 6.3 of Standard ISO 612:1978.

(8) 'cargo volume' means the internal volume of the body which is available to be filled with load;

(9) 'axle-lift device' means a mechanism as defined in Annex XIII, Part 2, Section A, point 1.33 of Implementing Regulation (EU) 2021/535;

(10) 'lift axle or retractable axle' means an axle as defined in Annex XIII, Part 2, Section A, point 1.34 of Implementing Regulation (EU) 2021/535;

(11) 'steering axle' means, for trailers, either of the following:

(a) an axle equipped with a system designed to create a change of steering angle on wheels when acted upon by forces or moments applied through the tyre to road contact;

(b) an axle equipped with a system in which the steering forces to change steered wheels direction are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer;

(c) an axle equipped with a system which produces the steering forces as decoupled system by an algorithm or manually;

(12) 'drop side tarpaulin body' means a bodywork with hinged tail and side panels and a tarpaulin body with a total body height comparable to that of curtain-sided bodywork.

The devices and equipment referred in Annex XIII, Part 2, Section F to Implementing Regulation (EU) 2021/535 shall not be taken into account for the determination of the length, width, height of the vehicle and maximum external dimensions of the body.

3. Set of input parameters

In Tables 1 and 2, the set of input parameters regarding the characteristics of the vehicle are specified.

Table 1

Input parameters 'Vehicle/General'

Parameter name	Parameter ID	Type	Unit	Description/Reference
Manufacturer	T001	token	[-]	
Manufacturer Address	T002	token	[-]	
Model / Commercial name	T003	token	[-]	
VIN	T004	token	[-]	
Date	T005	dateTime	[-]	Date and time when input information and input data is created
Legislative category	T006	string	[-]	Allowed values: 'O3', 'O4'
Number of axles	T007	integer	[-]	Allowed values: 1, 2, 3
Trailer type	T008	string	[-]	Allowed values: 'DA', 'DB', 'DC'
Bodywork type	T009	string	[-]	Allowed values: 'dry box', 'refrigerated', 'conditioned', 'curtain-sided', 'drop-side with tarpaulin body'
Volume orientation	T010	boolean	[-]	In accordance with Point 7 of Annex I, .to this Regulation.
Corrected mass in running order	T011	integer	[kg]	In accordance with Point 1.3.(b), Section A, Part 2, of Annex XIII, , to Implementing Regulation (EU) 2021/535. In case of vehicles with 04 bodywork without an equipment to maintain the interior temperature, a generic mass of X[kg]=(850 kg/85m^3)×cargo volume[m^3] shall be added.

Parameter name	Parameter ID	Type	Unit	Description/Reference
TPMLM trailer	T012	integer	[kg]	In accordance with Point 1.6., Section A, Part 2, of Annex XIII to Implementing Regulation (EU) 2021/535
TPMLM axle assembly	T013	Integer	[kg]	In accordance with Point 1.13., Section A, Part 2, of Annex XIII to Implementing Regulation (EU) 2021/535 In case of trailer type 'DB', no input shall be provided.
External length of the body	T014	double, 3	[m]	In accordance with Point 2(6)(a) of Annex III to this Regulation.
External width of the body	T015	double, 3	[m]	In accordance with Point 2(6)(b) of Annex III to this Regulation.
External height of the body	T016	double, 3	[m]	In accordance with Point 2(6)(c) of Annex III to this Regulation.
Total height of the trailer	T017	double, 3	[m]	In accordance with Point 2(7) of Annex III to this Regulation.
Length from trailer front end to centre of first axle	T018	double, 3	[m]	Distance between front end of the trailer to centre of first axle. In case of 3-axle DB trailer: distance from the front end of the trailer to the centre of the last axle from the first set of axles.
Length between centres of axles	T019	double, 3	[m]	Distance between centre of first and last axle. In case of 3-axle DB trailer: distance from the centre of the last axle of the first set of axles to the first axle of the last set of axles.
Trailer Coupling Point	T020	string	[-]	Allowed values 'high', 'low'. In accordance with Points 2(4) and 2(5) of Annex III to this Regulation, . Input only relevant for trailer type DC.
Cargo volume	T021	double, 3	[m^3]	In accordance with Point 2(8) of Annex III to this Regulation
Standard aerodynamic devices	T022	string	[-]	Allowed values: 'side cover short', 'side cover long', 'rear flap short', 'rear flap long'. Multiple entries allowed. Inputs to be declared in accordance with Appendix 5 to Annex V; The input of standard aerodynamic devices shall not be combined with input for certified aerodynamic devices.
Certification number aerodynamic device	T023	token	[-]	

Table 2

Input parameters 'Vehicle/Axle configuration' per axle

Parameter name	Parameter ID	Type	Unit	Description/Reference
Certification number tyres	T024	token	[-]	
Twin tyres	T025	boolean	[-]	
Steered	T026	boolean	[-]	
Liftable	T027	boolean	[-]	

4. Bodywork types

The vehicle manufacturer shall declare the bodywork type in the input to the simulation tool in accordance with Table 3.

Table 3

Bodywork types

Bodywork type to be declared as input	Bodywork code in accordance with Appendix 2 to Annex I to Regulation (EU) 2018/858
'dry box'	'03'
'refrigerated'	'04'
'conditioned'	'05'
'curtain-sided'	'06'
'drop-side tarpaulin body'	'32' with a tarpaulin body height as defined in Annex III, point 2(12).

Appendix 1

TEMPLATE OF AN INPUT DATA AND INPUT INFORMATION DOCUMENT FOR THE PURPOSE OF THE ASSESSMENT OF THE PERFORMANCE OF NEW VEHICLES WITH REGARD TO THEIR INFLUENCE ON CO_2 EMISSIONS AND FUEL CONSUMPTION

1. **Main vehicle data**

1.1. Name of the vehicle manufacturer …

1.2. Address of the vehicle manufacturer …

1.3. Model / Commercial name ...

1.4. Vehicle identification number (VIN) …

1.5. Legislative category (O_3, O_4) …

1.6. Number of axles …

1.7. Trailer type (DA; DB, DC) …

1.8. Bodywork code (03,04,05,06,32) ...

1.9. Trailer coupling point – only for DC (high, low) ...

1.10. Volume orientation (yes/no)

1.11. Corrected mass in running order (kg)...

1.12. Technical Permissible Maximum Laden Mass of trailer (kg)...

1.13. Technical Permissible Maximum Laden Mass of axle assembly (kg)...

2. **Vehicle dimensions**

2.1. External length of the body (m)...

2.2. External width of the body (m)...

2.3. External height of the body (m)...

2.4. Total height of the trailer (m)...

2.5. Cargo volume (m^3)...

2.6. Length from trailer front end to centre of first axle (m)...

2.7. Length between centres of axles (m)...

2.8. Trailer coupling point (high/low)

3. **Aerodynamic device**

3.1. Certification number of the certified aerodynamic device ...

3.2. Elements of the standard aerodynamic device (none, short side covers ...) …

4. **Axle and tyre features**

4.1. Axle 1

4.1.1. Tyre certification number ...

4.1.2. Twin tyre (yes/no) ...

4.1.3. Axle steered (yes/no) ...

4.1.4. Axle liftable (yes/no) ...

4.2. Axle 2

4.2.1. Tyre certification number ...

4.2.2. Twin tyre (yes/no) ...

4.2.3. Axle steered (yes/no) ...

4.2.4. Axle liftable (yes/no) ...

4.3. Axle 3

4.3.1. Tyre certification number ...

4.3.2. Twin tyre (yes/no) ...

4.3.3. Axle steered (yes/no) ...

4.3.4. Axle liftable (yes/no) ...

ANNEX IV

TEMPLATE OF THE MANUFACTURER'S RECORDS FILE AND OF THE CUSTOMER INFORMATION FILE

PART I

Manufacturer's records file

The manufacturer's records file will be produced by the simulation tool and shall contain the following information:

1. **Vehicle, component, separate technical unit and systems data**

1.1. **Main vehicle data**

1.1.1. Name and address of the manufacturer ...

1.1.2. Model / Commercial name ...

1.1.3. Vehicle identification number (VIN)...

1.1.4. Legislative category (O_3, O_4)...

1.1.5. Number of axles...

1.1.6. Trailer type (DA; DB, DC) ....

1.1.7. Bodywork type (e.g. dry box, refrigerated) ...

1.1.8. Trailer coupling point – only for DC (high, low) ...

1.1.9. Volume orientation (yes/no)

1.1.10. Corrected mass in running order (kg)...

1.1.11. Technical Permissible Maximum Laden Mass of trailer (kg)...

1.1.12. Technical Permissible Maximum Laden Mass of axle assembly (kg)...

1.1.13. Vehicle group in accordance with Table 1 of Annex I ...

1.1.14. Vehicle group in accordance with the documentation of the simulation tool…

1.2. **Vehicle dimensions**

1.2.1. External length of the body (m)...

1.2.2. External width of the body (m)...

1.2.3. External height of the body (m)...

1.2.4. Total height of the trailer (m)...

1.2.5. Cargo volume (m^3)...

1.2.6. Length from trailer front end to centre of first axle (m)...

1.2.7. Length between centres of axles (m)...

1.3. **Aerodynamic device**

1.3.1. Certification number of the certified aerodynamic device ...

1.3.2. Standard values for aerodynamic devices used (no, side covers short, ...)...

1.3.3. Aerodynamic reductions

1.3.3.1. Delta C_D×A yaw 0° (%)...

1.3.3.2. Delta C_D×A yaw 3° (%)...

1.3.3.3. Delta C_D×A yaw 6° (%)...

1.3.3.4. Delta C_D×A yaw 9° (%)...

1.3.4. Hash of the aerodynamic device input data and input information

1.4. **Axle and tyre features**

1.4.1. Axle 1

1.4.1.1. Tyre model ...

1.4.1.2. Tyre certification number ...

1.4.1.3. Tyre size designation ...

1.4.1.4. Specific RRC (N/N) ...

1.4.1.5. Fuel efficiency class (e.g. A, B ..) ...

1.4.1.6. Hash of the tyre input data and input information ...

1.4.1.7. Twin tyre (yes/no) ...

1.4.1.8. Axle steered (yes/no) ...

1.4.1.9. Axle liftable (yes/no) ...

1.4.2. Axle 2

1.4.2.1. Tyre model ...

1.4.2.2. Tyre certification number ...

1.4.2.3. Tyre size designation ...

1.4.2.4. Specific RRC (N/N) ...

1.4.2.5. Fuel efficiency class (e.g. A, B ..) ...

1.4.2.6. Hash of the tyre input data and input information ...

1.4.2.7. Twin tyre (yes/no) ...

1.4.2.8. Axle steered (yes/no) ...

1.4.2.9. Axle liftable (yes/no) ...

1.4.3. Axle 3

1.4.3.1. Tyre model ...

1.4.3.2. Tyre certification number ...

1.4.3.3. Tyre size designation ...

1.4.3.4. Specific RRC (N/N) ...

1.4.3.5. Fuel efficiency class (e.g. A, B ..) ...

1.4.3.6. Hash of the tyre input data and input information ...

1.4.3.7. Twin tyre (yes/no) ...

1.4.3.8. Axle steered (yes/no) ...

1.4.3.9. Axle liftable (yes/no) ...

2. **Mission profile and payload depending values**

2.1. Main simulation parameters

2.1.1. Generic towing vehicle configuration...

2.1.2. Mission profile (e.g. long haul, regional delivery)...

2.1.3. Payload (kg) ...

2.2. Results

2.2.1. Total vehicle mass in simulation (kg) ...

2.2.2. C_D×A values

2.2.2.1. C_D×A value yaw angle 0° (m^2) ...

2.2.2.2. C_D×A value yaw angle 3° (m^2) ...

2.2.2.3. C_D×A value yaw angle 6° (m^2) ...

2.2.2.4. C_D×A value yaw angle 9° (m^2) ...

2.2.3. Average speed (km/h)

2.2.4. Fuel consumption

2.2.4.1. Fuel consumption (g/km)...

2.2.4.2. Fuel consumption (g/t-km)...

2.2.4.3. Fuel consumption (g/m^3-km)...

2.2.4.4. Fuel consumption (l/100km)…

2.2.4.5. Fuel consumption (l/t-km)…

2.2.4.6. Fuel consumption (l/m^3-km)…

2.2.5. CO_2 emissions

2.2.5.1. CO_2 emissions (g/km)...

2.2.5.2. CO_2 emissions (g/t-km)...

2.2.5.3. CO_2 emissions (g/m³-km)...

2.2.6. Efficiency ratios

2.2.6.1. Efficiency ratio – kilometre based (-)...

2.2.6.2. Efficiency ratio – ton-kilometre based (-)...

2.2.6.3. Efficiency ratio – m³-kilometre based (-)...

3. **Weighted results**

3.1. Payload (kg) ...

3.2. Fuel consumption

3.2.1. Fuel consumption (g/km)...

3.2.2. Fuel consumption (g/t-km)…

3.2.3. Fuel consumption (g/m³-km)…

3.2.4. Fuel consumption (l/100km)…

3.2.5. Fuel consumption (l/t-km)…

3.2.6. Fuel consumption (l/m³-km)…

3.3. CO_2 emissions

3.3.1. CO_2 emissions (g/km)…

3.3.2. CO_2 emissions (g/t-km)…

3.3.3. CO_2 emissions (g/m³-km)…

3.4. Efficiency ratios

3.4.1. Efficiency ratio – kilometre based (-)…

3.4.2. Efficiency ratio – ton-kilometre based (-)…

3.4.3. Efficiency ratio – m³-kilometre based (-)…

4. **Generation of vehicle input data and input information**

4.1. Date and time ...

4.2. Cryptographic hash ...

5. **Software information**

5.1. Simulation tool version (X.X.X)…

5.2. Date and time of the simulation

PART II

Customer information file

1. **Vehicle, component, separate technical unit and systems data**

1.1. **Main vehicle data**

1.1.1. Name and address of the manufacturer …

1.1.2. Model / Commercial name ...

1.1.3. Vehicle identification number (VIN)…

1.1.4. Legislative category (O_3, O_4)…

1.1.5. Number of axles…

1.1.6. Trailer type (DA; DB, DC) …

1.1.7. Bodywork type …

1.1.8. Trailer coupling point (high, low) …

1.1.9. Volume orientation (yes/no)

1.1.10. Corrected mass in running order (kg)…

1.1.11. Technical Permissible Maximum Laden Mass of trailer (kg)…

1.1.12. Technical Permissible Maximum Laden Mass of axle assembly (kg)…

1.1.13. Vehicle group in accordance with Table 1 of Annex I ...

1.1.14. Vehicle group in accordance with the documentation of the simulation tool…

1.2. **Vehicle dimensions**

1.2.1. External length of the body (m)…

1.2.2. External width of the body (m)…

1.2.3. External height of the body (m)…

1.2.4. Total height of the trailer (m)…

1.2.5. Cargo volume (m^3)…

1.3. **Aerodynamic device**

1.3.1. Elements of a standard aerodynamic device (e.g. none, short side covers, …) …

1.3.2. Certification number of a certified aerodynamic device …

1.3.3. Aerodynamic reductions

1.3.3.1. Delta C_D×A yaw 0° (%)…

1.3.3.2. Delta C_D×A yaw 3° (%)…

1.3.3.3. Delta C_D×A yaw 6° (%)…

1.3.3.4. Delta C_D×A yaw 9° (%)…

1.4. **Axle and tyre features**

1.4.1. Axle 1

1.4.1.1. Tyre certification number …

1.4.1.2. Tyre dimension …

1.4.1.3. Fuel efficiency class in accordance with Regulation (EU) 2020/740 …

1.4.1.4. Twin tyre (yes/no) …

1.4.1.5. Axle steered (yes/no) …

1.4.1.6. Axle liftable (yes/no) …

1.4.2. Axle 2

1.4.2.1. Tyre certification number ...

1.4.2.2. Tyre dimension ...

1.4.2.3. Fuel efficiency class in accordance with Regulation (EU) 2020/740 ...

1.4.2.4. Twin tyre (yes/no) ...

1.4.2.5. Axle steered (yes/no) ...

1.4.2.6. Axle liftable (yes/no) ...

1.4.3. Axle 3

1.4.3.1. Tyre certification number ...

1.4.3.2. Tyre dimension ...

1.4.3.3. Fuel efficiency class in accordance with Regulation (EU) 2020/740...

1.4.3.4. Twin tyre (yes/no) ...

1.4.3.5. Axle steered (yes/no) ...

1.4.3.6. Axle liftable (yes/no) ...

2. **Mission profile and payload depending values**

2.1. Main simulation parameters

2.1.1. Generic towing vehicle configuration...

2.1.2. Mission profile (e.g. long haul, regional delivery)...

2.1.3. Payload (kg) ...

2.2. **Results**

2.2.1. Total vehicle mass in simulation (kg) ...

2.2.2. Average speed (km/h)

2.2.3. Fuel consumption

2.2.3.1. Fuel consumption (g/km)...

2.2.3.2. Fuel consumption (g/t-km)...

2.2.3.3. Fuel consumption (g/m^3-km)...

2.2.3.4. Fuel consumption (l/100km)…

2.2.3.5. Fuel consumption (l/t-km)…

2.2.3.6. Fuel consumption (l/m^3-km)…

2.2.4. CO_2 emissions

2.2.4.1. CO_2 emissions (g/km)...

2.2.4.2. CO_2 emissions (g/t-km)...

2.2.4.3. CO_2 emissions (g/m^3-km)...

2.2.5. Efficiency ratios

2.2.5.1. Efficiency ratio – kilometre based (-)...

2.2.5.2. Efficiency ratio – ton-kilometre based (-)...

2.2.5.3. Efficiency ratio – m^3-kilometre based (-)...

2.2.6. Reference ratio

2.2.6.1. Reference ratio – kilometre based (-)…

3. **Weighted results**

3.1. Payload (kg) ...

3.2. Fuel consumption

3.2.1. Fuel consumption (g/km)...

3.2.2. Fuel consumption (g/t-km)...

3.2.3. Fuel consumption (g/m^3-km)...

3.2.3.1. Fuel consumption (l/100km)…

3.2.3.2. Fuel consumption (l/t-km)…

3.2.3.3. Fuel consumption (l/m^3-km)…

3.3. CO_2 emissions

3.3.1. CO_2 emissions (g/km)...

3.3.2. CO_2 emissions (g/t-km)...

3.3.3. CO_2 emissions (g/m^3-km)...

3.4. Efficiency ratios

3.4.1. Efficiency ratio – kilometre based (-)...

3.4.2. Efficiency ratio – ton-kilometre based (-)...

3.4.3. Efficiency ratio – m^3-kilometre based (-)...

4. **Software information**

4.1. Simulation tool version (X.X.X)...

4.2. Date and time of the simulation

4.3. Cryptographic hash of the manufacturer's records file ...

4.4. Cryptographic hash of the customer information file …

ANNEX V

VEHICLE'S AIR DRAG DATA

Determination of aerodynamic device data

1. INTRODUCTION

This Annex sets out the procedure for the determination of the aerodynamic device data.

2. DEFINITIONS

(1) Standard aerodynamic devices are aerodynamic devices for which standard values can be used in the vehicle certification. The standard aerodynamic device may consist of the following elements:

(a) 'rear flaps' means an aerodynamic device composed by two or more rear fairing panels located at the rear end of the vehicle with the aim to reduce its wake;

(b) 'short rear flaps' means rear flaps which lateral panels measure at least 2 meters and do not cover the total height of the body;

(c) 'tall rear flaps' means rear flaps which lateral panels cover the entire height of the body with a tolerance of ± 3% of the total height of the body;

(d) 'side covers' means an aerodynamic device composed by panels located at the lower side of the vehicle with the aim to reduce the impact of crosswind and/or the turbulences created by the wheels on the air drag;

(e) 'short side covers' means side covers that do not cover the area of the wheels; in case of semi-trailers, they cover only the distance between the landing gear and the beginning of the first wheel;

(f) 'long side covers' means side covers that cover a distance between the landing gear of a semi-trailer and the rear end of the vehicle;

(2) 'CFD' means computational fluid dynamic simulation used for analysing complex fluid phenomena;

3. DETERMINATION OF AIR DRAG REDUCTION BY MEANS OF VIRTUAL TESTS USING CFD

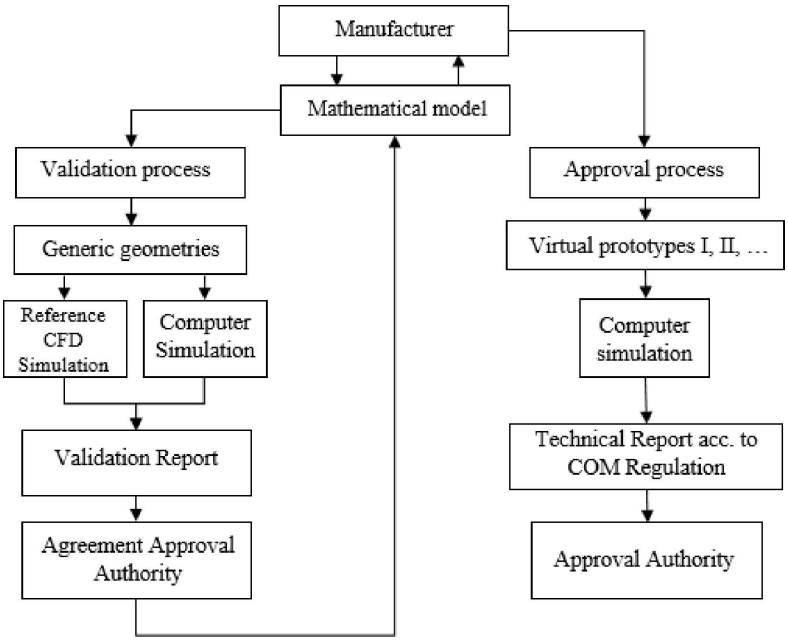
3.1. Validation of the CFD method

Based on the validation process as specified in Annex VIII, Appendix 3 to Regulation (EU) 2018/858, the certification of an aerodynamic device by means of CFD shall require the CFD method to be validated against a reference CFD method as shown in Figure 1.

The CFD method to be validated shall be applied to a set of generic geometries.

Figure 1

Validation process of the CFD method



Comparability of the computer simulation results shall be proven. The manufacturer of the aerodynamic device or the technical service shall draft a validation report and submit it to the approval authority.

Any change to the CFD method or to the software that is likely to invalidate the validation report shall be brought to the attention of the approval authority, which may require that a new validation process is conducted.

Once validated, the method shall be used for certifying the aerodynamic device.

3.2. **Requirements for the validation of the CFD method**

The validation process shall consist of simulating three different CFD simulation sets as follows:

(a) BASE set:

— Generic 4x2 tractor

— Generic ST1 semi-trailer.

(b) TRF set:

— Generic 4x2 tractor

— Generic ST1 semi-trailer

— Generic tall rear flaps

(c) LSC set:

— Generic 4x2 tractor

— Generic ST1 semi-trailer

— Generic long side covers

Each set shall be simulated at β=0,0, 3,0 and 6,0 degrees of yaw to account for crosswind effects coming from the left hand side of the vehicle, as shown in Figure 2.

Figure 2

β yaw angle

The heat exchangers pressure drop shall be modelled as per equation [1]:

$$\frac{dp}{dx} = -(P_i \cdot v^2 + P_v \cdot v) \text{ [1]}$$

where the coefficients for each heat exchanger shall be as listed in Table 1.

Table 1

Porous media resistance coefficients

Coefficient	Condenser	Charge Air Cooler	Radiator
Inertial Resistance (P_i) [kg/m^4]	140,00	60,00	120,00
Viscous Resistance (P_v) [kg/m^{3}s]	450,00	300,00	450,00

The CFD shall comply with the requirements listed in Table 2. The compliance for the minimum CFD requirements shall be demonstrated to the approval authority.

Table 2

Minimum CFD requirements

Field	Value	Comments
Vehicle velocity	25,00 m/s	To be used as the drag coefficient reference velocity.
Vehicle frontal area	10,047 m^2	To be used as the drag coefficient reference area.
Tractor Front Wheel Rotation axis-to-Ground Vertical Distance	527,00 mm	
Semi-trailer Rear Wheel Rotation axis-to-Ground Vertical Distance	514,64 mm	
Simulation Domain dimensions. Length	Length ≥ 145,00 m	
Simulation Domain dimensions. Width	Width ≥ 75,00 m	
Simulation Domain dimensions. Height	Height ≥ 25,00 m	

Vehicle Position Air Inlet to Vehicle Front End Distance	≥ 25,00 m	
Vehicle Position Air Outlet to Vehicle Rear End Distance	≥ 100,00 m	
Domain Discretization. Cell Count	≥ 60 million cells	Mesh refinement applied to properly capture aero-relevant areas

The CFD method shall fulfil an accuracy for $\Delta(C_D \times A)$ during the validation for each of the six comparisons with respect to the reference ranges as shown in Table 3.

Table 3

Reference ranges for the validation process

Simulation set	Yaw Angle – β [deg]		
	0,0°	3,0°	6,0°
TRF	-8,6 % < C_D < -1,6 %	-9,0 % < C_D < -2,0 %	-10,3 % < C_D < -3,3 %
LSC	-8,8 % < C_D < -1,8 %	-8,0 % < C_D < -1,0 %	-8,1 % < C_D < -1,1 %

The validation report shall reflect the $C_D \times A$ [m^2] value for all nine CFD simulations as shown in Table 4.

The validation report shall contain all of the following:

— $C_D \times A$ [m^2] results:

Table 4

($C_D \times A$) [m^2] results

Simulation set	Yaw Angle – β [deg]		
	0,0°	3,0°	6,0°
BASE			
TRF			
LSC			

— in the case of steady-state methods:

  — raw data of the evolution of C_D (or $C_D \times A$) vs iteration, in *.csv format.

  — the average of the last 400 iterations.

— in the case of transient methods:

  — raw data of the evolution of C_D (or $C_D \times A$) vs time, in *.csv format.

  — the average of the last 5,0 seconds.

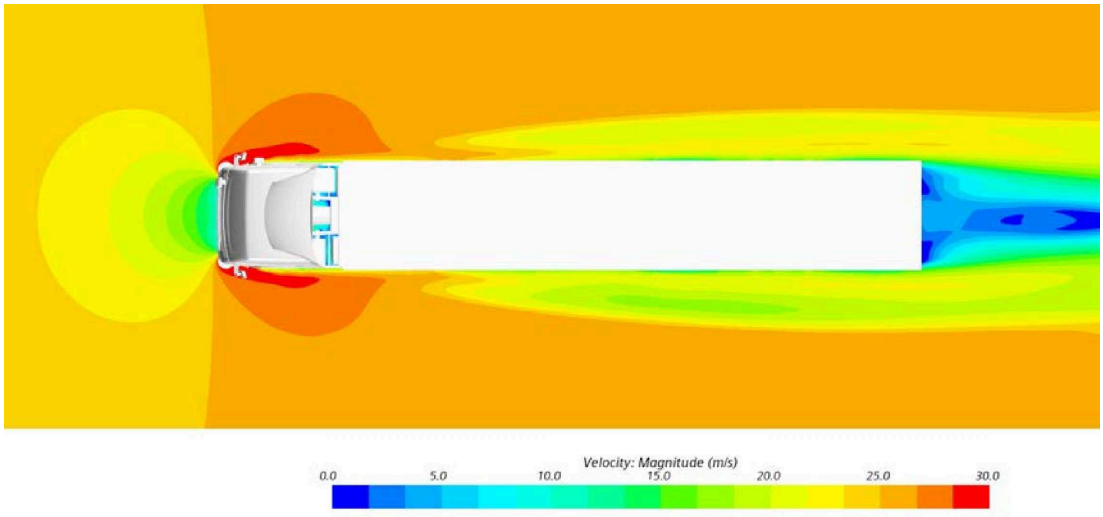
— A XY plane section intersecting the entire simulation domain:

  — passing through the tractor front axle wheel rotation point,

  — showing the airflow velocity magnitude in a scale going from 0 to 30 m/s and with a colour bar divided in, at least, 18 colour levels as shown in Figure 3.

Figure 3

XY plane view passing through the front axle wheel rotation point



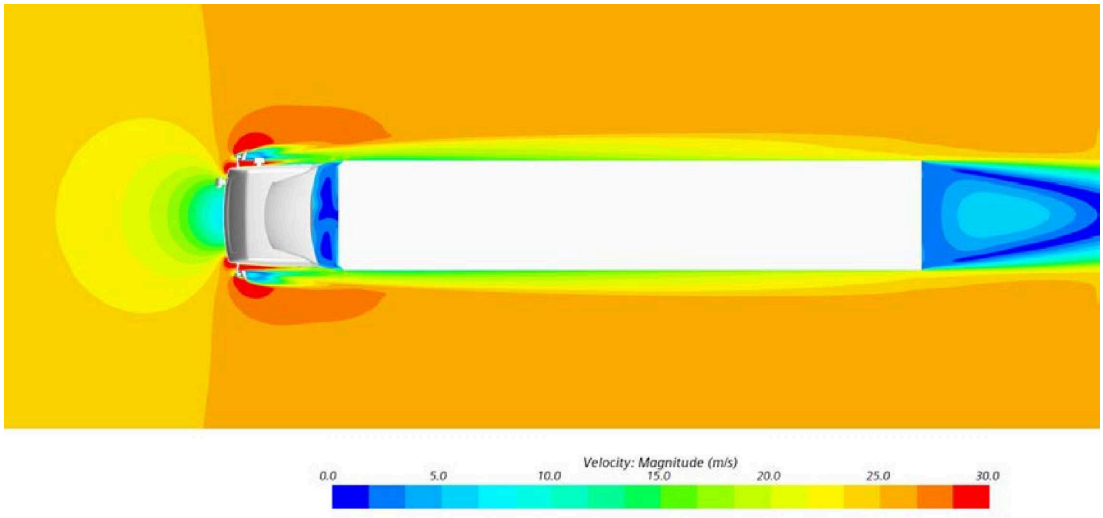
— A XY plane section intersecting the entire simulation domain:

  — passing through the tractor side mirrors,

  — showing the airflow velocity magnitude in a scale going from 0 to 30 m/s and with a colour bar divided in, at least, 18 colour levels as shown in Figure 4.

Figure 4

XY plane view passing through the tractor side mirrors



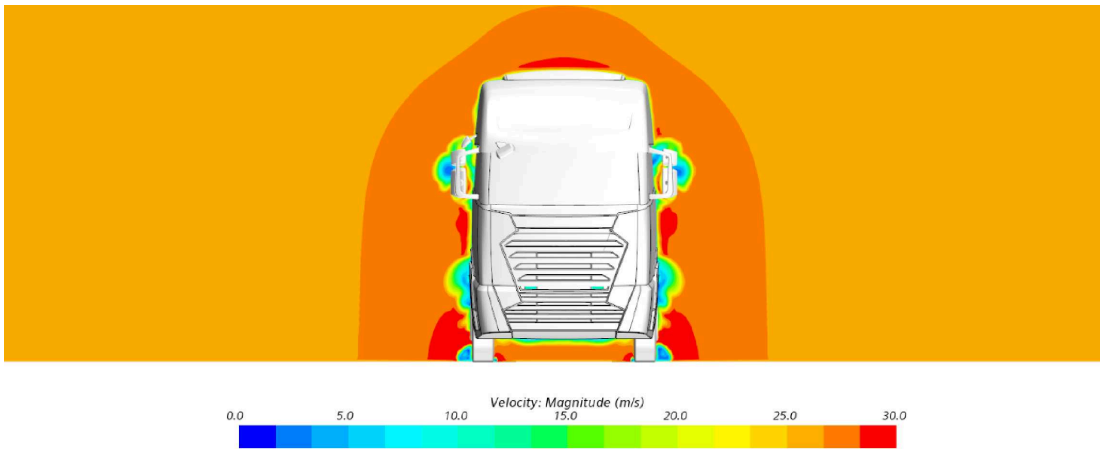
— A YZ plane section intersecting the entire simulation domain:

  — passing through the tractor front axle wheel rotation point,

  — showing the airflow velocity magnitude in a scale going from 0 to 30 m/s and with a colour bar divided in, at least, 18 colour levels as shown in Figure 5.

Figure 5

YZ plane view passing through the front axle wheel rotation point



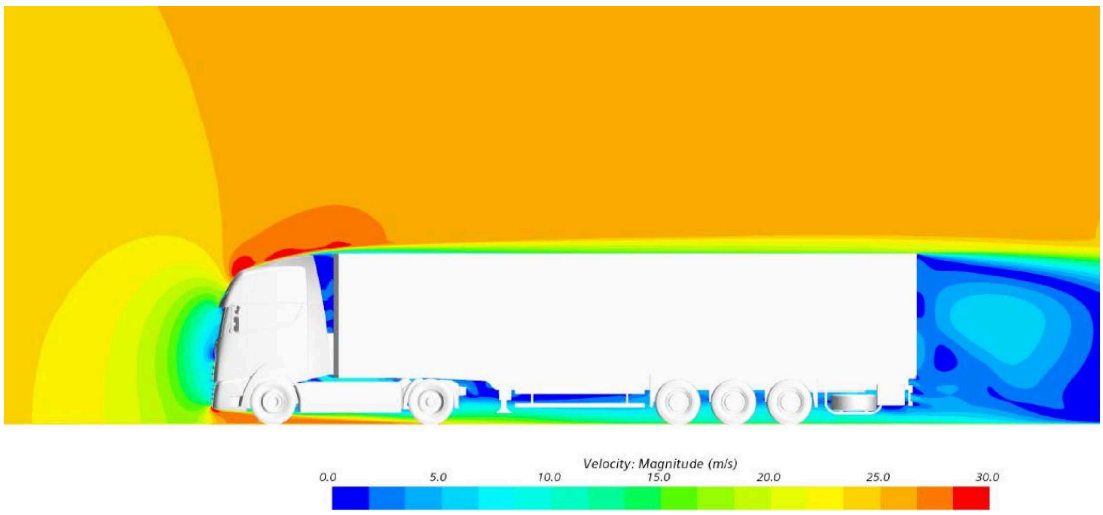
— A XZ plane section intersecting the entire simulation domain:

  — passing through the centre of the vehicle,

  — showing the airflow velocity magnitude in a scale going from 0 to 30 m/s and with a colour bar divided in, at least, 18 colour levels as shown in Figure 6.

Figure 6

XZ plane view passing through the centre of the vehicle



The XY, YZ and XZ planes use a coordinate system fixed to the vehicle as shown in Figure 7, where,

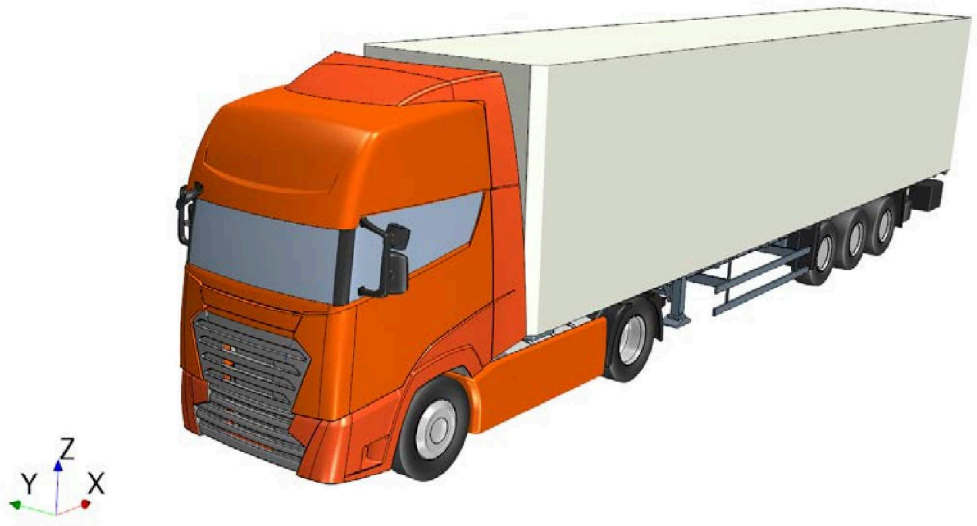
— the X-axis is oriented along the longitudinal direction of the vehicle,

— the Y-axis is oriented along the width of the vehicle,

— the Z-axis is oriented along the height of the vehicle.

Figure 7

Position of the coordinate system in relation to the vehicle



3.3. **Certification of an aerodynamic device**

The manufacturer of the aerodynamic device shall use generic vehicle geometries to demonstrate the performance of the aerodynamic device mounted on a trailer or semi-trailer. For that purpose, the 3D model of the aerodynamic device shall be added to the generic vehicle geometries in the same position as if it were mounted on a real vehicle.

Upon agreement of an approval authority, the manufacturer of the aerodynamic device may make changes to the generic geometries if that is necessary for the correct installation or proper operation of the aerodynamic device and if that change adequately reflects reality.

The validated CFD method shall be applied to the modified geometries and $\Delta(C_D \times A)$ values for 4 yaw angles shall be computed: β = 0,0, 3,0, 6,0 and 9,0 degree.

3.4. **Declaration of air drag reduction values**

The technical report shall reflect the aerodynamic benefit $\Delta(C_D \times A)$[%] for all 4 yaw angles as shown in Table 5.

Table 5

$\Delta(C_D \times A)$[%] per yaw angle of the modified (semi-)trailer

$\Delta(C_D \times A)(\beta)$ [%]	Yaw Angle – β [deg]			
	0,0°	3,0°	6,0°	9,0°
Modified (semi-)trailer				

computed in accordance with the following formula [2]:

$$\Delta(C_D \times A)(\beta) = \frac{C_D \times A(\beta)_{BASE} - C_D \times A(\beta)_{MOD}}{C_D \times A(\beta)_{BASE}} \times 100 \quad [2]$$

Where,

$C_D \times A(\beta)_{Mod}$ is the aerodynamic resistance (in m^2) of the modified geometry computed by the validated CFD method for β = 0,0, 3,0, 6,0 and 9,0 degree.

$C_D \times A(\beta)_{BASE}$ is the aerodynamic resistance (in m^2) of the BASE set computed by the validated CFD method for β = 0,0, 3,0, 6,0 and 9,0 degree.

Appendix 1

TEMPLATE OF A CERTIFICATE OF A COMPONENT, SEPARATE TECHNICAL UNIT OR SYSTEM

Maximum format: A4 (210 × 297 mm)

CERTIFICATE ON CO_2 EMISSIONS AND FUEL CONSUMPTION RELATED PROPERTIES OF AN AERODYNAMIC DEVICE FAMILY

Communication concerning: — granting ([1]) — extension ([1]) — refusal ([1]) — withdrawal ([1])	Stamp

([1]) Delete as appropriate

of a certificate on CO_2 emission and fuel consumption related properties of an aerodynamic device family in accordance with Commission Implementing Regulation (EU) 2022/1362 ([1]).

Implementing Regulation (EU) 2022/1362

Certification number:

Hash:

Reason for extension:

SECTION I

0.1. Make (trade name of manufacturer):

0.2. Aerodynamic device type / family (if applicable):

0.3. Aerodynamic device family member (in case of family)

0.3.1. Aerodynamic device parent

0.3.2. Aerodynamic device types within the family

0.4. Means of identification of type, if marked on the aerodynamic device

0.4.1. Location of the marking:

0.5. Name and address of the manufacturer:

0.6. In the case of components and separate technical units, location and method of affixing of the EC certification mark:

0.7. Name(s) and address(es) of assembly plant(s):

0.9. Name and address of the representative of the manufacturer of the aerodynamic device (if any)

([1]) Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO_2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).

SECTION II

1. Additional information (where applicable): see Addendum

2. Approval authority or Technical Service:

3. Date of technical report:

4. Number of technical report:

5. Remarks (if any): see Addendum

6. Place:

7. Date:

8. Signature:

Attachments:

1. Information package

2. Validation report

3. Technical report

4. Documentation for the correct installation of the aerodynamic device

Appendix 2

Aerodynamic device information document

Description sheet no.: Issue: 000

from:

Amendment:

pursuant to …

Aerodynamic device type or family (if applicable):

0. GENERAL

0.1. Name and address of the manufacturer of the aerodynamic device:

0.2. Make (trade name of the manufacturer of the aerodynamic device):

0.3. Aerodynamic device model:

0.4. Aerodynamic device family:

0.5. In the case of the aerodynamic device is a combination of aerodynamic devices or equipment, the main elements of the aerodynamic device:

0.6. Commercial name(s) (if available):

0.7. Means of identification of model, if marked on the aerodynamic device:

0.8. Location and affixing of the EC certification mark

0.9. Name(s) and address(es) of assembly plant(s):

0.10. Name and address of the representative of the manufacturer of the aerodynamic device (if any):

PART 1

ESSENTIAL CHARACTERISTICS OF THE (PARENT) AERODYNAMIC DEVICE AND THE AERODYNAMIC DEVICE TYPES WITHIN A FAMILY

	Parent aerodynamic device	**Family members**		
		#1	**#2**	**#3**

1.0. SPECIFIC AERODYNAMIC DEVICE INFORMATION

1.1. Vehicle group codes according to the input data as set out in Annex I to Commission Implementing Regulation (EU) 2022/1362

1.2. Elements of the aerodynamic device:

1.3. Drawings of the aerodynamic device:

1.4. Working principle of retractable or folding mechanism (if applicable)

1.5. System description

LIST OF ATTACHMENTS

No.:	**Description:**	**Date of issue:**
1	**…**	
2	**…**	

Appendix 3

Markings

In the case of an aerodynamic device certified in accordance with Annex V to Commission Implementing Regulation (EU) 2022/1362, the device or the devices shall bear:

1.1. the name or trade mark of the manufacturer of the aerodynamic device;

1.2. the make and identifying type indication as recorded in the information referred to in point 0.2 and 0.3 of Appendix 2 to Annex V to Implementing Regulation (EU) 2022/1362;

1.3. The certification mark as a rectangle surrounding the lower-case letter 'e' followed by the distinguishing number of the Member State which has granted the certificate:

1 for Germany;

2 for France;

3 for Italy;

4 for the Netherlands;

5 for Sweden;

6 for Belgium;

7 for Hungary;

8 for Czechia;

9 for Spain;

12 for Austria;

13 for Luxembourg;

17 for Finland;

18 for Denmark;

19 for Romania;

20 for Poland;

21 for Portugal;

23 for Greece;

24 for Ireland;

25 for Croatia;

26 for Slovenia;

27 for Slovakia;

29 for Estonia;

32 for Latvia;

34 for Bulgaria;

36 for Lithuania;

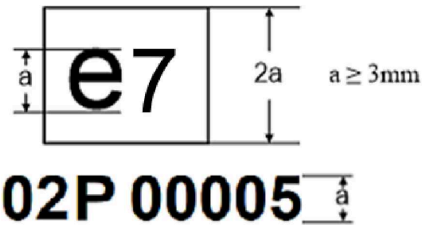
49 for Cyprus;

50 for Malta

1.4. The certification mark shall also show in the vicinity of the rectangle the 'base certification number' as specified for Section 4 of the type-approval number set out in Annex I to Regulation (EU) 2020/683 preceded by the two figures indicating the sequence number assigned to the latest technical amendment to this Regulation and by a character 'P' indicating that the approval has been granted for airdrag.

For this Regulation, the sequence number shall be 00.

1.5. Example and dimensions of the certification mark



The above certification mark affixed to an aerodynamic device shows that the type concerned has been certified in Hungary (e7), pursuant to this Regulation. The first two digits (02) are indicating the sequence number assigned to the latest technical amendment to this Regulation. The following letter indicates that the certificate was granted for aerodynamic device (P). The last five digits (00005) are those allocated by the approval authority to the air drag as the base certification number.

1.6. The markings, labels, plates or stickers shall be durable for the useful life of the aerodynamic device, clearly legible and indelible. The manufacturer shall ensure that the markings, labels, plates or sticker cannot be removed without destroying or defacing them.

1.7. The certification mark shall be visible when the aerodynamic device is mounted on the vehicle shall be affixed to a part necessary for normal operation and not normally requiring replacement during component life.

1.8. The certification mark shall also be affixed to the front of the trailer including a list indicated all relevant separate element of the aerodynamic device that have a certification mark. The manufacturer of the aerodynamic device shall provide markings in the form of labels, plates or stickers to the vehicle manufacturer.

1.9. In case non-certified aerodynamic devices are used for the CO_2 certification of the trailer, the vehicle manufacturer shall affix a label, plate or sticker to the front of the vehicle indicating the name of the manufacturer of the aerodynamic device and the list of aerodynamic devices used for the certification.

1.10. The markings, labels, plates or stickers shall be durable for the useful life of the vehicle, clearly legible and indelible. The vehicle manufacturer shall ensure that the label, plate or sticker cannot be removed without destroying or defacing them.

2. Numbering

2.1. Certification number for air drag shall comprise the following:

eX*YYYY/YYYY*ZZZZ/ZZZZ*P*00000*00

section 1	section 2	section 3	Additional letter to section 3	section 4	section 5
Indication of country issuing the certificate	HDV CO_2 certification for (semi-)trailers	Latest amending Regulation (ZZZZ/ZZZZ)	P =Air drag	Base certification number 00000	Extension 00

Appendix 4

Family concept

1. **General**

An aerodynamic device family is characterised by design and performance parameters. Those parameters shall be common to all members within the family. The manufacturer of the aerodynamic devices may decide which aerodynamic devices belong to a family, as long as the criteria listed in point 4 of this Appendix are respected. The Approval Authority shall approve aerodynamic device family. The manufacturer of the aerodynamic devices shall provide the Approval Authority with the appropriate information about the members of the family.

2. **Special cases**

2.1. In some cases, there may be interaction between parameters. The manufacturer of the aerodynamic devices shall identify those cases and take them into consideration to ensure that only aerodynamic devices with similar characteristics are included within the same family. The manufacturer of the aerodynamic devices shall notify those cases to the approval authority to take them into account as a criterion for creating a new aerodynamic device family.

2.2. The manufacturer shall identify parameters which are not listed in point 3 and which have a strong influence on the level of performance on the basis of good engineering practice and notify those parameters to the approval authority.

3. **Parameters defining an aerodynamic device family**

(a) shape and working principle;

(b) main dimensions;

(c) applicability on different trailer categories/types/groups.

4. **Criteria for the choice of the parent aerodynamic device**

4.1. The manufacturer of the aerodynamic device shall select the parent aerodynamic device of each family in accordance with the following criteria:

(a) the aerodynamic device fits the applicable generic geometry laid down in Appendix 4 of this Annex;

(b) all members of the family have an equal or higher air drag reduction than the $\Delta(C_D \times A)$ declared for the parent aerodynamic device;

(c) the applicant for a certificate can demonstrate, based on CFD, wind tunnel results or good engineering practice, that the selection of the parent aerodynamic device meets the criteria laid down in Point 4.1.(b).

Point (c) shall apply for all aerodynamic device variants that can be simulated by CFD as described in this Annex.

Appendix 5

1. **Standard values**

1.1. In case the aerodynamic devices are not certified in accordance with the method referred to in Point 3 of this Annex, the vehicle manufacturer shall use standard values. To use the standard values for vehicle certification, the aerodynamic device shall meet the geometry criteria listed in Table 1 to Table 6.

1.2. The standard values for aerodynamic reductions are allocated automatically by the simulation tool. For that purpose, the vehicle manufacturer shall use the input parameter T022 specified in Table 1 of Annex III.

1.3. In case of DA trailers, the vehicle manufacturer shall only use standard values for aerodynamic devices if the trailer is equipped with the following standard aerodynamic device configurations:

(a) short side covers;

(b) long side covers;

(c) short rear flaps;

(d) tall rear flaps;

(e) short side covers and short rear flaps;

(f) short side covers and tall rear flaps;

(g) long side covers and short rear flaps;

(h) long side covers and tall rear flaps.

1.4. In case of DB and DC trailers, the vehicle manufacturer shall only use standard values for aerodynamic devices if the trailer is equipped with the following standard aerodynamic device configurations:

(a) short side covers;

(b) short rear flaps;

(c) tall rear flaps;

(d) short side covers and short rear flaps;

(e) short side covers and tall rear flaps.

1.5. The vehicle manufacturer shall not combine standard values with the providing of input data for a certified aerodynamic device.

2. **Geometry criteria**

2.1. The dimensions laid down in Table 1, Table 2, Table 3, Table 4, Table 5 and Table 6 refer to the minimum criteria an aerodynamic device shall meet to be classified under the relevant category.

To prevent significant air flow between the bodywork and the rear flaps, the vehicle manufacturer shall attach the rear flaps to the bodywork in such a way that the gap between the flaps and the bodywork does not exceed 4 mm in open position.

Table 1

Geometry specifications of long side covers for DA trailers

Specification	Unit	External dimension (tolerance)	Remarks
Length	[mm]	(*)	(*) Enough to cover from the landing gear to the rear end
Height	[mm]	≥760	In the case of a volume-oriented semi-trailer, the height shall be equal to or larger than 490mm.
Fillet radius	[mm]	≤100	As shown in Figure 6

Table 2

Geometry specifications of short side covers for DA trailers

Specification	Unit	External dimension (tolerance)	Remarks
Length	[mm]	(**)	(**) Enough to cover from the landing gear to the beginning of the first wheel
Height	[mm]	≥760	In the case of a volume-oriented semi-trailer, the height shall be equal to or larger than 490mm.
Fillet radius	[mm]	≤100	As shown in Figure 5

Table 3

Geometry specifications of short rear flaps

Specification	Unit	External dimension (tolerance)	Remarks
Tapering angle	[°]	13±2	For top and side panels
Length	[mm]	≥400	
Height	[mm]	≥2 000	
Fillet radius	[mm]	≤200	As shown in Figure 1

Table 4

Geometry specifications of tall rear flaps

Specification	Unit	External dimension (tolerance)	Remarks
Tapering angle	[°]	13±2	For top and side panels
Length	[mm]	≥400	

Height	[mm]	≥2 850	Alternatively, if the height of the panel covers the entire height of the body with a tolerance of ±3% of the total height of the body, the device can be considered tall rear flaps
Fillet radius	[mm]	≤200	A shown in Figure 3

Table 5

Geometry specifications of side covers for DB trailers

Specification	Unit	External dimension (tolerance)	Remarks
Length	[mm]	(***)	(***) Enough to cover the area between the wheels
Height	[mm]	≥ 860	In the case of a volume-oriented trailer, the height shall be equal to or larger than 540mm.
Fillet radius	[mm]	≤100	As shown in Figure 7

Table 6

Geometry specifications of side covers for DC trailers

Specification	Unit	External dimension (tolerance)	Remarks
Length	[mm]	(****)	(****) Enough to cover the entire length of the vehicle with the exception of the area of the wheels
Height	[mm]	TPMLM axle assembly ≤13,5 tonnes: ≥ 680 TPMLM axle assembly >13,5 tonnes: ≥ 860	In the case of a volume-oriented trailer, the height shall be equal to or larger than 490mm
Fillet radius	[mm]	≤100	As shown in Figure 8

2.2. The drawings in Figure 1, Figure 2, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7, and Figure 8 show examples for the aerodynamic devices:

Figure 1

Short rear flaps, lateral view

Figure 2

Short rear flaps, top view

Figure 3

Tall rear flaps, lateral view

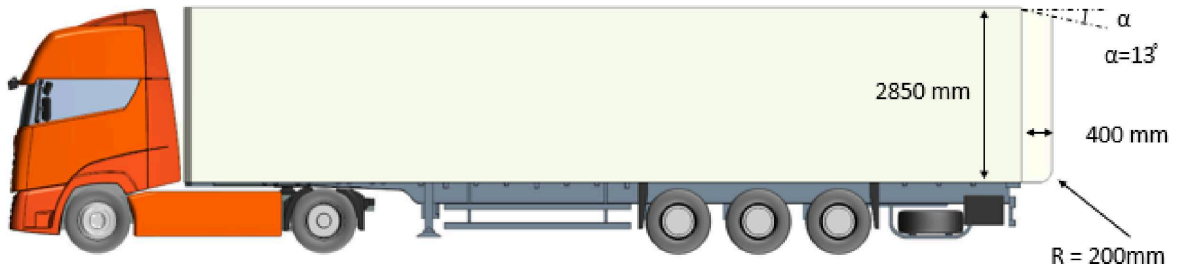


Figure 4

Tall rear flaps, top view

Figure 5

Short side covers for DA trailers, lateral view

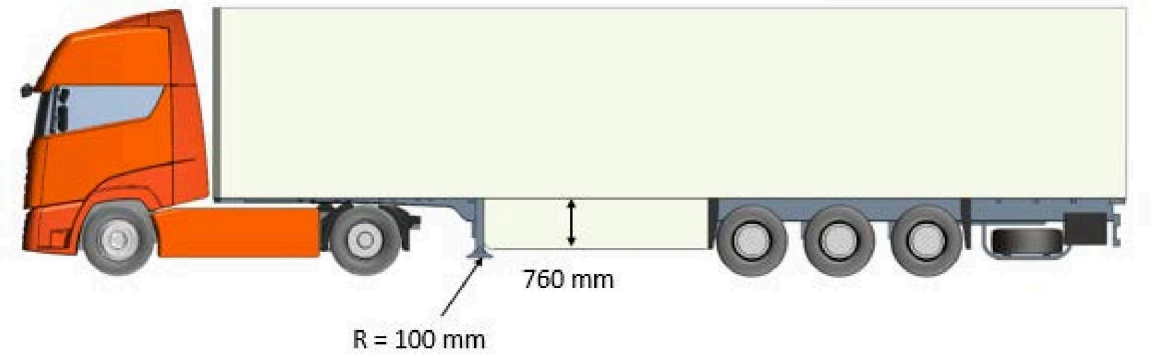


Figure 6

Long side covers for DA trailers, lateral view

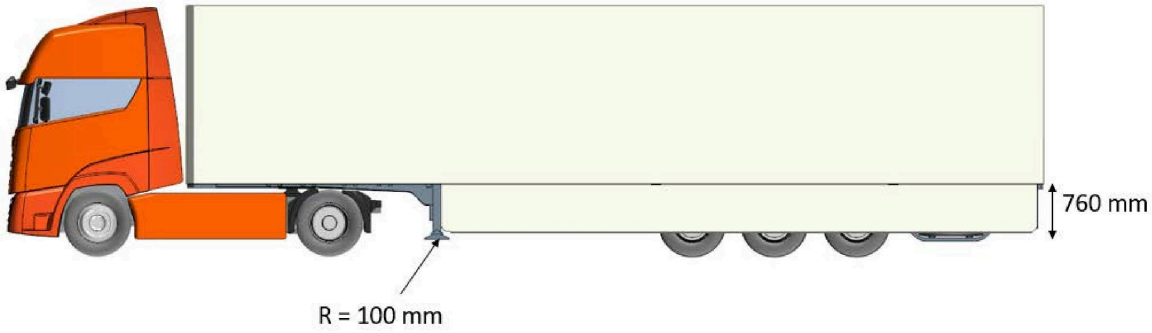


Figure 7

Short side covers for DB trailers, lateral view

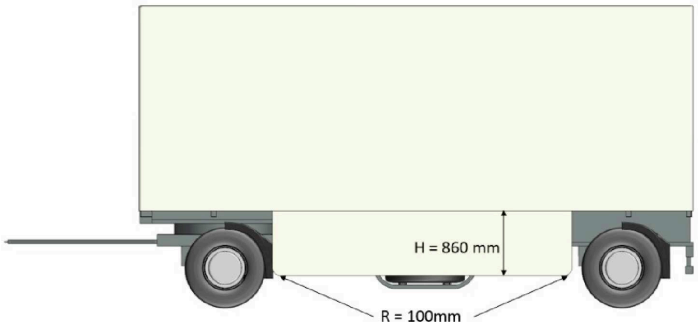
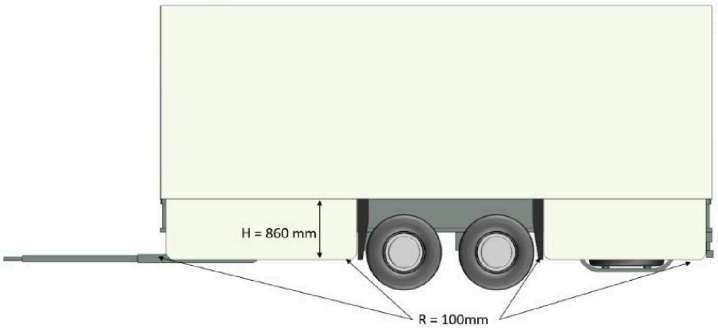


Figure 8

Short side covers for DC trailers, lateral view



Appendix 6

Input parameters for the simulation tool

1. **Introduction**

This Appendix describes the list of parameters to be provided by the aerodynamic device manufacturer as input to the simulation tool. The applicable XML schema as well as example data are available at the dedicated electronic distribution platform.

2. **Definitions**

(1) 'Parameter ID': Unique identifier as used in the simulation tool for a specific input parameter or set of input data.

(2) 'Type': Data type of the parameter:

string	sequence of characters in ISO8859-1 encoding
token	sequence of characters in ISO8859-1 encoding, no leading/trailing whitespace
date	date and time in UTC time in the format: YYYY-MM-DD***T***HH:MM:SS***Z*** with italic letters denoting fixed characters e.g. '2002-05-30T09:30:10Z'
integer	value with an integral data type, no leading zeros, e.g. '1800'
double, X	fractional number with exactly X digits after the decimal sign ('.') and no leading zeros e.g. for 'double, 2': '2 345,67'; for 'double, 4': '45,6780'

(3) 'Unit' physical unit of the parameter

3. **Set of input parameters**

Table 1

Input parameters 'Aerodynamic device'

Parameter name	Parameter ID	Type	Unit	Description/Reference
Manufacturer	T028	token	[-]	
Model	T029	token	[-]	
Certification number	T030	token	[-]	
Date	T031	date	[-]	Date and time when the component hash is created
Certified aerodynamic reduction	T032	(double, 2)x4	[%]	Percent reduction in air drag compared to standard aerodynamic configuration for yaw angles 0°, 3°, 6° and 9° as to be calculated in accordance with point 3.4. of Annex V
Applicable vehicle group	T033	string	[-]	One entry per vehicle group for which the aerodynamic reduction has been certified

In case standard values in accordance with Appendix 5 are used in the simulation tool, no input data need be provided for aerodynamic device component. The standard values shall be automatically allocated according to the vehicle group and aerodynamic device configuration scheme.

ANNEX VI

Amendments to Implementing Regulation (EU) 2020/683

(1) Annex I is amended as follows:

(a) the following explanatory notes are added:

'([175]) Commission Implementing Regulation (EU) 2022/1362 ([2])

([176]) As defined in Point (6) of Annex I, to Implementing Regulation (EU) 2022/1362

([177]) Drawn up in accordance with the model set out in Part I of Annex IV to Implementing Regulation (EU) 2022/1362

([178]) Drawn up in accordance with the model set out in Part II of Annex IV to Implementing Regulation (EU) 2022/1362

([179]) As indicated in point 3.1. of the customer information file drawn up in accordance with the model set out in Part II of Annex IV to Implementing Regulation 2022/1362

([180]) As indicated in point 3.4. of the customer information file drawn up in accordance with the model set out in Part II of Annex IV to Implementing Regulation 2022/1362

([181]) As indicated in point 1.2.5. of the customer information file drawn up in accordance with the model set out in Part II of Annex IV to Implementing Regulation 2022/1362

([182]) In accordance with the tables set out in Annex I to Implementing Regulation (EU) 2022/1362

_____

([2]) Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO_2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145).';

(b) the following points 3.5.11., 3.5.11.1. and 3.5.11.2. are inserted:

'3.5.11. Environmental performance assessment (of heavy-duty trailers, as specified in Article 3 of Implementing Regulation (EU) 2022/1362 ([176])

3.5.11.1. Simulation tool license number: …

3.5.11.2. Volume oriented heavy goods vehicle: yes/no ([4]) ([176])';

(2) in Annex II, in Part I, B (Category O), the following points 3.5.11., 3.5.11.1. and 3.5.11.2 are inserted:

'3.5.11. Environmental performance assessment (of heavy-duty trailers, as specified in Article 3 of Implementing Regulation (EU) 2022/1362

3.5.11.1 Simulation tool licence number: …

3.5.11.2. Volume oriented heavy goods vehicle: yes/no ([4]) ([176])';

(3) in Annex III, Appendix 1, Categories O_3/O_4, the following is inserted after point 45.1.:

'**Environmental performance**

49.1. Cryptographic hash of the manufacturer's records file: … ([177])

49.4. Cryptographic hash of the customer information file: … ([178])

49.6. Weighted payload value … t ([179])

49.7. Vehicle group …([182])

49.9. Cargo volume …m³([181])

49.10. Volume orientation: yes/no ([4]) ([176])

49.11. Efficiency ratios: … ([180])

49.11.1. Efficiency ratio – kilometre based:…

49.11.2. Efficiency ratio – ton-kilometre based:…

49.11.3. Efficiency ratio – m³-kilometre based:…';

(4) in Annex VIII, Appendix, PART I, PART 2 VEHICLE CATEGORIES O_3 and O_4 (complete and completed vehicles) the following points are inserted after point 45.1.:

'**Environmental performance**

49.1. Cryptographic hash of the manufacturer's records file: … ([177])

49.4. Cryptographic hash of the customer information file: … ([178])

49.6. Weighted payload value … t ([179])

49.7. Vehicle group …([182])

49.9. Cargo volume …m³([181])

49.10. Volume orientation: yes/no ([4]) ([176])

49.11. Efficiency ratios: … ([180])

49.11.1. Efficiency ratio – kilometre based:…

49.11.2. Efficiency ratio – ton-kilometre based:…

49.11.3. Efficiency ratio – m³-kilometre based:…'

COMMISSION REGULATION (EU) 2022/1363

of 3 August 2022

amending Annex II to Regulation (EC) No 396/2005 of the European Parliament and of the Council as regards maximum residue levels for 2,4-D, azoxystrobin, cyhalofop-butyl, cymoxanil, fenhexamid, flazasulfuron, florasulam, fluroxypyr, iprovalicarb and silthiofam in or on certain products

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 396/2005 of the European Parliament and of the Council of 23 February 2005 on maximum residue levels of pesticides in or on food and feed of plant and animal origin and amending Council Directive 91/414/EEC ([1]), and in particular Article 14(1)(a) and Article 49(2) thereof,

Whereas:

(1) For 2,4-D, azoxystrobin, cyhalofop-butyl, cymoxanil, fenhexamid, flazasulfuron, florasulam, fluroxypyr, iprovalicarb and silthiofam maximum residue levels (MRLs) were set in Annex II to Regulation (EC) No 396/2005.

(2) During the review of those MRLs in accordance with Article 12 of Regulation (EC) No 396/2005, the European Food Safety Authority ('the Authority') identified some information as unavailable for certain products. The available information was sufficient for the Authority to propose MRLs that are safe for consumers and the data gaps were indicated in Annex II of that Regulation specifying the date by which the missing information was to be submitted to the Authority in support of the proposed MRLs.

(3) For 2,4-D, such information concerning analytical methods for almonds, brazil nuts, cashew nuts, coconuts, hazelnuts/cobnuts, macadamias, pecans, pine nut kernels, pistachios, walnuts and other tree nuts was submitted by the applicant and the Authority concluded that this data gap was sufficiently addressed ([2]). Therefore, for these products, the existing MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex. However, for buckwheat and other pseudo-cereals such information concerning residue trials was not submitted and the Authority concluded that the data gap was thus not sufficiently addressed and that risk managers may consider replacing those MRLs with the Limit of Determination (LOD) ([3]). Therefore, for these products, it is appropriate to keep the MRL in Annex II to Regulation (EC) No 396/2005 at the LOD and to delete the requirement to submit additional information from that Annex.

(4) For azoxystrobin, such information concerning residue trials for lamb's lettuces/corn salads, escaroles/broad-leaved endives, cresses and other sprouts and shoots, roman rocket/rucola, red mustards and baby leaf crops (including brassica species) was submitted by the applicant. The Authority concluded that this data gap was sufficiently addressed ([4]) and proposed lowering the MRLs for those products based on the new information. Therefore, MRLs for those products should be set in Annex II to Regulation (EC) No 396/2005 at the level identified by the Authority and the requirement to submit additional information should be deleted from that Annex. Together with the confirmatory data, pursuant to Article 6 of Regulation (EC) No 396/2005, the applicant also submitted an application to modify the existing MRLs for azoxystrobin in lettuces and the Authority recommended[4] lowering the MRL for that product. Therefore, the MRL for lettuces should be set at the level identified by the Authority. During

([1]) OJ L 70, 16.3.2005, p. 1.

([2]) European Food Safety Authority; Conclusion on the peer review of the pesticide risk assessment of the active substance 2,4-D. *EFSA Journal* 2014;12(9):3812.

([3]) European Food Safety Authority; Lack of confirmatory data following Article 12 MRL reviews for 2,4-D, fenhexamid and iprovalicarb. *EFSA Journal* 2021;19(10):6910.

([4]) European Food Safety Authority; Evaluation of confirmatory data following the Article 12 MRL review and modification of the existing maximum residue levels for azoxystrobin. *EFSA Journal* 2020;18(8):6231.

the Article 12 review, the Authority had identified a data gap concerning the toxicological profile of the metabolites L1, L4 and L9 for swine (muscle, fat, liver, kidney, edible offals), bovine (muscle, fat, liver, kidney, edible offals), sheep (muscle, fat, liver, kidney, edible offals), goat (muscle, fat, liver, kidney, edible offals), poultry (muscle, fat, liver, kidney, edible offals), milk (cattle, sheep, goat, horse) and birds' eggs. Such information was not submitted by the applicant[4]. The Authority concluded[4] that these metabolites do not occur on muscle, but that a full characterisation of their toxicological profile has not been provided by the applicant and that further consideration by risk managers was necessary, taking into account that the existing MRLs for these products reflect Codex maximum residue limits (CXLs). Therefore, for these products, the existing MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be maintained in that Annex.

(5) For cyhalofop-butyl, such information concerning analytical methods for rice was submitted by the applicant and the Authority concluded that this data gap was sufficiently addressed ([5]). Therefore, for this product, the existing MRL in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex.

(6) For cymoxanil, such information on residue trials for table grapes, wine grapes, lettuces and spinaches was submitted by the applicant. The Authority concluded that this data gap was sufficiently addressed ([6]) and proposed keeping or lowering MRLs for those products. Therefore, for those products, MRLs in Annex II to Regulation (EC) No 396/2005 should be set at the level identified by the Authority and the requirement to submit additional information should be deleted from that Annex. The Authority concluded[6] that the data gaps concerning analytical methods for herbal infusions and hops and storage stability for pulses, herbal infusions and hops have not been addressed and that MRLs for those products should be kept at the LOD. Therefore, MRLs for those products in Annex II to Regulation (EC) No 396/2005 should be set at the level identified by the Authority and the requirement to submit additional information should be deleted from that Annex.

(7) For fenhexamid, such information concerning residue trials and Good Agricultural Practice (GAP) parameters for kiwi fruits (green, red, yellow) was not submitted. However, the Authority concluded that the requested information is no longer required ([7]) as the evaluation was performed with older data requirements thus further residue trials and information on GAPs are no longer required. Therefore, for this product, the existing MRL in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex.

(8) For flazasulfuron, such information concerning storage stability for table olives and olives for oil production was submitted by the applicant and the Authority concluded that this data gap was sufficiently addressed ([8]). Therefore, for these products, the existing MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex.

(9) For florasulam, such information concerning analytical methods for bovine (muscle, fat, liver, kidney, edible offals), sheep (muscle, fat, liver, kidney, edible offals), goat (muscle, fat, liver, kidney, edible offals) and milk (cattle, sheep, goat, horse) was submitted by the applicant and the Authority concluded that this data gap was sufficiently addressed ([9]). Therefore, for those products, the existing MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex.

([5]) European Food Safety Authority; Conclusion on the peer review of the pesticide risk assessment of the active substance cyhalofop (variant evaluated cyhalofop-butyl). *EFSA Journal* 2015; 13(1):3943.

([6]) European Food Safety Authority; Evaluation of confirmatory data following the Article 12 review for cymoxanil. *EFSA Journal* 2019; 17(10):5823.

([7]) European Food Safety Authority; Lack of confirmatory data following Article 12 MRL reviews for 2,4-D, fenhexamid and iprovalicarb. *EFSA Journal* 2021;19(10):6910.

([8]) European Food Safety Authority; Conclusion on the peer review of the pesticide risk assessment of the active substance flazasulfuron. *EFSA Journal* 2016;14(8):4575.

([9]) European Food Safety Authority; Conclusion on the peer review of the pesticide risk assessment of the active substance florasulam. *EFSA Journal* 2015;13(1):3984.

(10) For fluroxypyr, such information concerning analytical methods, storage stability, pre-harvest interval and residue trials for apples and onions was submitted by the applicant. Additional information on the analytical method used in the residue trials for thyme was also submitted by the applicant. The Authority concluded that these data gaps were sufficiently addressed ([10]) ([11]). Therefore, for these products, the MRLs in Annex II to Regulation (EC) No 396/2005 should be set at the level identified by the Authority and the requirement to submit additional information should be deleted from that Annex. The Authority concluded that the data gap concerning the analytical method for garlics and shallots has been addressed, however for leeks, cereals, herbal infusions from flowers and sugar canes it has not been addressed and that further risk management consideration is needed. It also concluded that the data gaps concerning storage stability and metabolism for swine (muscle, fat, liver, kidney, edible offals), bovine (muscle, fat, liver, kidney, edible offals), sheep (muscle, fat, liver, kidney, edible offals), goat (muscle, fat, liver, kidney, edible offals) and milk (cattle, sheep, goat, horse) were only partially addressed and that further risk management consideration is needed. In the Final Review report ([12]) for this substance, it was concluded that the available data was sufficient to also address these data gaps. Therefore, for these products, MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirement to submit additional information should be deleted from that Annex.

(11) For iprovalicarb, such information concerning crop metabolism on lettuces, escaroles/broad-leaved endives and roman rocket/rucola was not submitted and the Authority concluded that the data gap previously identified was thus not addressed ([13]) and that risk managers may consider replacing those MRLs with the LOD. Therefore, for these products, it is appropriate to set the MRLs in Annex II to Regulation (EC) No 396/2005 at the specific LOD and to delete the requirement to submit additional information from that Annex.

(12) For silthiofam, such information concerning analytical methods for barley, rye and wheat was submitted by the applicant and the Authority concluded that this data gap was sufficiently addressed ([14]). Therefore, for these products, the existing MRLs in Annex II to Regulation (EC) No 396/2005 should be kept and the requirements to submit additional information should be deleted from that Annex.

(13) The Commission consulted the European Union reference laboratories as regards the need to adapt certain LODs. Those laboratories concluded that for certain products technical development permits the setting of lower LODs.

(14) Through the World Trade Organisation, the trading partners of the Union were consulted on the new MRLs and their comments have been taken into account.

(15) Regulation (EC) No 396/2005 should therefore be amended accordingly.

(16) In order to allow for the normal marketing, processing and consumption of products, this Regulation should provide for a transitional measure for products which have been produced before the modification of the MRLs and for which information shows that a high level of consumer protection is maintained.

(17) A reasonable period should be allowed to elapse before the modified MRLs become applicable in order to permit Member States, third countries and food business operators to prepare themselves to meet the new requirements which will result from the modification of the MRLs.

([10]) European Food Safety Authority; Evaluation of confirmatory data following the Article 12 MRL review for fluroxypyr. *EFSA Journal* 2019;17(9):5816.

([11]) European Food Safety Authority; Modification of the existing maximum residue levels for fluroxypyr in chives, celery leaves, parsley, thyme and basil and edible flowers. *EFSA Journal* 2020;18(10):6273.

([12]) SANCO/11019/2011 rev.5, 'Final Review report for the active substance fluroxypyr finalised in the Standing Committee on the Food Chain and Animal Health at its meeting on 17 June 2011 in view of the approval of fluroxypyr as active substance in accordance with Regulation (EC) No 1107/2009', 23 March 2017, https://ec.europa.eu/food/plant/pesticides/eu-pesticides-database/active-substances/?event=as.details&as_id=734

([13]) European Food Safety Authority; Lack of confirmatory data following Article 12 MRL reviews for 2,4-D, fenhexamid and iprovalicarb. *EFSA Journal* 2021;19(10):6910.

([14]) European Food Safety Authority; Conclusion on the peer review of the pesticide risk assessment of the active substance silthiofam. *EFSA Journal* 2016;14(8):4574.

(18) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

Annex II to Regulation (EC) No 396/2005 is amended in accordance with the Annex to this Regulation.

Article 2

Regulation (EC) No 396/2005 as it stood before being amended by this Regulation shall continue to apply to products which were produced in the Union or imported into the Union before 25 February 2023.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 25 February 2023.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 August 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

In Annex II to Regulation (EC) No 396/2005 the columns for 2,4-D, azoxystrobin, cyhalofop-butyl, cymoxanil, fenhexamid, flazasulfuron, florasulam, fluroxypyr, iprovalicarb and silthiofam are replaced by the following:

'**Pesticide residues and maximum residue levels (mg/kg)**

Code number	Groups and examples of individual products to which the MRLs apply ([a])	2,4-D (sum of 2,4-D, its salts, its esters and its conjugates, expressed as 2,4-D)	Azoxystrobin	Cyhalofop-butyl	Cymoxanil	Fenhexamid (f)	Flazasulfuron	Florasulam	Fluroxypyr (sum of fluroxypyr, its salts, its esters, and its conjugates, expressed as fluroxypyr) (R)	Iprovalicarb	Silthiofam
0100000	**FRUITS, FRESH or FROZEN; TREE NUTS**						0,01 (*)	0,01 (*)			
0110000	**Citrus fruits**	1	15	0,02 (*)	0,01 (*)	0,01 (*)			0,01 (*)	0,01 (*)	0,01 (*)
0110010	Grapefruits										
0110020	Oranges										
0110030	Lemons										
0110040	Limes										
0110050	Mandarins										
0110990	Others (2)										
0120000	**Tree nuts**	0,2		0,05 (*)	0,01 (*)	0,02 (*)			0,01 (*)	0,02 (*)	0,02 (*)
0120010	Almonds		0,01								
0120020	Brazil nuts		0,01								
0120030	Cashew nuts		0,01								
0120040	Chestnuts		0,01								
0120050	Coconuts		0,01								

0120060	Hazelnuts/cobnuts		0,01								
0120070	Macadamias		0,01								
0120080	Pecans		0,01								
0120090	Pine nut kernels		0,01								
0120100	Pistachios		1								
0120110	Walnuts		0,01								
0120990	Others (2)		0,01								
0130000	**Pome fruits**	0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)				0,01 (*)	0,01 (*)
0130010	Apples								0,05 (*)		
0130020	Pears								0,01 (*)		
0130030	Quinces								0,01 (*)		
0130040	Medlars								0,01 (*)		
0130050	Loquats/Japanese medlars								0,01 (*)		
0130990	Others (2)								0,01 (*)		
0140000	**Stone fruits**	0,05 (*)	2	0,02 (*)	0,01 (*)				0,01 (*)	0,01 (*)	0,01 (*)
0140010	Apricots					10					
0140020	Cherries (sweet)					7					
0140030	Peaches					10					
0140040	Plums					2					
0140990	Others (2)					0,01 (*)					
0150000	**Berries and small fruits**	0,1		0,02 (*)					0,01 (*)		0,01 (*)
0151000	(a) **grapes**		3		**0,05**	15				2	
0151010	Table grapes										
0151020	Wine grapes										
0152000	(b) **strawberries**		10		0,01 (*)	10				0,01 (*)	
0153000	(c) **cane fruits**		5		0,01 (*)	15				0,01 (*)	
0153010	Blackberries										
0153020	Dewberries										

0153030	Raspberries (red and yellow)										
0153990	Others (2)										
0154000	(d) **other small fruits and berries**				0,01 (*)					0,01 (*)	
0154010	Blueberries		5			20					
0154020	Cranberries		0,5			20					
0154030	Currants (black, red and white)		5			20					
0154040	Gooseberries (green, red and yellow)		5			20					
0154050	Rose hips		5			5					
0154060	Mulberries (black and white)		5			5					
0154070	Azaroles/Mediterranean medlars		5			15					
0154080	Elderberries		5			5					
0154990	Others (2)		5			0,01 (*)					
0160000	**Miscellaneous fruits with**	0,05 (*)		0,02 (*)	0,01 (*)				0,01 (*)	0,01 (*)	0,01 (*)
0161000	(a) **edible peel**					0,01 (*)					
0161010	Dates		0,01 (*)								
0161020	Figs		0,01 (*)								
0161030	Table olives		0,01 (*)								
0161040	Kumquats		0,01 (*)								
0161050	Carambolas		0,1								
0161060	Kaki/Japanese persimmons		0,01 (*)								
0161070	Jambuls/jambolans		0,01 (*)								
0161990	Others (2)		0,01 (*)								
0162000	(b) **inedible peel, small**										
0162010	Kiwi fruits (green, red, yellow)		0,01 (*)			15					
0162020	Litchis/lychees		0,01 (*)			0,01 (*)					
0162030	Passionfruits/maracujas		4			0,01 (*)					
0162040	Prickly pears/cactus fruits		0,3			0,01 (*)					
0162050	Star apples/cainitos		0,01 (*)			0,01 (*)					

0162060	American persimmons/Virginia kaki		0,01 (*)			0,01 (*)					
0162990	Others (2)		0,01 (*)			0,01 (*)					
0163000	(c) **inedible peel, large**					0,01 (*)					
0163010	Avocados		0,01 (*)								
0163020	Bananas		2								
0163030	Mangoes		4								
0163040	Papayas		0,3								
0163050	Granate apples/pomegranates		0,01 (*)								
0163060	Cherimoyas		0,01 (*)								
0163070	Guavas		0,01 (*)								
0163080	Pineapples		0,01 (*)								
0163090	Breadfruits		0,01 (*)								
0163100	Durians		0,01 (*)								
0163110	Soursops/guanabanas		0,01 (*)								
0163990	Others (2)		0,01 (*)								
0200000	**VEGETABLES, FRESH or FROZEN**										
0210000	**Root and tuber vegetables**			0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0211000	(a) **potatoes**	0,2	7								
0212000	(b) **tropical root and tuber vegetables**	0,05 (*)	1								
0212010	Cassava roots/manioc										
0212020	Sweet potatoes										
0212030	Yams										
0212040	Arrowroots										
0212990	Others (2)										
0213000	(c) **other root and tuber vegetables except sugar beets**	0,05 (*)									
0213010	Beetroots		1								
0213020	Carrots		1								
0213030	Celeriacs/turnip rooted celeries		1								

0213040	Horseradishes		1								
0213050	Jerusalem artichokes		1								
0213060	Parsnips		1								
0213070	Parsley roots/Hamburg roots parsley		1								
0213080	Radishes		1,5								
0213090	Salsifies		1								
0213100	Swedes/rutabagas		1								
0213110	Turnips		1								
0213990	Others (2)		1								
0220000	**Bulb vegetables**	0,05 (*)	10	0,02 (*)	0,01 (*)		0,01 (*)	0,01 (*)			0,01 (*)
0220010	Garlic					0,01 (*)			0,05 (*)	0,01 (*)	
0220020	Onions					0,8			0,05 (*)	0,1	
0220030	Shallots					0,01 (*)			0,05 (*)	0,01 (*)	
0220040	Spring onions/green onions and Welsh onions					0,01 (*)			0,01 (*)	0,01 (*)	
0220990	Others (2)					0,01 (*)			0,01 (*)	0,01 (*)	
0230000	**Fruiting vegetables**	0,05 (*)		0,02 (*)			0,01 (*)	0,01 (*)	0,01 (*)		0,01 (*)
0231000	(a) **Solanaceae and Malvaceae**		3								
0231010	Tomatoes				0,4	2				0,7	
0231020	Sweet peppers/bell peppers				0,01 (*)	3				0,01 (*)	
0231030	Aubergines/eggplants				0,3	2				0,01 (*)	
0231040	Okra/lady's fingers				0,01 (*)	0,01 (*)				0,01 (*)	
0231990	Others (2)				0,01 (*)	0,01 (*)				0,01 (*)	
0232000	(b) **cucurbits with edible peel**		1		0,08	1				0,1	
0232010	Cucumbers										
0232020	Gherkins										
0232030	Courgettes										
0232990	Others (2)										
0233000	(c) **cucurbits with inedible peel**		1		0,4	0,01 (*)					

0233010	Melons									0,2	
0233020	Pumpkins									0,01 (*)	
0233030	Watermelons									0,2	
0233990	Others (2)									0,01 (*)	
0234000	(d) **sweet corn**		0,01 (*)		0,01 (*)	0,01 (*)				0,01 (*)	
0239000	(e) **other fruiting vegetables**		0,01 (*)		0,01 (*)	0,01 (*)				0,01 (*)	
0240000	**Brassica vegetables(excluding brassica roots and brassica baby leaf crops)**	0,05 (*)		0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0241000	(a) **flowering brassica**		5								
0241010	Broccoli										
0241020	Cauliflowers										
0241990	Others (2)										
0242000	(b) **head brassica**		5								
0242010	Brussels sprouts										
0242020	Head cabbages										
0242990	Others (2)										
0243000	(c) **leafy brassica**		6								
0243010	Chinese cabbages/pe-tsai										
0243020	Kales										
0243990	Others (2)										
0244000	(d) **kohlrabies**		5								
0250000	**Leaf vegetables, herbs and edible flowers**										
0251000	(a) **lettuces and salad plants**	0,05 (*)	**10**	0,02 (*)		50	0,01 (*)	0,01 (*)	0,01 (*)	**0,01** (*)	0,01 (*)
0251010	Lamb's lettuces/corn salads				0,01 (*)						
0251020	Lettuces				0,03						
0251030	Escaroles/broad-leaved endives				0,01 (*)						
0251040	Cresses and other sprouts and shoots				0,01 (*)						
0251050	Land cresses				0,01 (*)						
0251060	Roman rocket/rucola				0,01 (*)						

0251070	Red mustards				0,01 (*)						
0251080	Baby leaf crops (including brassica species)				0,01 (*)						
0251990	Others (2)				0,01 (*)						
0252000	(b) **spinaches and similar leaves**	0,05 (*)	15	0,02 (*)		0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0252010	Spinaches				**0,9**						
0252020	Purslanes				0,01 (*)						
0252030	Chards/beet leaves				0,01 (*)						
0252990	Others (2)				0,01 (*)						
0253000	(c) **grape leaves and similar species**	0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0254000	(d) **watercresses**	0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0255000	(e) **witloofs/Belgian endives**	0,05 (*)	0,3	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0256000	(f) **herbs and edible flowers**	0,1 (*)	70	0,05 (*)	0,02 (*)	50	0,02 (*)	0,02 (*)		0,02 (*)	0,02 (*)
0256010	Chervil								0,02 (*)		
0256020	Chives								0,5		
0256030	Celery leaves								0,3		
0256040	Parsley								0,3		
0256050	Sage								0,02 (*)		
0256060	Rosemary								0,02 (*)		
0256070	Thyme								2		
0256080	Basil and edible flowers								0,3		
0256090	Laurel/bay leaves								0,02 (*)		
0256100	Tarragon								0,02 (*)		
0256990	Others (2)								0,02 (*)		
0260000	**Legume vegetables**	0,05 (*)	3	0,02 (*)			0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0260010	Beans (with pods)				0,05 (*)	15					
0260020	Beans (without pods)				0,05 (*)	0,01 (*)					
0260030	Peas (with pods)				0,15	0,01 (*)					
0260040	Peas (without pods)				0,05 (*)	0,01 (*)					

0260050	Lentils				0,01 (*)	0,01 (*)					
0260990	Others (2)				0,01 (*)	0,01 (*)					
0270000	**Stem vegetables**	0,05 (*)		0,02 (*)		0,01 (*)	0,01 (*)	0,01 (*)		0,01 (*)	0,01 (*)
0270010	Asparagus		0,01 (*)		0,01 (*)				0,01 (*)		
0270020	Cardoons		15		0,01 (*)				0,01 (*)		
0270030	Celeries		15		0,01 (*)				0,01 (*)		
0270040	Florence fennels		10		0,01 (*)				0,01 (*)		
0270050	Globe artichokes		5		0,01 (*)				0,01 (*)		
0270060	Leeks		10		0,02				0,3		
0270070	Rhubarbs		0,6		0,01 (*)				0,01 (*)		
0270080	Bamboo shoots		0,01 (*)		0,01 (*)				0,01 (*)		
0270090	Palm hearts		0,01 (*)		0,01 (*)				0,01 (*)		
0270990	Others (2)		0,01 (*)		0,01 (*)				0,01 (*)		
0280000	**Fungi, mosses and lichens**	0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0280010	Cultivated fungi										
0280020	Wild fungi										
0280990	Mosses and lichens										
0290000	**Algae and prokaryotes organisms**	0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0300000	**PULSES**	0,05 (*)	0,15	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)
0300010	Beans										
0300020	Lentils										
0300030	Peas										
0300040	Lupins/lupini beans										
0300990	Others (2)										
0400000	**OILSEEDS AND OIL FRUITS**	0,05 (*)		0,05 (*)	0,01 (*)	0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,02 (*)	0,02 (*)
0401000	**Oilseeds**										
0401010	Linseeds		0,4								
0401020	Peanuts/groundnuts		0,2								

0401030	Poppy seeds		0,5								
0401040	Sesame seeds		0,01 (*)								
0401050	Sunflower seeds		0,5								
0401060	Rapeseeds/canola seeds		0,5								
0401070	Soyabeans		0,5								
0401080	Mustard seeds		0,5								
0401090	Cotton seeds		0,7								
0401100	Pumpkin seeds		0,01 (*)								
0401110	Safflower seeds		0,4								
0401120	Borage seeds		0,4								
0401130	Gold of pleasure seeds		0,5								
0401140	Hemp seeds		0,01 (*)								
0401150	Castor beans		0,01 (*)								
0401990	Others (2)		0,01 (*)								
0402000	**Oil fruits**										
0402010	Olives for oil production		0,01 (*)								
0402020	Oil palms kernels		0,01 (*)								
0402030	Oil palms fruits		0,03								
0402040	Kapok		0,01 (*)								
0402990	Others (2)		0,01 (*)								
0500000	**CEREALS**			0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)		0,01 (*)	0,01 (*)
0500010	Barley	0,05 (*)	1,5						0,1		
0500020	Buckwheat and other pseudocereals	0,05 (*)	0,01 (*)						0,01 (*)		
0500030	Maize/corn	0,05 (*)	0,02						0,05 (*)		
0500040	Common millet/proso millet	0,05 (*)	0,01 (*)						0,01 (*)		
0500050	Oat	0,05 (*)	1,5						0,1		
0500060	Rice	0,1	5						0,01 (*)		
0500070	Rye	2	0,5						0,1		

0500080	Sorghum	0,05 (*)	10						0,05 (*)		
0500090	Wheat	2	0,5						0,1		
0500990	Others (2)	0,05 (*)	0,01 (*)						0,01 (*)		
0600000	**TEAS, COFFEE, HERBAL INFUSIONS, COCOA AND CAROBS**	0,1 (*)		0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)		0,05 (*)	0,05 (*)
0610000	**Teas**		0,05 (*)						0,05 (*)		
0620000	**Coffee beans**		0,03						0,05 (*)		
0630000	**Herbal infusions from**										
0631000	(a) **flowers**		60						2		
0631010	Chamomile										
0631020	Hibiscus/roselle										
0631030	Rose										
0631040	Jasmine										
0631050	Lime/linden										
0631990	Others (2)										
0632000	(b) **leaves and herbs**		60						0,05 (*)		
0632010	Strawberry										
0632020	Rooibos										
0632030	Mate/maté										
0632990	Others (2)										
0633000	(c) **roots**		0,3						0,05 (*)		
0633010	Valerian										
0633020	Ginseng										
0633990	Others (2)										
0639000	(d) **any other parts of the plant**		0,05 (*)						0,05 (*)		
0640000	**Cocoa beans**		0,05 (*)						0,05 (*)		
0650000	**Carobs/Saint John's breads**		0,05 (*)						0,05 (*)		
0700000	**HOPS**	0,1 (*)	30	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0800000	**SPICES**										

0810000	**Seed spices**	0,1 (*)	0,3	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0810010	Anise/aniseed										
0810020	Black caraway/black cumin										
0810030	Celery										
0810040	Coriander										
0810050	Cumin										
0810060	Dill										
0810070	Fennel										
0810080	Fenugreek										
0810090	Nutmeg										
0810990	Others (2)										
0820000	**Fruit spices**	0,1 (*)	0,3	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0820010	Allspice/pimento										
0820020	Sichuan pepper										
0820030	Caraway										
0820040	Cardamom										
0820050	Juniper berry										
0820060	Peppercorn (black, green and white)										
0820070	Vanilla										
0820080	Tamarind										
0820990	Others (2)										
0830000	**Bark spices**	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0830010	Cinnamon										
0830990	Others (2)										
0840000	**Root and rhizome spices**										
0840010	Liquorice	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0840020	Ginger (10)										
0840030	Turmeric/curcuma	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)

0840040	Horseradish (11)										
0840990	Others (2)	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0850000	**Bud spices**	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0850010	Cloves										
0850020	Capers										
0850990	Others (2)										
0860000	**Flower pistil spices**	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0860010	Saffron										
0860990	Others (2)										
0870000	**Aril spices**	0,1 (*)	0,05 (*)	0,1 (*)	0,1 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
0870010	Mace										
0870990	Others (2)										
0900000	**SUGAR PLANTS**	0,05 (*)		0,02 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)		0,01 (*)	0,01 (*)
0900010	Sugar beet roots		5						0,01 (*)		
0900020	Sugar canes		0,05						0,05 (*)		
0900030	Chicory roots		0,09						0,01 (*)		
0900990	Others (2)		0,01 (*)						0,01 (*)		
1000000	**PRODUCTS OF ANIMAL ORIGIN -TERRESTRIAL ANIMALS**										
1010000	**Commodities from**			0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)	0,01 (*)		0,05 (*)	0,01 (*)
1011000	(a) **swine**										
1011010	Muscle	0,2	0,01 (*)(+)						0,01 (*)		
1011020	Fat	0,2	0,05(+)						0,04		
1011030	Liver	5	0,07(+)						0,04		
1011040	Kidney	5	0,07(+)						0,06		
1011050	Edible offals (other than liver and kidney)	5	0,07(+)						0,06		
1011990	Others (2)	5	0,01 (*)(+)						0,01 (*)		
1012000	(b) **bovine**										

1012010	Muscle	0,2	0,01 (*)(+)						0,01 (*)		
1012020	Fat	0,2	0,05(+)						0,06		
1012030	Liver	5	0,07(+)						0,07		
1012040	Kidney	5	0,07(+)						0,3		
1012050	Edible offals (other than liver and kidney)	5	0,07(+)						0,3		
1012990	Others (2)	5	0,01 (*)(+)						0,01 (*)		
1013000	(c) **sheep**										
1013010	Muscle	0,2	0,01 (*)(+)						0,01 (*)		
1013020	Fat	0,2	0,05(+)						0,06		
1013030	Liver	5	0,07(+)						0,07		
1013040	Kidney	5	0,07(+)						0,3		
1013050	Edible offals (other than liver and kidney)	5	0,07(+)						0,3		
1013990	Others (2)	5	0,01 (*)(+)						0,01 (*)		
1014000	(d) **goat**										
1014010	Muscle	0,2	0,01 (*)(+)						0,01 (*)		
1014020	Fat	0,2	0,05(+)						0,06		
1014030	Liver	5	0,07(+)						0,07		
1014040	Kidney	5	0,07(+)						0,3		
1014050	Edible offals (other than liver and kidney)	5	0,07(+)						0,3		
1014990	Others (2)	5	0,01 (*)(+)						0,01 (*)		
1015000	(e) **equine**										
1015010	Muscle	0,2	0,01 (*)						0,01 (*)		
1015020	Fat	0,2	0,05						0,06		
1015030	Liver	5	0,07						0,07		
1015040	Kidney	5	0,07						0,3		
1015050	Edible offals (other than liver and kidney)	5	0,07						0,3		

1015990	Others (2)	5	0,01 (*)						0,01 (*)		
1016000	(f) **poultry**	0,05 (*)	0,01 (*)(+)						0,01 (*)		
1016010	Muscle		(+)								
1016020	Fat		(+)								
1016030	Liver		(+)								
1016040	Kidney		(+)								
1016050	Edible offals (other than liver and kidney)		(+)								
1016990	Others (2)		(+)								
1017000	(g) **other farmed terrestrial animals**										
1017010	Muscle	0,2	0,01 (*)						0,01 (*)		
1017020	Fat	0,2	0,05						0,06		
1017030	Liver	5	0,07						0,07		
1017040	Kidney	5	0,07						0,3		
1017050	Edible offals (other than liver and kidney)	5	0,07						0,3		
1017990	Others (2)	5	0,01 (*)						0,01 (*)		
1020000	**Milk**	0,01 (*)	0,01 (*)(+)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,06	0,01 (*)	0,01 (*)
1020010	Cattle		(+)								
1020020	Sheep		(+)								
1020030	Goat		(+)								
1020040	Horse		(+)								
1020990	Others (2)		(+)								
1030000	**Birds eggs**	0,01 (*)	0,01 (*)(+)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)
1030010	Chicken		(+)								
1030020	Duck		(+)								
1030030	Geese		(+)								
1030040	Quail		(+)								
1030990	Others (2)		(+)								

1040000	**Honey and other apiculture products (7)**	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)	0,05 (*)
1050000	**Amphibians and Reptiles**	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)
1060000	**Terrestrial invertebrate animals**	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)
1070000	**Wild terrestrial vertebrate animals**	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)	0,01 (*)	0,01 (*)	0,05 (*)	0,01 (*)
1100000	**PRODUCTS OF ANIMAL ORIGIN - FISH, FISHPRODUCTS AND ANY OTHER MARINE AND FRESHWATER FOOD PRODUCTS (8)**										
1200000	**PRODUCTS OR PART OF PRODUCTS EXCLUSIVELY USED FOR ANIMAL FEED PRODUCTION (8)**										
1300000	**PROCESSED FOOD PRODUCTS (9)**										

(*) Limit of analytical determination

(**) Pesticide-code combination for which the MRL as set in Annex III Part B applies.

(a) For the complete list of products of plant and animal origin to which MRLs apply, reference should be made to Annex I.

(F) = Fat soluble

Azoxystrobin

The European Food Safety Authority identified some information on toxicity of metabolites as unavailable. When reviewing the MRL, the Commission will take into account the information referred to in the first sentence, if it is submitted by 5 August 2024, or, if that information is not submitted by that date, the lack of it.

1011000 (a) swine
1011010 Muscle
1011020 Fat
1011030 Liver
1011040 Kidney
1011050 Edible offals (other than liver and kidney)
1011990 Others (2)
1012000 (b) bovine
1012010 Muscle
1012020 Fat
1012030 Liver
1012040 Kidney
1012050 Edible offals (other than liver and kidney)
1012990 Others (2)
1013000 (c) sheep
1013010 Muscle
1013020 Fat
1013030 Liver
1013040 Kidney
1013050 Edible offals (other than liver and kidney)
1013990 Others (2)
1014000 d) goat
1014010 Muscle
1014020 Fat
1014030 Liver
1014040 Kidney
1014050 Edible offals (other than liver and kidney)
1014990 Others (2)
1016000 (f) poultry
1016010 Muscle

1016020 Fat
1016030 Liver
1016040 Kidney
1016050 Edible offals (other than liver and kidney)
1016990 Others (2)
1020000 Milk
1020010 Cattle
1020020 Sheep
1020030 Goat
1020040 Horse
1020990 Others (2)
1030000 Birds eggs
1030010 Chicken
1030020 Duck
1030030 Geese
1030040 Quail
1030990 Others (2)

Fluroxypyr (sum of fluroxypyr, its salts, its esters, and its conjugates, expressed as fluroxypyr) (R)

(R) = The residue definition differs for the following combinations pesticide-code number:
Fluroxypyr — code 1000000 except 1040000: Fluroxypyr (sum of fluroxypyr and its salts, expressed as fluroxypyr)'

COMMISSION REGULATION (EU) 2022/1364

of 4 August 2022

amending Regulation (EC) No 1881/2006 as regards maximum levels of hydrocyanic acid in certain foodstuffs

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EEC) No 315/93 of 8 February 1993 laying down Community procedures for contaminants in food ([1]), and in particular Article 2(3) thereof,

Whereas:

(1) Commission Regulation (EC) No 1881/2006 ([2]) sets maximum levels for certain contaminants, including hydrocyanic acid, in foodstuffs.

(2) Hydrocyanic acid is a highly toxic substance. While it is not present in food at toxicologically relevant levels, it is released when plant-derived foods containing cyanogenic glycosides are chewed or otherwise processed and those glycosides enter into contact with hydrolytic enzymes. As hydrocyanic acid always forms as a mixture of non-dissociated acid and dissociated cyanide ions, the health-based guidance value is calculated for this mixture, referred to as 'cyanide'.

(3) In 2019, the European Food Safety Authority ('the Authority') adopted an update of the scientific opinion on the evaluation of the health risks related to the presence of cyanogenic glycosides in foods other than raw apricot kernels ([3]). The Authority concluded that a human exposure below the acute reference dose (ARfD) of 20 µg cyanide/kg body weight (bw) should not produce acute adverse effects. If certain foods such as linseed, almonds and cassava with high levels of cyanogenic glycosides are consumed, the ARfD for cyanide could be exceeded. It is therefore appropriate to set maximum levels of hydrocyanic acid, including hydrocyanic acid bound in cyanogenic glycosides for these foods. When ground linseed as such is consumed, the bioavailability of hydrocyanic acid and human exposure levels to it are higher than when whole linseeds are consumed or when they are heat-treated. It is therefore appropriate to set stricter levels for whole linseed, which can be ground by the consumer, before consumption and ground linseed placed on the market for the final consumer when intended to be consumed raw.

(4) Maximum levels for hydrocyanic acid should therefore be set in certain foodstuffs to ensure a high level of human health protection.

(5) Regulation (EC) No 1881/2006 should therefore be amended accordingly.

(6) To enable economic operators to prepare for the new rules introduced by this Regulation, it is appropriate to provide for a reasonable time until the new maximum levels apply. It is also appropriate to provide for a transitional period for foodstuffs lawfully placed on the market before the date of application of this Regulation.

(7) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

([1]) OJ L 37, 13.2.1993, p. 1.

([2]) Commission Regulation (EC) No 1881/2006 of 19 December 2006 setting maximum levels for certain contaminants in foodstuffs (OJ L 364, 20.12.2006, p. 5).

([3]) Scientific opinion'Evaluation of the health risks related to the presence of cyanogenic glycosides in foods other than raw apricot kernels', EFSA Journal, Vol 17, No 4, European Food Safety Authority, 2019, pp. 78; https://doi.org/10.2903/j.efsa.2019.5662

HAS ADOPTED THIS REGULATION:

Article 1

The Annex to Regulation (EC) No 1881/2006 is amended in accordance with the Annex to this Regulation.

Article 2

Foodstuffs listed in the Annex, lawfully placed on the market before 1 January 2023, may remain on the market until their date of minimum durability or use-by date.

Article 3

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2023.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4 August 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

In Section 8 of the Annex to Regulation (EC) No 1881/2006, entry 8.3 is replaced by the following:

	Foodstuffs([1])	Maximum level (mg/kg)
'8.3	**Hydrocyanic acid, including hydrocyanic acid bound in cyanogenic glycosides**	
8.3.1	Unprocessed whole ([60]), ground, milled, cracked, chopped linseed with the exception of foodstuffs listed in 8.3.2 ([54])	250
8.3.2	Unprocessed whole, ground, milled, cracked, chopped linseed placed on the market for the final consumer ([54]) ([55]) (*)	150
8.3.3	Unprocessed whole, ground, milled, cracked, chopped almonds placed on the market for the final consumer ([54]) ([55]) (*)	35
8.3.4	Unprocessed whole, ground, milled, cracked, chopped apricot kernels placed on the market for the final consumer ([54]) ([55])	20
8.3.5	Cassava root (fresh, peeled)	50
8.3.6	Cassava flour and tapioca flour	10

(*) The maximum level does not apply to unprocessed whole, ground, milled, cracked, chopped linseed and unprocessed whole, ground, milled, cracked, chopped bitter almonds placed on the market for the final consumer in small quantities where the warning 'Only to be used for cooking and baking. Do not consume raw!' appears in the principal field of vision of the label (using the font size specified in Article 13(2) of Regulation (EU) No 1169/2011 of the European Parliament and of the Council of 25 October 2011 on the provision of food information to consumers (OJ L 304 22.11.2011, p. 18)). The unprocessed whole, ground, milled, cracked, chopped linseed with the warning message has to comply with the maximum level provided for in 8.3.1.'

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1365

of 4 August 2022

amending Implementing Regulation (EU) 2017/2470 as regards the conditions of use of the novel food *Schizochytrium* sp. oil rich in DHA and EPA

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2015/2283 of the European Parliament and of the Council of 25 November 2015 on novel foods, amending Regulation (EU) No 1169/2011 of the European Parliament and of the Council and repealing Regulation (EC) No 258/97 of the European Parliament and of the Council and Commission Regulation (EC) No 1852/2001 ([1]), and in particular Article 12 thereof,

Whereas:

(1) Regulation (EU) 2015/2283 provides that only novel foods authorised and included in the Union list of novel foods may be placed on the market within the Union.

(2) Pursuant to Article 8 of Regulation (EU) 2015/2283, Commission Implementing Regulation (EU) 2017/2470 ([2]) has established a Union list of novel foods.

(3) The Union list set out in the Annex to Implementing Regulation (EU) 2017/2470 includes *Schizochytrium* sp. oil rich in DHA and EPA as an authorised novel food.

(4) Pursuant to Article 4(2) of Regulation (EC) No 258/97 of the European Parliament and of the Council ([3]), *Schizochytrium* sp. oil rich in DHA and EPA has been authorised to be placed on the market as a novel food to be used in a number of foods.

(5) Commission Implementing Decision (EU) 2015/546 ([4]) amended the conditions of use of *Schizochytrium* sp. oil rich in DHA and EPA. In particular, the use of *Schizochytrium* sp. oil rich in DHA and EPA has been extended to additional foods, namely, food supplements as defined in Directive 2002/46/EC of the European Parliament and of the Council ([5]).

(6) On 8 December 2021, the company DSM Nutritional Products ('the applicant') submitted an application to the Commission in accordance with Article 10(1) of Regulation (EU) 2015/2283 for an amendment of the conditions of use of the novel food *Schizochytrium* sp. oil rich in DHA and EPA. The applicant requested to extend the use of *Schizochytrium* sp. oil rich in DHA and EPA to fish analogues and meat analogues at levels 300 mg/100 g and 300 mg/100 g respectively, intended for the general population.

([1]) OJ L 327, 11.12.2015, p. 1.

([2]) Commission Implementing Regulation (EU) 2017/2470 of 20 December 2017 establishing the Union list of novel foods in accordance with Regulation (EU) 2015/2283 of the European Parliament and of the Council on novel foods (OJ L 351, 30.12.2017, p. 72).

([3]) Regulation (EC) No 258/97 of the European Parliament and of the Council of 27 January 1997 concerning novel foods and novel foods ingredients (OJ L 43, 14.2.1997, p. 1).

([4]) Commission Implementing Decision (EU) 2015/546 of 31 March 2015 authorising an extension of use of DHA and EPA-rich oil from the micro-algae *Schizochytrium* sp. as a novel food ingredient under Regulation (EC) No 258/97 of the European Parliament and of the Council (OJ L 90, 2.4.2015, p. 11).

([5]) Directive 2002/46/EC of the European Parliament and of the Council of 10 June 2002 on the approximation of the laws of the Member States relating to food supplements (OJ L 183, 12.7.2002, p. 51).

(7) The Commission considers that the requested update of the Union list is not liable to have an effect on human health and that a safety evaluation by the European Food Safety Authority ('the Authority') in accordance with Article 10(3) of Regulation (EU) 2015/2283 is not necessary. The requested extension of use will result in intakes of *Schizochytrium* sp. oil rich in DHA and EPA which, combined with the intakes from the currently authorised uses of the novel food, are comparable with the intakes assessed by the Authority ([6]) as safe and which supported the authorisation of an extension of use of *Schizochytrium* sp. oil rich in DHA and EPA by Implementing Decision (EU) 2015/546. Therefore, it is appropriate to amend the conditions of use of the novel food *Schizochytrium* sp. oil rich in DHA and EPA by extending its use to fish analogues and meat analogues.

(8) The information provided in the application gives sufficient grounds to establish that the changes to the conditions of use of the novel food are in accordance with the conditions of Article 12 of Regulation (EU) 2015/2283 and should be approved.

(9) The Annex to Implementing Regulation (EU) 2017/2470 should therefore be amended accordingly.

(10) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

The Annex to Implementing Regulation (EU) 2017/2470 is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4 August 2022.

For the Commission
The President
Ursula VON DER LEYEN

([6]) Scientific Opinion on the extension of use for DHA and EPA-rich algal oil from *Schizochytrium* sp. as a Novel Food ingredient (EFSA Journal 2014;12(10):3843).

ANNEX

In Table 1 (Authorised novel foods) of the Annex to Implementing Regulation (EU) 2017/2470, the entry for '*Schizochytrium* sp. oil rich in DHA and EPA' is replaced by the following:

Authorised novel food	Conditions under which the novel food may be used		Additional specific labelling requirements	Other requirements	Data protection
'*Schizochytrium* sp. oil rich in DHA and EPA	*Specified food category*	*Maximum levels of DHA and EPA combined*	The designation of the novel food on the labelling of the foodstuffs containing it shall be "DHA and EPA-rich oil from the microalgae *Schizochytrium* sp." '		
	Food supplements as defined in Directive 2002/46/EC for the adult population excluding pregnant and lactating women	3 000 mg/day			
	Food supplements as defined in Directive 2002/46/EC for pregnant and lactating women	450 mg/day			
	Foods for special medical purposes as defined in Regulation (EU) No 609/2013	In accordance with the particular nutritional requirements of the persons for whom the products are intended			
	Total diet replacement for weight control as defined in Regulation (EU) No 609/2013 and meal replacements for weight control	250 mg/meal			
	Milk-based drinks and similar products intended for young children	200 mg/100 g			
	Processed cereal based food and baby food for infants and young children as defined in Regulation (EU) No 609/2013				
	Foods intended to meet the expenditure of intense muscular effort, especially for sportsmen				
	Foods bearing statements on the absence or reduced presence of gluten in accordance with the requirements of Commission Implementing Regulation (EU) No 828/2014				
	Bakery products (breads, rolls and sweet biscuits)				
	Breakfast cereals	500 mg/100 g			
	Cooking fats	360 mg/100 g			

	Dairy analogues, except drinks	600 mg/100 g for cheese; 200 mg/100 g for soy and imitation milk products (excluding drinks)			
	Dairy products except milk-based drinks	600 mg/100 g for cheese; 200 mg/100 g for milk products (including milk, *fromage frais* and yoghurt products; excluding drinks)			
	Non-alcoholic beverages (including dairy analogue and milk-based drinks)	80 mg/100 g			
	Cereal/nutrition bars	500 mg/100 g			
	Spreadable fats and dressings	600 mg/100 g			
	Fish analogues	300 mg/100 g			
	Meat analogues	300 mg/100 g			

COMMISSION IMPLEMENTING REGULATION (EU) 2022/1366

of 4 August 2022

amending Annex I to Implementing Regulation (EU) 2021/605 laying down special control measures for African swine fever

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2016/429 of the European Parliament and of the Council of 9 March 2016 on transmissible animal diseases and amending and repealing certain acts in the area of animal health ('Animal Health Law') ([1]), and in particular Article 71(3) thereof,

Whereas:

(1) African swine fever is an infectious viral disease affecting kept and wild porcine animals and can have a severe impact on the concerned animal population and the profitability of farming causing disturbance to movements of consignments of those animals and products thereof within the Union and exports to third countries.

(2) Commission Implementing Regulation (EU) 2021/605 ([2]) was adopted within the framework of Regulation (EU) 2016/429, and it lays down special disease control measures regarding African swine fever to be applied for a limited period of time by the Member States listed in Annex I thereto (the Member States concerned), in restricted zones I, II and III listed in that Annex.

(3) The areas listed as restricted zones I, II and III in Annex I to Implementing Regulation (EU) 2021/605 are based on the epidemiological situation of African swine fever in the Union. Annex I to Implementing Regulation (EU) 2021/605 was last amended by Commission Implementing Regulation (EU) 2022/1325 ([3]) following changes in the epidemiological situation as regards that disease in Lithuania and Poland.

(4) Any amendments to restricted zones I, II and III in Annex I to Implementing Regulation (EU) 2021/605 should be based on the epidemiological situation as regards African swine fever in the areas affected by that disease and the overall epidemiological situation of African swine fever in the Member State concerned, the level of risk for the further spread of that disease, as well as scientifically based principles and criteria for geographically defining zoning due to African swine fever and the Union's guidelines agreed with the Member States at the Standing Committee on Plants, Animals, Food and Feed and publicly available on the Commission's website ([4]). Such amendments should also take account of international standards, such as the Terrestrial Animal Health Code ([5]) of the World Organisation for Animal Health and justifications for zoning provided by the competent authorities of the Member States concerned.

(5) There have been new outbreaks of African swine fever in kept porcine animals in Lithuania, Poland and Slovakia.

([1]) OJ L 84, 31.3.2016, p. 1.

([2]) Commission Implementing Regulation (EU) 2021/605 of 7 April 2021 laying down special control measures for African swine fever (OJ L 129, 15.4.2021, p. 1).

([3]) Commission Implementing Regulation (EU) 2022/1325 of 28 July 2022 amending Annex I to Implementing Regulation (EU) 2021/605 laying down special control measures for African swine fever (OJ L 200, 29.7.2022, p. 109).

([4]) Working Document SANTE/7112/2015/Rev. 3 'Principles and criteria for geographically defining ASF regionalisation'. https://ec.europa.eu/food/animals/animal-diseases/control-measures/asf_en

([5]) OIE Terrestrial Animal Health Code, 29th Edition, 2021. Volumes I and II ISBN 978-92-95115-40-8; https://www.woah.org/en/what-we-do/standards/codes-and-manuals/terrestrial-code-online-access/

(6) In July 2022, one outbreak of African swine fever in kept porcine animals was observed in the Wielkopolskie region in Poland in an area currently listed as restricted zone II in Annex I to Implementing Regulation (EU) 2021/605. This new outbreak of African swine fever in kept porcine animals constitutes an increased level of risk, which should be reflected in that Annex. Accordingly, this area of Poland currently listed as restricted zone II in that Annex, should now be listed as restricted zone III in that Annex instead of as restricted zone II thereof and the current boundaries of restricted zone II also need to be redefined to take account of this recent outbreak.

(7) Also, in July 2022, several outbreaks of African swine fever in kept porcine animals were observed in the Michalovce and Zvolen districts in Slovakia in areas currently listed as restricted zones II in Annex I to Implementing Regulation (EU) 2021/605. Those new outbreaks of African swine fever in kept porcine animals constitute an increased level of risk, which should be reflected in that Annex. Accordingly, those areas of Slovakia currently listed as restricted zones II in that Annex, should now be listed as restricted zones III in that Annex instead of as restricted zones II thereof and the current boundaries of restricted zones II also need to be redefined to take account of those recent outbreaks.

(8) Finally, in July and August 2022, several outbreaks of African swine fever in kept porcine animals were observed in the Tauragė and Marijampolė counties in Lithuania in areas currently listed as restricted zones II in Annex I to Implementing Regulation (EU) 2021/605. Those new outbreaks of African swine fever in kept porcine animals constitute an increased level of risk, which should be reflected in that Annex. Accordingly, those areas of Lithuania currently listed as restricted zones II in that Annex, should now be listed as restricted zones III in that Annex instead of as restricted zones II thereof and the current boundaries of restricted zones II also need to be redefined to take account of those recent outbreaks.

(9) Following those recent outbreaks of African swine fever in kept porcine animals in Lithuania, Poland and Slovakia and taking into account the current epidemiological situation as regards African swine fever in the Union, zoning in those Member States has been reassessed and updated. In addition, the risk management measures in place have also been reassessed and updated. These changes should be reflected in Annex I to Implementing Regulation (EU) 2021/605.

(10) In order to take account of the recent developments in the epidemiological situation of African swine fever in the Union, and in order to combat the risks associated with the spread of that disease in a proactive manner, new restricted zones of a sufficient size should be demarcated for Lithuania, Poland and Slovakia and duly listed as restricted zones II and III in Annex I to Implementing Regulation (EU) 2021/605. As the situation as regards African swine fever is very dynamic in the Union, when demarcating those new restricted zones, account has been taken of the situation in the surrounding areas.

(11) Given the urgency of the epidemiological situation in the Union as regards the spread of African swine fever, it is important that the amendments to be made to Annex I to Implementing Regulation (EU) 2021/605 by this Implementing Regulation take effect as soon as possible.

(12) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS REGULATION:

Article 1

Annex I to Implementing Regulation (EU) 2021/605 is replaced by the text set out in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 4 August 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

Annex I to Implementing Regulation (EU) 2021/605 is replaced by the following:

'ANNEX I

RESTRICTED ZONES

PART I

1. **Germany**

The following restricted zones I in Germany:

Bundesland Brandenburg:

— Landkreis Dahme-Spreewald:

  — Gemeinde Alt Zauche-Wußwerk,

  — Gemeinde Byhleguhre-Byhlen,

  — Gemeinde Märkische Heide, mit den Gemarkungen Alt Schadow, Neu Schadow, Pretschen, Plattkow, Wittmannsdorf, Schuhlen-Wiese, Bückchen, Kuschkow, Gröditsch, Groß Leuthen, Leibchel, Glietz, Groß Leine, Dollgen, Krugau, Dürrenhofe, Biebersdorf und Klein Leine,

  — Gemeinde Neu Zauche,

  — Gemeinde Schwielochsee mit den Gemarkungen Groß Liebitz, Guhlen, Mochow und Siegadel,

  — Gemeinde Spreewaldheide,

  — Gemeinde Straupitz,

— Landkreis Märkisch-Oderland:

  — Gemeinde Müncheberg mit den Gemarkungen Müncheberg, Eggersdorf bei Müncheberg und Hoppegarten bei Müncheberg,

  — Gemeinde Bliesdorf mit den Gemarkungen Kunersdorf - westlich der B167 und Bliesdorf - westlich der B167

  — Gemeinde Märkische Höhe mit den Gemarkungen Reichenberg und Batzlow,

  — Gemeinde Wriezen mit den Gemarkungen Haselberg, Frankenfelde, Schulzendorf, Lüdersdorf Biesdorf, Rathsdorf - westlich der B 167 und Wriezen - westlich der B167

  — Gemeinde Buckow (Märkische Schweiz),

  — Gemeinde Strausberg mit den Gemarkungen Hohenstein und Ruhlsdorf,

  — Gemeine Garzau-Garzin,

  — Gemeinde Waldsieversdorf,

  — Gemeinde Rehfelde mit der Gemarkung Werder,

  — Gemeinde Reichenow-Mögelin,

  — Gemeinde Prötzel mit den Gemarkungen Harnekop, Sternebeck und Prötzel östlich der B 168 und der L35,

  — Gemeinde Oberbarnim,

  — Gemeinde Bad Freienwalde mit der Gemarkung Sonnenburg,

  — Gemeinde Falkenberg mit den Gemarkungen Dannenberg, Falkenberg westlich der L 35, Gersdorf und Kruge,

  — Gemeinde Höhenland mit den Gemarkungen Steinbeck, Wollenberg und Wölsickendorf,

— Landkreis Barnim:

  — Gemeinde Joachimsthal östlich der L220 (Eberswalder Straße), östlich der L23 (Töpferstraße und Templiner Straße), östlich der L239 (Glambecker Straße) und Schorfheide (JO) östlich der L238,

  — Gemeinde Friedrichswalde mit der Gemarkung Glambeck östlich der L 239,

  — Gemeinde Althüttendorf,

  — Gemeinde Ziethen mit den Gemarkungen Groß Ziethen und Klein Ziethen westlich der B198,

  — Gemeinde Chorin mit den Gemarkungen Golzow, Senftenhütte, Buchholz, Schorfheide (Ch), Chorin westlich der L200 und Sandkrug nördlich der L200,

  — Gemeinde Britz,

  — Gemeinde Schorfheide mit den Gemarkungen Altenhof, Werbellin, Lichterfelde und Finowfurt,

  — Gemeinde (Stadt) Eberswalde mit der Gemarkungen Finow und Spechthausen und der Gemarkung Eberswalde südlich der B167 und westlich der L200,

  — Gemeinde Breydin,

  — Gemeinde Melchow,

  — Gemeinde Sydower Fließ mit der Gemarkung Grüntal nördlich der K6006 (Landstraße nach Tuchen), östlich der Schönholzer Straße und östlich Am Postweg,

  — Hohenfinow südlich der B167,

— Landkreis Uckermark:

  — Gemeinde Passow mit den Gemarkungen Briest, Passow und Schönow,

  — Gemeinde Mark Landin mit den Gemarkungen Landin nördlich der B2, Grünow und Schönermark,

  — Gemeinde Angermünde mit den Gemarkungen Frauenhagen, Mürow, Angermünde nördlich und nordwestlich der B2, Dobberzin nördlich der B2, Kerkow, Welsow, Bruchhagen, Greiffenberg, Günterberg, Biesenbrow, Görlsdorf, Wolletz und Altkünkendorf,

  — Gemeinde Zichow,

  — Gemeinde Casekow mit den Gemarkungen Blumberg, Wartin, Luckow-Petershagen und den Gemarkungen Biesendahlshof und Casekow westlich der L272 und nördlich der L27,

  — Gemeinde Hohenselchow-Groß Pinnow mit der Gemarkung Hohenselchow nördlich der L27,

  — Gemeinde Tantow,

  — Gemeinde Mescherin

  — Gemeinde Gartz (Oder) mit der Gemarkung Geesow sowie den Gemarkungen Gartz und Hohenreinkendorf nördlich der L27 und B2 bis Gartenstraße,

  — Gemeinde Pinnow nördlich und westlich der B2,

  — Gemeinde Nordwestuckermark mit den Gemarkungen Zernikow, Holzendorf, Rittgarten, Falkenhagen, Schapow, Schönermark (NWU), Wilhelmshof, Naugarten, Horst, Gollmitz, Klein-Sperrenwalde und Kröchlendorff,

  — Gemeinde Boitzenburger-Land mit den Gemarkungen Berkholz, Wichmannsdorf, Kuhz und Haßleben,

  — Gemeinde Mittenwalde,

  — Gemeinde Gerswalde mit den Gemarkungen Gerswalde, Buchholz, Pinnow (GE), Kaakstedt und Fergitz

  — Gemeinde Flieth-Steglitz,

  — Gemeinde Angermünde mit den Gemarkungen Wilmersdorf und Schmiedeberg,

— Gemeinde Oberuckersee mit der Gemarkung Grünheide,

— Gemeinde Gramzow mit der Gemarkung Gramzow östlich der der K7315, Gemarkungen

— Meichow, Neumeichow, Polßen

— Gemeinde Randowtal mit den Gemarkungen Wollin, Schmölln, Schwaneberg, Grenz

— Gemeinde Brüssow mit den Gemarkungen Battin, Grünberg und Trampe,

— Gemeinde Carmzow-Wallmow.

— Gemeinde Grünow mit der Gemarkung Grenz,

— Gemeinde Schenkenberg mit der Gemarkung Kleptow,

— Gemeinde Schönfeld,

— Gemeinde Göritz,

— Gemeinde Prenzlau mit den Gemarkungen Dedelow, Schönwerder und Dauer,

— Gemeinde Uckerland mit der Gemarkung Bandelow südlich der Straße von Bandelow zum Bandlowsee und der Gemarkung Jagow südlich der Straße vom Bandlowsee zur K7341,

— Landkreis Oder-Spree:

— Gemeinde Storkow (Mark),

— Gemeinde Spreenhagen mit den Gemarkungen Braunsdorf, Markgrafpieske, Lebbin und Spreenhagen,

— Gemeinde Grünheide (Mark) mit den Gemarkungen Kagel, Kienbaum und Hangelsberg,

— Gemeinde Fürstenwalde westlich der B 168 und nördlich der L 36,

— Gemeinde Rauen,

— Gemeinde Wendisch Rietz bis zur östlichen Uferzone des Scharmützelsees und von der südlichen Spitze des Scharmützelsees südlich der B246,

— Gemeinde Reichenwalde,

— Gemeinde Bad Saarow mit der Gemarkung Petersdorf und der Gemarkung Bad Saarow-Pieskow westlich der östlichen Uferzone des Scharmützelsees und ab nördlicher Spitze westlich der L35,

— Gemeinde Tauche mit der Gemarkung Werder,

— Gemeinde Steinhöfel mit den Gemarkungen Jänickendorf, Schönfelde, Beerfelde, Gölsdorf, Buchholz, Tempelberg und den Gemarkungen Steinhöfel, Hasenfelde und Heinersdorf westlich der L36 und der Gemarkung Neuendorf im Sande nördlich der L36,

— Landkreis Spree-Neiße:

— Gemeinde Turnow-Preilack mit der Gemarkung Turnow,

— Gemeinde Drachhausen,

— Gemeinde Schmogrow-Fehrow,

— Gemeinde Drehnow,

— Gemeinde Teichland mit den Gemarkungen Maust und Neuendorf,

— Gemeinde Dissen-Striesow,

— Gemeinde Briesen,

— Gemeinde Spremberg mit den Gemarkungen, Klein Buckow, Radewiese, Stradow, Straußdorf, Wolkenberg und der Gemarkung Spremberg westlich der Tagebaurandstraße,

— Gemeinde Drebkau mit den Gemarkungen Jehserig und Kausche,

— Gemeinde Neuhausen/Spree mit den Gemarkungen Kathlow, Haasow, Koppatz, Neuhausen, Frauendorf, Groß Oßnig, Groß Döbbern und Klein Döbbern und der Gemarkung Roggosen nördlich der BAB 15,

— Gemeinde Welzow mit der Gemarkung Welzow,

— Landkreis Oberspreewald-Lausitz:

  — Gemeinde Neupetershain,

  — Gemeinde Lauchhammer,

  — Gemeinde Schwarzheide,

  — Gemeinde Schipkau,

  — Gemeinde Senftenberg mit den Gemarkungen Brieske, Niemtsch, Senftenberg, Reppist, Hosena, Großkoschen, Kleinkoschen und Sedlitz,

  — die Gemeinde Schwarzbach mit der Gemarkung Biehlen,

  — Gemeinde Neu-Seeland mit den Gemarkungen Lieske, Bahnsdorf und Lindchen,

  — Gemeinde Großräschen mit den Gemarkungen Dörrwalde und Allmosen,

  — Gemeinde Tettau,

— Landkreis Elbe-Elster:

  — Gemeinde Großthiemig,

  — Gemeinde Hirschfeld,

  — Gemeinde Gröden,

  — Gemeinde Schraden,

  — Gemeinde Merzdorf,

  — Gemeinde Röderland mit der Gemarkung Wainsdorf, Prösen, Stolzenhain a.d. Röder,

  — Gemeinde Plessa mit der Gemarkung Plessa,

— Landkreis Prignitz:

  — Gemeinde Groß Pankow mit den Gemarkungen Baek, Tangendorf, Tacken, Hohenvier, Strigleben, Steinberg und Gulow,

  — Gemeinde Perleberg mit der Gemarkung Schönfeld,

  — Gemeinde Karstädt mit den Gemarkungen Postlin, Strehlen, Blüthen, Klockow, Premslin, Glövzin, Waterloo, Karstädt, Dargardt, Garlin und die Gemarkungen Groß Warnow, Klein Warnow, Reckenzin, Streesow und Dallmin westlich der Bahnstrecke Berlin/Spandau-Hamburg/Altona,

  — Gemeinde Gülitz-Reetz,

  — Gemeinde Putlitz mit den Gemarkungen Lockstädt, Mansfeld und Laaske,

  — Gemeinde Triglitz,

  — Gemeinde Marienfließ mit der Gemarkung Frehne,

  — Gemeinde Kümmernitztal mit der Gemarkungen Buckow, Preddöhl und Grabow,

  — Gemeinde Gerdshagen mit der Gemarkung Gerdshagen,

  — Gemeinde Meyenburg,

  — Gemeinde Pritzwalk mit der Gemarkung Steffenshagen,

Bundesland Sachsen:

— Landkreis Bautzen

  — Gemeinde Arnsdorf, sofern nicht bereits Teil der Sperrzone II,

  — Gemeinde Cunewalde,

  — Gemeinde Demitz-Thumitz, sofern nicht bereits Teil der Sperrzone II,

  — Gemeinde Doberschau-Gaußig,

  — Gemeinde Göda, sofern nicht bereits Teil der Sperrzone II,

  — Gemeinde Großharthau, sofern nicht bereits Teil der Sperrzone II,

  — Gemeinde Großpostwitz/O.L.,

  — Gemeinde Hochkirch, sofern nicht bereits der Sperrzone II,

— Gemeinde Kubschütz, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Neukirch/Lausitz,
— Gemeinde Obergurig,
— Gemeinde Schmölln-Putzkau,
— Gemeinde Sohland a. d. Spree,
— Gemeinde Stadt Bautzen, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Bischhofswerda, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Radeberg, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Schirgiswalde-Kirschau,
— Gemeinde Stadt Wilthen,
— Gemeinde Steinigtwolmsdorf,

— Stadt Dresden:
— Stadtgebiet, sofern nicht bereits Teil der Sperrzone II,

— Landkreis Meißen:
— Gemeinde Diera-Zehren, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Glaubitz, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Hirschstein,
— Gemeinde Käbschütztal,
— Gemeinde Klipphausen, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Niederau, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Nünchritz, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Röderaue, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Gröditz, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Lommatzsch,
— Gemeinde Stadt Meißen, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Stadt Nossen außer Ortsteil Nossen,
— Gemeinde Stadt Riesa,
— Gemeinde Stadt Strehla,
— Gemeinde Stauchitz,
— Gemeinde Wülknitz, sofern nicht bereits Teil der Sperrzone II,
— Gemeinde Zeithain,

— Landkreis Mittelsachsen:
— Gemeinde Reinsberg,

— Landkreis Sächsische Schweiz-Osterzgebirge:
— Gemeinde Bannewitz,
— Gemeinde Dürröhrsdorf-Dittersbach,
— Gemeinde Kreischa,
— Gemeinde Lohmen,
— Gemeinde Müglitztal,
— Gemeinde Stadt Dohna,
— Gemeinde Stadt Freital,
— Gemeinde Stadt Heidenau,
— Gemeinde Stadt Hohnstein,

— Gemeinde Stadt Neustadt i. Sa.,

— Gemeinde Stadt Pirna,

— Gemeinde Stadt Rabenau mit den Ortsteilen Lübau, Obernaundorf, Oelsa, Rabenau und Spechtritz,

— Gemeinde Stadt Stolpen,

— Gemeinde Stadt Tharandt mit den Ortsteilen Fördergersdorf, Großopitz, Kurort Hartha, Pohrsdorf und Spechtshausen,

— Gemeinde Stadt Wilsdruff, sofern nicht bereits Teil der Sperrzone II,

Bundesland Mecklenburg-Vorpommern:

— Landkreis Vorpommern Greifswald

— Gemeinde Penkun südlich der Autobahn A11,

— Gemeinde Nadrense südlich der Autobahn A11,

— Landkreis Ludwigslust-Parchim:

— Gemeinde Barkhagen mit den Ortsteilen und Ortslagen: Altenlinden, Kolonie Lalchow, Plauerhagen, Zarchlin, Barkow-Ausbau, Barkow,

— Gemeinde Blievenstorf mit dem Ortsteil: Blievenstorf,

— Gemeinde Brenz mit den Ortsteilen und Ortslagen: Neu Brenz, Alt Brenz,

— Gemeinde Domsühl mit den Ortsteilen und Ortslagen: Severin, Bergrade Hof, Bergrade Dorf, Zieslübbe, Alt Dammerow, Schlieven, Domsühl, Domsühl-Ausbau, Neu Schlieven,

— Gemeinde Gallin-Kuppentin mit den Ortsteilen und Ortslagen: Kuppentin, Kuppentin-Ausbau, Daschow, Zahren, Gallin, Penzlin,

— Gemeinde Ganzlin mit den Ortsteilen und Ortslagen: Dresenow, Dresenower Mühle, Twietfort, Ganzlin, Tönchow, Wendisch Priborn, Liebhof, Gnevsdorf,

— Gemeinde Granzin mit den Ortsteilen und Ortslagen: Lindenbeck, Greven, Beckendorf, Bahlenrade, Granzin,

— Gemeinde Grabow mit den Ortsteilen und Ortslagen: Fresenbrügge, Grabow, Griemoor, Heidehof, Kaltehof, Winkelmoor,

— Gemeinde Groß Laasch mit den Ortsteilen und Ortslagen: Groß Laasch,

— Gemeinde Kremmin mit den Ortsteilen und Ortslagen: Beckentin, Kremmin,

— Gemeinde Kritzow mit den Ortsteilen und Ortslagen: Schlemmin, Kritzow,

— Gemeinde Lewitzrand mit dem Ortsteil und Ortslage: Matzlow-Garwitz (teilweise),

Gemeinde Lübz mit den Ortsteilen und Ortslagen: Bobzin, Broock, Broock Ausbau, Hof Gischow, Lübz, Lutheran, Lutheran Ausbau, Riederfelde, Ruthen, Wessentin, Wessentin Ausbau,

— Gemeinde Neustadt-Glewe mit den Ortsteilen und Ortslagen: Hohes Feld, Kiez, Klein Laasch, Liebs Siedlung, Neustadt-Glewe, Tuckhude, Wabel,

— Gemeinde Obere Warnow mit den Ortsteilen und Ortslagen: Grebbin und Wozinkel, Gemarkung Kossebade teilweise, Gemarkung Herzberg mit dem Waldgebiet Bahlenholz bis an die östliche Gemeindegrenze, Gemarkung Woeten unmittelbar östlich und westlich der L16,

— Gemeinde Parchim mit den Ortsteilen und Ortslagen: Dargelütz, Neuhof, Kiekindemark, Neu Klockow, Möderitz, Malchow, Damm, Parchim, Voigtsdorf, Neu Matzlow,

— Gemeinde Passow mit den Ortsteilen und Ortslagen: Unterbrüz, Brüz, Welzin, Neu Brüz, Weisin, Charlottenhof, Passow,

— Gemeinde Plau am See mit den Ortsteilen und Ortslagen: Reppentin, Gaarz, Silbermühle, Appelburg, Seelust, Plau-Am See, Plötzenhöhe, Klebe, Lalchow, Quetzin, Heidekrug,

— Gemeinde Rom mit den Ortsteilen und Ortslagen: Lancken, Stralendorf, Rom, Darze, Paarsch,

— Gemeinde Spornitz mit den Ortsteilen und Ortslagen: Dütschow, Primark, Steinbeck, Spornitz,

— Gemeinde Werder mit den Ortsteilen und Ortslagen: Neu Benthen, Benthen, Tannenhof, Werder.

2. **Estonia**

The following restricted zones I in Estonia:

— Hiiu maakond.

3. **Greece**

The following restricted zones I in Greece:

— in the regional unit of Drama:

— the community departments of Sidironero and Skaloti and the municipal departments of Livadero and Ksiropotamo (in Drama municipality),

— the municipal department of Paranesti (in Paranesti municipality),

— the municipal departments of Kokkinogeia, Mikropoli, Panorama, Pyrgoi (in Prosotsani municipality),

— the municipal departments of Kato Nevrokopi, Chrysokefalo, Achladea, Vathytopos, Volakas, Granitis, Dasotos, Eksohi, Katafyto, Lefkogeia, Mikrokleisoura, Mikromilea, Ochyro, Pagoneri, Perithorio, Kato Vrontou and Potamoi (in Kato Nevrokopi municipality),

— in the regional unit of Xanthi:

— the municipal departments of Kimmerion, Stavroupoli, Gerakas, Dafnonas, Komnina, Kariofyto and Neochori (in Xanthi municipality),

— the community departments of Satres, Thermes, Kotyli, and the municipal departments of Myki, Echinos and Oraio and (in Myki municipality),

— the community department of Selero and the municipal department of Sounio (in Avdira municipality),

— in the regional unit of Rodopi:

— the municipal departments of Komotini, Anthochorio, Gratini, Thrylorio, Kalhas, Karydia, Kikidio, Kosmio, Pandrosos, Aigeiros, Kallisti, Meleti, Neo Sidirochori and Mega Doukato (in Komotini municipality),

— the municipal departments of Ipio, Arriana, Darmeni, Archontika, Fillyra, Ano Drosini, Aratos and the Community Departments Kehros and Organi (in Arriana municipality),

— the municipal departments of Iasmos, Sostis, Asomatoi, Polyanthos and Amvrosia and the community department of Amaxades (in Iasmos municipality),

— the municipal department of Amaranta (in Maroneia Sapon municipality),

— in the regional unit of Evros:

— the municipal departments of Kyriaki, Mandra, Mavrokklisi, Mikro Dereio, Protokklisi, Roussa, Goniko, Geriko, Sidirochori, Megalo Derio, Sidiro, Giannouli, Agriani and Petrolofos (in Soufli municipality),

— the municipal departments of Dikaia, Arzos, Elaia, Therapio, Komara, Marasia, Ormenio, Pentalofos, Petrota, Plati, Ptelea, Kyprinos, Zoni, Fulakio, Spilaio, Nea Vyssa, Kavili, Kastanies, Rizia, Sterna, Ampelakia, Valtos, Megali Doxipara, Neochori and Chandras (in Orestiada municipality),

— the municipal departments of Asvestades, Ellinochori, Karoti, Koufovouno, Kiani, Mani, Sitochori, Alepochori, Asproneri, Metaxades, Vrysika, Doksa, Elafoxori, Ladi, Paliouri and Poimeniko (in Didymoteixo municipality),

— in the regional unit of Serres:

— the municipal departments of Kerkini, Livadia, Makrynitsa, Neochori, Platanakia, Petritsi, Akritochori, Vyroneia, Gonimo, Mandraki, Megalochori, Rodopoli, Ano Poroia, Katw Poroia, Sidirokastro, Vamvakophyto, Promahonas, Kamaroto, Strymonochori, Charopo, Kastanousi and Chortero and the community departments of Achladochori, Agkistro and Kapnophyto (in Sintiki municipality),

— the municipal departments of Serres, Elaionas and Oinoussa and the community departments of Orini and Ano Vrontou (in Serres municipality),

— the municipal departments of Dasochoriou, Irakleia, Valtero, Karperi, Koimisi, Lithotopos, Limnochori, Podismeno and Chrysochorafa (in Irakleia municipality).

4. **Latvia**

The following restricted zones I in Latvia:

— Dienvidkurzemes novada, Grobiņas pagasts, Nīcas pagasta daļa uz ziemeļiem no apdzīvotas vietas Bernāti, autoceļa V1232, A11, V1222, Bārtas upes, Otaņķu pagasts, Grobiņas pilsēta,

— Ropažu novada Stopiņu pagasta daļa, kas atrodas uz rietumiem no autoceļa V36, P4 un P5, Acones ielas, Dauguļupes ielas un Dauguļupītes.

5. **Lithuania**

The following restricted zones I in Lithuania:

— Kalvarijos savivaldybė,

— Klaipėdos rajono savivaldybė: Agluonėnų, Dovilų, Gargždų, Priekulės, Vėžaičių, Kretingalės ir Dauparų-Kvietinių seniūnijos,

— Marijampolės savivaldybė,

— Palangos miesto savivaldybė,

— Vilkaviškio rajono savivaldybė: Bartninkų, Gižų, Gražiškių, Keturvalakių, Kybartų, Pajevonio,Šeimenos, Vilkaviškio miesto, Virbalio, Vištyčio seniūnijos..

6. **Hungary**

The following restricted zones I in Hungary:

— Békés megye 950950, 950960, 950970, 951950, 952050, 952750, 952850, 952950, 953050, 953150, 953650, 953660, 953750, 953850, 953960, 954250, 954260, 954350, 954450, 954550, 954650, 954750, 954850, 954860, 954950, 955050, 955150, 955250, 955260, 955270, 955350, 955450, 955510, 955650, 955750, 955760, 955850, 955950, 956050, 956060, 956150 és 956160 kódszámú vadgazdálkodási egységeinek teljes területe,

— Bács-Kiskun megye 600150, 600850, 601550, 601650, 601660, 601750, 601850, 601950, 602050, 603250, 603750 és 603850 kódszámú vadgazdálkodási egységeinek teljes területe,

— Budapest 1 kódszámú, vadgazdálkodási tevékenységre nem alkalmas területe,

— Csongrád-Csanád megye 800150, 800160, 800250, 802220, 802260, 802310 és 802450 kódszámú vadgazdálkodási egységeinek teljes területe,

— Fejér megye 400150, 400250, 400351, 400352, 400450, 400550, 401150, 401250, 401350, 402050, 402350, 402360, 402850, 402950, 403050, 403450, 403550, 403650, 403750, 403950, 403960, 403970, 404650, 404750, 404850, 404950, 404960, 405050, 405750, 405850, 405950,

— 406050, 406150, 406550, 406650 és 406750 kódszámú vadgazdálkodási egységeinek teljes területe,

— Győr-Moson-Sopron megye 100550, 100650, 100950, 101050, 101350, 101450, 101550, 101560 és 102150 kódszámú vadgazdálkodási egységeinek teljes területe,

— Jász-Nagykun-Szolnok megye 750150, 750160, 750260, 750350, 750450, 750460, 754450, 754550, 754560, 754570, 754650, 754750, 754950, 755050, 755150, 755250, 755350 és 755450 kódszámú vadgazdálkodási egységeinek teljes területe,

— Komárom-Esztergom megye 250150, 250250, 250450, 250460, 250550, 250650, 250750, 251050, 251150, 251250, 251350, 251360, 251650, 251750, 251850, 252250, kódszámú vadgazdálkodási egységeinek teljes területe,

— Pest megye 571550, 572150, 572250, 572350, 572550, 572650, 572750, 572850, 572950, 573150, 573250, 573260, 573350, 573360, 573450, 573850, 573950, 573960, 574050, 574150, 574350, 574360, 574550, 574650, 574750, 574850, 574860, 574950, 575050, 575150, 575250, 575350, 575550, 575650, 575750, 575850, 575950, 576050, 576150, 576250, 576350, 576450, 576650, 576750, 576850, 576950, 577050, 577150, 577350, 577450, 577650, 577850, 577950, 578050, 578150, 578250, 578350, 578360, 578450, 578550, 578560, 578650, 578850, 578950, 579050, 579150, 579250, 579350, 579450, 579460, 579550, 579650, 579750, 580250 és 580450 kódszámú vadgazdálkodási egységeinek teljes területe.

7. **Poland**

The following restricted zones I in Poland:

w województwie kujawsko - pomorskim:

— powiat rypiński,

— powiat brodnicki,

— powiat grudziądzki,

— powiat miejski Grudziądz,

— powiat wąbrzeski,

w województwie warmińsko-mazurskim:

— gminy Wielbark i Rozogi w powiecie szczycieńskim,

w województwie podlaskim:

— gminy Wysokie Mazowieckie z miastem Wysokie Mazowieckie, Czyżew i część gminy Kulesze Kościelne położona na południe od linii wyznaczonej przez linię kolejową w powiecie wysokomazowieckim,

— gminy Miastkowo, Nowogród, Śniadowo i Zbójna w powiecie łomżyńskim,

— gminy Szumowo, Zambrów z miastem Zambrów i część gminy Kołaki Kościelne położona na południe od linii wyznaczonej przez linię kolejową w powiecie zambrowskim,

— gminy Grabowo, Kolno i miasto Kolno, Turośl w powiecie kolneńskim,

w województwie mazowieckim:

— powiat ostrołęcki,

— powiat miejski Ostrołęka,

— gminy Bielsk, Brudzeń Duży, Bulkowo, Drobin, Gąbin, Łąck, Nowy Duninów, Radzanowo, Słupno, Staroźreby i Stara Biała w powiecie płockim,

— powiat miejski Płock,

— powiat ciechanowski,

— gminy Baboszewo, Dzierzążnia, Joniec, Nowe Miasto, Płońsk i miasto Płońsk, Raciąż i miasto Raciąż, Sochocin w powiecie płońskim,

— powiat sierpecki,

— gmina Bieżuń, Lutocin, Siemiątkowo i Żuromin w powiecie żuromińskim,

— część powiatu ostrowskiego niewymieniona w części II załącznika I,

— gminy Dzieżgowo, Lipowiec Kościelny, Mława, Radzanów, Strzegowo, Stupsk, Szreńsk, Szydłowo, Wiśniewo w powiecie mławskim,

— powiat przasnyski,

— powiat makowski,

— powiat pułtuski,

— część powiatu wyszkowskiego niewymieniona w części II załącznika I,

— część powiatu węgrowskiego niewymieniona w części II załącznika I,

— część powiatu wołomińskiego niewymieniona w części II załącznika I,

— gminy Mokobody i Suchożebry w powiecie siedleckim,

— gminy Dobre, Jakubów, Kałuszyn, Stanisławów w powiecie mińskim,

— gminy Bielany i gmina wiejska Sokołów Podlaski w powiecie sokołowskim,

— powiat gostyniński,

w województwie podkarpackim:

— powiat jasielski,

— powiat strzyżowski,

— część powiatu ropczycko – sędziszowskiego niewymieniona w części II i II załącznika I,

— gminy Pruchnik, Rokietnica, Roźwienica, w powiecie jarosławskim,

— gminy Fredropol, Krasiczyn, Krzywcza, Przemyśl, część gminy Orły położona na zachód od linii wyznaczonej przez drogę nr 77, część gminy Żurawica na zachód od linii wyznaczonej przez drogę nr 77 w powiecie przemyskim,

— powiat miejski Przemyśl,

— gminy Gać, Jawornik Polski, Kańczuga, część gminy Zarzecze położona na południe od linii wyznaczonej przez rzekę Mleczka w powiecie przeworskim,

— powiat łańcucki,

— gminy Trzebownisko, Głogów Małopolski, część gminy Świlcza położona na północ od linii wyznaczonej przez drogę nr 94 i część gminy Sokołów Małopolski położona na południe od linii wyznaczonej przez drogę nr 875 w powiecie rzeszowskim,

— gmina Raniżów w powiecie kolbuszowskim,

— gminy Brzostek, Jodłowa, Pilzno, miasto Dębica, część gminy Czarna położona na południe od linii wyznaczonej przez drogę nr A4, część gminy Żyraków położona na południe od linii wyznaczonej przez drogę nr A4, część gminy wiejskiej Dębica położona na południe od linii wyznaczonej przez drogę nr A4 w powiecie dębickim,

w województwie świętokrzyskim:

— gminy Nowy Korczyn, Solec–Zdrój, Wiślica, Stopnica, Tuczępy, Busko Zdrój w powiecie buskim,

— powiat kazimierski,

— powiat skarżyski,

— część powiatu opatowskiego niewymieniona w części II załącznika I,

— część powiatu sandomierskiego niewymieniona w części II załącznika I,

— gminy Bogoria, Osiek, Staszów i część gminy Rytwiany położona na wschód od linii wyznaczonej przez drogę nr 764, część gminy Szydłów położona na wschód od linii wyznaczonej przez drogę nr 756 w powiecie staszowskim,

— gminy Pawłów, Wąchock, część gminy Brody położona na zachód od linii wyznaczonej przez drogę nr 9 oraz na południowy - zachód od linii wyznaczonej przez drogi: nr 0618T biegnącą od północnej granicy gminy do skrzyżowania w miejscowości Lipie, drogę biegnącą od miejscowości Lipie do wschodniej granicy gminy i część gminy Mirzec położona na zachód od linii wyznaczonej przez drogę nr 744 biegnącą od południowej granicy gminy do miejscowości Tychów Stary a następnie przez drogę nr 0566T biegnącą od miejscowości Tychów Stary w kierunku północno - wschodnim do granicy gminy w powiecie starachowickim,

— powiat ostrowiecki,

— gminy Fałków, Ruda Maleniecka, Radoszyce, Smyków, Słupia Konecka, część gminy Końskie położona na zachód od linii kolejowej, część gminy Stąporków położona na południe od linii kolejowej w powiecie koneckim,

— gminy Bodzentyn, Bieliny, Łagów, Morawica, Nowa Słupia, część gminy Raków położona na wschód od linii wyznaczonej przez drogi nr 756 i 764, część gminy Chęciny położona na południe od linii wyznaczonej przez drogę nr 762, część gminy Górno położona na południe od linii wyznaczonej przez drogę biegnącą od wschodniej granicy gminy łączącą miejscowości Leszczyna – Cedzyna oraz na południe od linii wyznaczonej przez ul. Kielecką w miejscowości Cedzyna biegnącą do wschodniej granicy gminy, część gminy Daleszyce położona na północ od linii wyznaczonej przez drogę nr 764 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą łączącą miejscowości Daleszyce – Słopiec – Borków, dalej na północ od linii wyznaczonej przez tę drogę biegnącą od skrzyżowania z drogą nr 764 do przecięcia z linią rzeki Belnianka, następnie na północ od linii wyznaczonej przez rzeki Belnianka i Czarna Nida biegnącej do zachodniej granicy gminy w powiecie kieleckim,

— gminy Działoszyce, Michałów, Pińczów, Złota w powiecie pińczowskim,

— gminy Imielno, Jędrzejów, Nagłowice, Sędziszów, Słupia, Sobków, Wodzisław w powiecie jędrzejowskim,

— gminy Moskorzew, Radków, Secemin, część gminy Włoszczowa położona na zachód od linii wyznaczonej przez drogę nr 742 biegnącą od północnej granicy gminy do miejscowości Konieczno i dalej na zachód od linii wyznaczonej przez drogę łączącą miejscowości Konieczno – Rogienice – Dąbie – Podłazie, część gminy Kluczewsko położona na północ od linii wyznaczonej przez drogę biegnącą od wschodniej granicy gminy i łączącą miejscowości Krogulec – Nowiny - Komorniki do przecięcia z linią rzeki Czarna, następnie na północ od linii wyznaczonej przez rzekę Czarna biegnącą do przecięcia z linią wyznaczoną przez drogę nr 742 i dalej na zachód od linii wyznaczonej przez drogę nr 742 biegnącą od przecięcia z linią rzeki Czarna do południowej granicy gminy w powiecie włoszczowskim,

w województwie łódzkim:

— gminy Łyszkowice, Kocierzew Południowy, Kiernozia, Chąśno, Nieborów, część gminy wiejskiej Łowicz położona na północ od linii wyznaczonej przez drogę nr 92 biegnącej od granicy miasta Łowicz do zachodniej granicy gminy oraz część gminy wiejskiej Łowicz położona na wschód od granicy miasta Łowicz i na północ od granicy gminy Nieborów w powiecie łowickim,

— gminy Cielądz, Rawa Mazowiecka z miastem Rawa Mazowiecka w powiecie rawskim,

— gminy Bolimów, Głuchów, Godzianów, Lipce Reymontowskie, Maków, Nowy Kawęczyn, Skierniewice, Słupia w powiecie skierniewickim,

— powiat miejski Skierniewice,

— gminy Mniszków, Paradyż, Sławno i Żarnów w powiecie opoczyńskim,

— powiat tomaszowski,

— powiat brzeziński,

— powiat łaski,

— powiat miejski Łódź,

— powat łódzki wschodni,

— powiat pabianicki,

— powiat wieruszowski,

— gminy Aleksandrów Łódzki, Stryków, miasto Zgierz w powiecie zgierskim,

— gminy Bełchatów z miastem Bełchatów, Drużbice, Kluki, Rusiec, Szczerców, Zelów w powiecie bełchatowskim,

— powiat wieluński,

— powiat sieradzki,

— powiat zduńskowolski,

— gminy Aleksandrów, Czarnocin, Grabica, Moszczenica, Ręczno, Sulejów, Wola Krzysztoporska, Wolbórz w powiecie piotrkowskim,

— powiat miejski Piotrków Trybunalski,

— gminy Masłowice, Przedbórz, Wielgomłyny i Żytno w powiecie radomszczańskim,

w województwie śląskim:

— gmina Koniecpol w powiecie częstochowskim,

w województwie pomorskim:

— gminy Ostaszewo, miasto Krynica Morska oraz część gminy Nowy Dwór Gdański położona na południowy - zachód od linii wyznaczonej przez drogę nr 55 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 7, następnie przez drogę nr 7 i S7 biegnącą do zachodniej granicy gminy w powiecie nowodworskim,

— gminy Lichnowy, Miłoradz, Malbork z miastem Malbork, część gminy Nowy Staw położna na zachód od linii wyznaczonej przez drogę nr 55 w powiecie malborskim,

— gminy Mikołajki Pomorskie, Stary Targ i Sztum w powiecie sztumskim,

— powiat gdański,

— Miasto Gdańsk,

— powiat tczewski,

— powiat kwidzyński,

w województwie lubuskim:

— gmina Lubiszyn w powiecie gorzowskim,

— gmina Dobiegniew w powiecie strzelecko – drezdeneckim,

w województwie dolnośląskim:

— gminy Dziadowa Kłoda, Międzybórz, Syców, Twardogóra, część gminy wiejskiej Oleśnica położona na północ od linii wyznaczonej przez drogę nr S8, część gminy Dobroszyce położona na wschód od linii wyznaczonej przez linię kolejową biegnącą od północnej do południowej granicy gminy w powiecie oleśnickim,

— gminy Jordanów Śląski, Kobierzyce, Mietków, Sobótka, część gminy Żórawina położona na zachód od linii wyznaczonej przez autostradę A4, część gminy Kąty Wrocławskie położona na południe od linii wyznaczonej przez autostradę A4 w powiecie wrocławskim,

— część gminy Domaniów położona na południowy zachód od linii wyznaczonej przez autostradę A4 w powiecie oławskim,

— gmina Wiązów w powiecie strzelińskim,

— część powiatu średzkiego niewymieniona w części II załącznika I,

— miasto Świeradów - Zdrój w powiecie lubańskim,

— gminy Pielgrzymka, miasto Złotoryja, część gminy wiejskiej Złotoryja położona na zachód od linii wyznaczonej przez drogę biegnącą od północnej granicy gminy w miejscowości Nowa Wieś Złotoryjska do granicy miasta Złotoryja oraz na południe od linii wyznaczonej przez drogę nr 382 biegnącą od granicy miasta Złotoryja do wschodniej granicy gminy w powiecie złotoryjskim,

— gmina Mirsk w powiecie lwóweckim,

— gminy Janowice Wielkie, Mysłakowice, Stara Kamienica w powiecie karkonoskim,

— część powiatu miejskiego Jelenia Góra położona na północ od linii wyznaczonej przez drogę nr 366,

— gminy Bolków, Męcinka, Mściwojów, Paszowice, miasto Jawor w powiecie jaworskim,

— gminy Dobromierz, Jaworzyna Śląska, Marcinowice, Strzegom, Żarów w powiecie świdnickim,

— gminy Dzierżoniów, Pieszyce, miasto Bielawa, miasto Dzierżoniów w powiecie dzierżoniowskim,

— gminy Głuszyca, Mieroszów w powiecie wałbrzyskim,

— gmina Nowa Ruda i miasto Nowa Ruda w powiecie kłodzkim,

— gminy Kamienna Góra, Marciszów i miasto Kamienna Góra w powiecie kamiennogórskim,

w województwie wielkopolskim:

— gminy Koźmin Wielkopolski, Rozdrażew, miasto Sulmierzyce, część gminy Krotoszyn położona na wschód od linii wyznaczonej przez drogi: nr 15 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 36, nr 36 biegnącą od skrzyżowania z drogą nr 15 do skrzyżowana z drogą nr 444, nr 444 biegnącą od skrzyżowania z drogą nr 36 do południowej granicy gminy w powiecie krotoszyńskim,

— gminy Brodnica, część gminy Dolsk położona na wschód od linii wyznaczonej przez drogę nr 434 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 437, a następnie na wschód od drogi nr 437 biegnącej od skrzyżowania z drogąnr 434 do południowej granicy gminy, część gminy Śrem położóna na wschód od linii wyznaczonej przez drogę nr 310 biegnącą od zachodniej granicy gminy do miejscowości Śrem, następnie na wschód od drogi nr 432 w miejscowości Śrem oraz na wschód od drogi nr 434 biegnącej od skrzyżowania z drogą nr 432 do południowej granicy gminy w powiecie śremskim,

— gminy Borek Wielkopolski, Piaski, Pogorzela, w powiecie gostyńskim,

— gmina Grodzisk Wielkopolski i część gminy Kamieniec położona na wschód od linii wyznaczonej przez drogę nr 308 w powiecie grodziskim,

— gmina Czempiń w powiecie kościańskim,

— gminy Kleszczewo, Kostrzyn, Kórnik, Pobiedziska, Mosina, miasto Puszczykowo, część gminy wiejskiej Murowana Goślina położona na południe od linii kolejowej biegnącej od północnej granicy miasta Murowana Goślina do północno-wschodniej granicy gminy w powiecie poznańskim,

— gmina Kiszkowo i część gminy Kłecko położona na zachód od rzeki Mała Wełna w powiecie gnieźnieńskim,

— powiat czarnkowsko-trzcianecki,

— część gminy Wronki położona na północ od linii wyznaczonej przez rzekę Wartę biegnącą od zachodniej granicy gminy do przecięcia z droga nr 182, a następnie na wschód od linii wyznaczonej przez drogi nr 182 oraz 184 biegnącą od skrzyżowania z drogą nr 182 do południowej granicy gminy w powiecie szamotulskim,

— gmina Budzyń w powiecie chodzieskim,

— gminy Mieścisko, Skoki i Wągrowiec z miastem Wągrowiec w powiecie wągrowieckim,

— powiat pleszewski,

— gmina Zagórów w powiecie słupeckim,

— gmina Pyzdry w powiecie wrzesińskim,

— gminy Kotlin, Żerków i część gminy Jarocin położona na wschód od linii wyznaczonej przez drogi nr S11 i 15 w powiecie jarocińskim,

— powiat ostrowski,

— powiat miejski Kalisz,

— powiat kaliski,

— powiat turecki,

— gminy Rzgów, Grodziec, Krzymów, Stare Miasto, Rychwał w powiecie konińskim,

— powiat kępiński,

— powiat ostrzeszowski,

w województwie opolskim:

— gminy Domaszowice, Pokój, część gminy Namysłów położona na północ od linii wyznaczonej przez linię kolejową biegnącą od wschodniej do zachodniej granicy gminy w powiecie namysłowskim,

— gminy Wołczyn, Kluczbork, Byczyna w powiecie kluczborskim,

— gminy Praszka, Gorzów Śląski część gminy Rudniki położona na północ od linii wyznaczonej przez drogę nr 42 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą nr 43 i na zachód od linii wyznaczonej przez drogę nr 43 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 42 w powiecie oleskim,

— gmina Grodkóww powiecie brzeskim,

— gminy Komprachcice, Łubniany, Murów, Niemodlin, Tułowice w powiecie opolskim,

— powiat miejski Opole,

w województwie zachodniopomorskim:

— gminy Nowogródek Pomorski, Barlinek, Myślibórz, część gminy Dębno położona na wschód od linii wyznaczonej przez drogę nr 126 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą nr 23 w miejscowości Dębno, następnie na wschód od linii wyznaczonej przez drogę nr 23 do skrzyżowania z ul. Jana Pawła II w miejscowości Cychry, następnie na północ od ul. Jana Pawła II do skrzyżowania z ul. Ogrodową i dalej na północ od linii wyznaczonej przez ul. Ogrodową, której przedłużenie biegnie do wschodniej granicy gminy w powiecie myśliborskim,

— gmina Stare Czarnowo w powiecie gryfińskim,

— gmina Bielice, Kozielice, Pyrzyce w powiecie pyrzyckim,

— gminy Bierzwnik, Krzęcin, Pełczyce w powiecie choszczeńskim,

— część powiatu miejskiego Szczecin położona na zachód od linii wyznaczonej przez rzekę Odra Zachodnia biegnącą od północnej granicy gminy do przecięcia z drogą nr 10, następnie na południe od linii wyznaczonej przez drogę nr 10 biegnącą od przecięcia z linią wyznaczoną przez rzekę Odra Zachodnia do wschodniej granicy gminy,

— gminy Dobra (Szczecińska), Kołbaskowo, Police w powiecie policki,

w województwie małopolskim:

— powiat brzeski,

— powiat gorlicki,

— powiat proszowicki,

— część powiatu nowosądeckiego niewymieniona w części II załącznika I,

— gminy Czorsztyn, Krościenko nad Dunajcem, Ochotnica Dolna w powiecie nowotarskim,

— powiat miejski Nowy Sącz,

— powiat tarnowski,

— powiat miejski Tarnów,

— część powiatu dąbrowskiego niewymieniona w części III załącznika I.

8. **Slovakia**

The following restricted zones I in Slovakia:

— in the district of Nové Zámky, Sikenička, Pavlová, Bíňa, Kamenín, Kamenný Most, Malá nad Hronom, Belá, Ľubá, Šarkan, Gbelce, Bruty, Mužla, Obid, Štúrovo, Nána, Kamenica nad Hronom, Chľaba, Leľa, Bajtava, Salka, Malé Kosihy,

— in the district of Veľký Krtíš, the municipalities of Ipeľské Predmostie, Veľká nad Ipľom, Hrušov, Kleňany, Sečianky,

— in the district of Levice, the municipalities of Keť, Čata, Pohronský Ruskov, Hronovce, Želiezovce, Zalaba, Malé Ludince, Šalov, Sikenica, Pastovce, Bielovce, Ipeľský Sokolec, Lontov, Kubáňovo, Sazdice, Demandice, Dolné Semerovce, Vyškovce nad Ipľom, Preseľany nad Ipľom, Hrkovce, Tupá, Horné Semerovce, Hokovce, Slatina, Horné Turovce, Veľké Turovce, Šahy, Tešmak, Plášťovce, Ipeľské Uľany, Bátovce, Pečenice, Jabloňovce, Bohunice, Pukanec, Uhliská,

— in the district of Krupina, the municipalities of Dudince, Terany, Hontianske Moravce, Sudince, Súdovce, Lišov,

— the whole district of Ružomberok,

— in the region of Turčianske Teplice, municipalties of Turček, Horná Štubňa, Čremošné, Háj, Rakša, Mošovce,

— in the district of Martin, municipalties of Blatnica, Folkušová, Necpaly,

— in the district of Dolný Kubín, the municipalities of Kraľovany, Žaškov, Jasenová, Vyšný Kubín, Oravská Poruba, Leštiny, Osádka, Malatiná, Chlebnice, Krivá,

— in the district of Tvrdošín, the municipalities of Oravský Biely Potok, Habovka, Zuberec,

— in the district of Žarnovica, the municipalities of Rudno nad Hronom, Voznica, Hodruša-Hámre,

— the whole district of Žiar nad Hronom, except municipalities included in zone II.

9. **Italy**

The following restricted zones I in Italy:

Piedmont Region:

— in the province of Alessandria, the municipalities of Casalnoceto, Oviglio, Tortona, Viguzzolo, Ponti, Frugarolo, Bergamasco, Castellar Guidobono, Berzano Di Tortona, Castelletto D'erro, Cerreto Grue, Carbonara Scrivia, Casasco, Carentino, Frascaro, Paderna, Montegioco, Spineto Scrivia, Villaromagnano, Pozzolo Formigaro, Momperone, Merana, Monleale, Terzo, Borgoratto Alessandrino, Casal Cermelli, Montemarzino, Bistagno, Castellazzo Bormida, Bosco Marengo, Spigno Monferrato, Castelspina, Denice, Volpeglino, Alice Bel Colle, Gamalero, Volpedo, Pozzol Groppo, Montechiaro D'acqui, Sarezzano,

— in the province of Asti, the municipalities of Olmo Gentile, Nizza Monferrato, Incisa Scapaccino, Roccaverano, Castel Boglione, Mombaruzzo, Maranzana, Castel Rocchero, Rocchetta Palafea, Castelletto Molina, Castelnuovo Belbo, Montabone, Quaranti, Mombaldone, Fontanile, Calamandrana, Bruno, Sessame, Monastero Bormida, Bubbio, Cassinasco, Serole,

Liguria Region:

— in the province of Genova, the Municipalities of Rovegno, Rapallo, Portofino, Cicagna, Avegno, Montebruno, Santa Margherita Ligure, Favale Di Malvaro, Recco, Camogli, Moconesi, Tribogna, Fascia, Uscio, Gorreto, Fontanigorda, Neirone, Rondanina, Lorsica, Propata;

— in the province of Savona, the municipalities of Cairo Montenotte, Quiliano, Dego, Altare, Piana Crixia, Mioglia, Giusvalla, Albissola Marina, Savona,

Emilia-Romagna Region:

— in the province of Piacenza, the municipalities of Ottone, Zerba,

Lombardia Region:

— in the province of Pavia, the municipalities of Rocca Susella, Montesegale, Menconico, Val Di Nizza, Bagnaria, Santa Margherita Di Staffora, Ponte Nizza, Brallo Di Pregola, Varzi, Godiasco, Cecima,

Lazio Region:

— in the province of Rome,

North: the municipalities of Riano, Castelnuovo di Porto, Capena, Fiano Romano, Morlupo, Sacrofano, Magliano Romano, Formello, Campagnano di Roma, Anguillara;

West: the municipality of Fiumicino;

South: the municipality of Rome between the boundaries of the municipality of Fiumicino (West), the limits of Zone 3 (North), the Tiber river up to the intersection with the Grande Raccordo Anulare GRA Highway, the Grande Raccordo Anulare GRA Highway up to the intersection with A24 Highway, A24 Highway up to the intersection with Viale del Tecnopolo, viale del Tecnopolo up to the intersection with the boundaries of the municipality of Guidonia Montecelio;

East: the municipalities of Guidonia Montecelio, Montelibretti, Palombara Sabina, Monterotondo, Mentana, Sant'Angelo Romano, Fonte Nuova.

PART II

1. **Bulgaria**

The following restricted zones II in Bulgaria:

— the whole region of Haskovo,

— the whole region of Yambol,

— the whole region of Stara Zagora,

— the whole region of Pernik,

— the whole region of Kyustendil,

— the whole region of Plovdiv, excluding the areas in Part III,

— the whole region of Pazardzhik, excluding the areas in Part III,

— the whole region of Smolyan,

— the whole region of Dobrich,

— the whole region of Sofia city,

— the whole region of Sofia Province,

— the whole region of Blagoevgrad excluding the areas in Part III,

— the whole region of Razgrad,

— the whole region of Kardzhali,

— the whole region of Burgas,

— the whole region of Varna excluding the areas in Part III,

— the whole region of Silistra,

— the whole region of Ruse,

— the whole region of Veliko Tarnovo,

— the whole region of Pleven,

— the whole region of Targovishte,

— the whole region of Shumen,

— the whole region of Sliven,

— the whole region of Vidin,

— the whole region of Gabrovo,

— the whole region of Lovech,

— the whole region of Montana,

— the whole region of Vratza.

2. **Germany**

The following restricted zones II in Germany:

Bundesland Brandenburg:

— Landkreis Oder-Spree:

  — Gemeinde Grunow-Dammendorf,

  — Gemeinde Mixdorf

  — Gemeinde Schlaubetal,

  — Gemeinde Neuzelle,

  — Gemeinde Neißemünde,

  — Gemeinde Lawitz,

  — Gemeinde Eisenhüttenstadt,

  — Gemeinde Vogelsang,

- Gemeinde Ziltendorf,
- Gemeinde Wiesenau,
- Gemeinde Friedland,
- Gemeinde Siehdichum,
- Gemeinde Müllrose,
- Gemeinde Briesen,
- Gemeinde Jacobsdorf
- Gemeinde Groß Lindow,
- Gemeinde Brieskow-Finkenheerd,
- Gemeinde Ragow-Merz,
- Gemeinde Beeskow,
- Gemeinde Rietz-Neuendorf,
- Gemeinde Tauche mit den Gemarkungen Stremmen, Ranzig, Trebatsch, Sabrodt, Sawall, Mitweide, Lindenberg, Falkenberg (T), Görsdorf (B), Wulfersdorf, Giesensdorf, Briescht, Kossenblatt und Tauche,
- Gemeinde Langewahl,
- Gemeinde Berkenbrück,
- Gemeinde Steinhöfel mit den Gemarkungen Arensdorf und Demitz und den Gemarkungen Steinhöfel, Hasenfelde und Heinersdorf östlich der L 36 und der Gemarkung Neuendorf im Sande südlich der L36,
- Gemeinde Fürstenwalde östlich der B 168 und südlich der L36,
- Gemeinde Diensdorf-Radlow,
- Gemeinde Wendisch Rietz östlich des Scharmützelsees und nördlich der B 246,
- Gemeinde Bad Saarow mit der Gemarkung Neu Golm und der Gemarkung Bad Saarow-Pieskow östlich des Scharmützelsees und ab nördlicher Spitze östlich der L35,

— Landkreis Dahme-Spreewald:

- Gemeinde Jamlitz,
- Gemeinde Lieberose,
- Gemeinde Schwielochsee mit den Gemarkungen Goyatz, Jessern, Lamsfeld, Ressen, Speichrow und Zaue,

— Landkreis Spree-Neiße:

- Gemeinde Schenkendöbern,
- Gemeinde Guben,
- Gemeinde Jänschwalde,
- Gemeinde Tauer,
- Gemeinde Peitz,
- Gemeinde Turnow-Preilack mit der Gemarkung Preilack,
- Gemeinde Teichland mit der Gemarkung Bärenbrück,
- Gemeinde Heinersbrück,
- Gemeinde Forst,
- Gemeinde Groß Schacksdorf-Simmersdorf,
- Gemeinde Neiße-Malxetal,
- Gemeinde Jämlitz-Klein Düben,
- Gemeinde Tschernitz,
- Gemeinde Döbern,

— Gemeinde Felixsee,

— Gemeinde Wiesengrund,

— Gemeinde Spremberg mit den Gemarkungen Groß Luja, Sellessen, Türkendorf, Graustein, Waldesdorf, Hornow, Schönheide, Lieskau, Bühlow, Groß Buckow, Jessen, Pulsberg, Roitz, Terpe und der Gemarkung Spremberg östlich der Tagebaurandstraße,

— Gemeinde Welzow mit den Gemarkungen Proschim und Haidemühl,

— Gemeinde Neuhausen/Spree mit den Gemarkungen Kahsel, Bagenz, Drieschnitz, Gablenz, Laubsdorf, Komptendorf und Sergen und der Gemarkung Roggosen südlich der BAB 15,

— Landkreis Märkisch-Oderland:

— Gemeinde Bleyen-Genschmar,

— Gemeinde Neuhardenberg

— Gemeinde Golzow,

— Gemeinde Küstriner Vorland,

— Gemeinde Alt Tucheband,

— Gemeinde Reitwein,

— Gemeinde Podelzig,

— Gemeinde Gusow-Platkow,

— Gemeinde Seelow,

— Gemeinde Vierlinden,

— Gemeinde Lindendorf,

— Gemeinde Fichtenhöhe,

— Gemeinde Lietzen,

— Gemeinde Falkenhagen (Mark),

— Gemeinde Zeschdorf,

— Gemeinde Treplin,

— Gemeinde Lebus,

— Gemeinde Müncheberg mit den Gemarkungen Jahnsfelde, Trebnitz, Obersdorf, Münchehofe und Hermersdorf,

— Gemeinde Märkische Höhe mit der Gemarkung Ringenwalde,

— Gemeinde Bliesdorf mit der Gemarkung Metzdorf und Gemeinde Bliesdorf – östlich der B167 bis östlicher Teil, begrenzt aus Richtung Gemarkungsgrenze Neutrebbin südlich der Bahnlinie bis Straße „Sophienhof“ dieser westlich folgend bis „Ruesterchegraben“ weiter entlang Feldweg an den Windrädern Richtung „Herrnhof“, weiter entlang „Letschiner Hauptgraben“ nord-östlich bis Gemarkungsgrenze Alttrebbin und Kunersdorf – östlich der B167,

— Gemeinde Bad Freienwalde mit den Gemarkungen Altglietzen, Altranft, Bad Freienwalde, Bralitz, Hohenwutzen, Schiffmühle, Hohensaaten und Neuenhagen,

— Gemeinde Falkenberg mit der Gemarkung Falkenberg östlich der L35,

— Gemeinde Oderaue,

— Gemeinde Wriezen mit den Gemarkungen Altwriezen, Jäckelsbruch, Neugaul, Beauregard, Eichwerder, Rathsdorf – östlich der B167 und Wriezen – östlich der B167,

— Gemeinde Neulewin,

— Gemeinde Neutrebbin,

— Gemeinde Letschin,

— Gemeinde Zechin,

— Landkreis Barnim:

  — Gemeinde Lunow-Stolzenhagen,

  — Gemeinde Parsteinsee,

  — Gemeinde Oderberg,

  — Gemeinde Liepe,

  — Gemeinde Hohenfinow (nördlich der B167),

  — Gemeinde Niederfinow,

  — Gemeinde (Stadt) Eberswalde mit den Gemarkungen Eberswalde nördlich der B167 und östlich der L200, Sommerfelde und Tornow nördlich der B167,

  — Gemeinde Chorin mit den Gemarkungen Brodowin, Chorin östlich der L200, Serwest, Neuehütte, Sandkrug östlich der L200,

  — Gemeinde Ziethen mit der Gemarkung Klein Ziethen östlich der Serwester Dorfstraße und östlich der B198,

— Landkreis Uckermark:

  — Gemeinde Angermünde mit den Gemarkungen Crussow, Stolpe, Gellmersdorf, Neukünkendorf, Bölkendorf, Herzsprung, Schmargendorf und den Gemarkungen Angermünde südlich und südöstlich der B2 und Dobberzin südlich der B2,

  — Gemeinde Schwedt mit den Gemarkungen Criewen, Zützen, Schwedt, Stendell, Kummerow, Kunow, Vierraden, Blumenhagen, Oderbruchwiesen, Enkelsee, Gatow, Hohenfelde, Schöneberg, Flemsdorf und der Gemarkung Felchow östlich der B2,

  — Gemeinde Pinnow südlich und östlich der B2,

  — Gemeinde Berkholz-Meyenburg,

  — Gemeinde Mark Landin mit der Gemarkung Landin südlich der B2,

  — Gemeinde Casekow mit der Gemarkung Woltersdorf und den Gemarkungen Biesendahlshof und Casekow östlich der L272 und südlich der L27,

  — Gemeinde Hohenselchow-Groß Pinnow mit der Gemarkung Groß Pinnow und der Gemarkung Hohenselchow südlich der L27,

  — Gemeinde Gartz (Oder) mit der Gemarkung Friedrichsthal und den Gemarkungen Gartz und Hohenreinkendorf südlich der L27 und B2 bis Gartenstraße,

  — Gemeinde Passow mit der Gemarkung Jamikow,

— Kreisfreie Stadt Frankfurt (Oder),

— Landkreis Prignitz:

  — Gemeinde Karstädt mit den Gemarkungen Neuhof und Kribbe und den Gemarkungen Groß Warnow, Klein Warnow, Reckenzin, Streesow und Dallmin östlich der Bahnstrecke Berlin/Spandau-Hamburg/Altona,

  — Gemeinde Berge,

  — Gemeinde Pirow mit den Gemarkungen Hülsebeck, Pirow, Bresch und Burow,

  — Gemeinde Putlitz mit den Gemarkungen Sagast, Nettelbeck, Porep, Lütkendorf, Putlitz, Weitgendorf und Telschow,

  — Gemeinde Marienfließ mit den Gemarkungen Jännersdorf, Stepenitz und Krempendorf,

— Landkreis Oberspreewald-Lausitz:

  — Gemeinde Senftenberg mit der Gemarkung Peickwitz,

  — Gemeinde Hohenbocka,

  — Gemeinde Grünewald,

  — Gemeinde Hermsdorf,

  — Gemeinde Kroppen,

  — Gemeinde Ortrand,

- Gemeinde Großkmehlen,
- Gemeinde Lindenau,
- Gemeinde Frauendorf,
- Gemeinde Ruhland,
- Gemeinde Guteborn
- Gemeinde Schwarzbach mit der Gemarkung Schwarzbach,

Bundesland Sachsen:

— Landkreis Bautzen:

- Gemeinde Arnsdorf nördlich der B6,
- Gemeinde Burkau,
- Gemeinde Crostwitz,
- Gemeinde Demitz-Thumitz nördlich der S111,
- Gemeinde Elsterheide,
- Gemeinde Frankenthal,
- Gemeinde Göda nördlich der S111,
- Gemeinde Großdubrau,
- Gemeinde Großharthau nördlich der B6,
- Gemeinde Großnaundorf,
- Gemeinde Haselbachtal,
- Gemeinde Hochkirch nördlich der B6,
- Gemeinde Königswartha,
- Gemeinde Kubschütz nördlich der B6,
- Gemeinde Laußnitz,
- Gemeinde Lichtenberg,
- Gemeinde Lohsa,
- Gemeinde Malschwitz,
- Gemeinde Nebelschütz,
- Gemeinde Neukirch,
- Gemeinde Neschwitz,
- Gemeinde Ohorn,
- Gemeinde Oßling,
- Gemeinde Ottendorf-Okrilla,
- Gemeinde Panschwitz-Kuckau,
- Gemeinde Puschwitz,
- Gemeinde Räckelwitz,
- Gemeinde Radibor,
- Gemeinde Ralbitz-Rosenthal,
- Gemeinde Rammenau,
- Gemeinde Schwepnitz,
- Gemeinde Spreetal,
- Gemeinde Stadt Bautzen nördlich der S111 bis Abzweig S 156 und nördlich des Verlaufs S 156 bis Abzweig B6 und nördlich des Verlaufs der B 6 bis zur östlichen Gemeindegrenze,
- Gemeinde Stadt Bernsdorf,

- Gemeinde Stadt Bischofswerda nördlich der B6 nördlich der S111,
- Gemeinde Stadt Elstra,
- Gemeinde Stadt Großröhrsdorf,
- Gemeinde Stadt Hoyerswerda,
- Gemeinde Stadt Kamenz,
- Gemeinde Stadt Königsbrück,
- Gemeinde Stadt Lauta,
- Gemeinde Stadt Pulsnitz,
- Gemeinde Stadt Radeberg nördlich der B6,
- Gemeinde Stadt Weißenberg,
- Gemeinde Stadt Wittichenau,
- Gemeinde Steina,
- Gemeinde Wachau,

— Stadt Dresden:

- Stadtgebiet nördlich der BAB4 bis zum Verlauf westlich der Elbe, dann nördlich der B6,

— Landkreis Görlitz,

— Landkreis Meißen:

- Gemeinde Diera-Zehren östlich der Elbe,
- Gemeinde Ebersbach,
- Gemeinde Glaubitz östlich des Grödel-Elsterwerdaer-Floßkanals,
- Gemeinde Klipphausen östlich der S177,
- Gemeinde Lampertswalde,
- Gemeinde Moritzburg,
- Gemeinde Niederau östlich der B101,
- Gemeinde Nünchritz östlich der Elbe und südlich des Grödel-Elsterwerdaer-Floßkanals,
- Gemeinde Priestewitz,
- Gemeinde Röderaue östlich des Grödel-Elsterwerdaer-Floßkanals,
- Gemeinde Schönfeld,
- Gemeinde Stadt Coswig,
- Gemeinde Stadt Gröditz östlich des Grödel-Elsterwerdaer-Floßkanals,
- Gemeinde Stadt Großenhain,
- Gemeinde Stadt Meißen östlich des Straßenverlaufs der S177 bis zur B6, dann B6 bis zur B101, ab der B101 Elbtalbrücke Richtung Norden östlich der Elbe,
- Gemeinde Stadt Radebeul,
- Gemeinde Stadt Radeburg,
- Gemeinde Thiendorf,
- Gemeinde Weinböhla,
- Gemeinde Wülknitz östlich des Grödel-Elsterwerdaer-Floßkanals,

— Landkreis Sächsische Schweiz-Osterzgebirge:

- Gemeinde Stadt Wilsdruff nördlich der BAB4 zwischen den Abfahren Wilsdruff und Dreieck Dresden-West,

Bundesland Mecklenburg-Vorpommern:

— Landkreis Ludwigslust-Parchim:

  — Gemeinde Balow mit dem Ortsteil: Balow,

  — Gemeinde Brunow mit den Ortsteilen und Ortslagen: Bauerkuhl, Brunow (bei Ludwigslust), Klüß, Löcknitz (bei Parchim),

  — Gemeinde Dambeck mit dem Ortsteil und der Ortslage: Dambeck (bei Ludwigslust),

  — Gemeinde Ganzlin mit den Ortsteilen und Ortslagen: Barackendorf, Hof Retzow, Klein Damerow, Retzow, Wangelin,

  — Gemeinde Gehlsbach mit den Ortsteilen und Ortslagen: Ausbau Darß, Darß, Hof Karbow, Karbow, Karbow-Ausbau, Quaßlin, Quaßlin Hof, Quaßliner Mühle, Vietlübbe, Wahlstorf

  — Gemeinde Groß Godems mit den Ortsteilen und Ortslagen: Groß Godems, Klein Godems,

  — Gemeinde Karrenzin mit den Ortsteilen und Ortslagen: Herzfeld, Karrenzin, Karrenzin-Ausbau, Neu Herzfeld, Repzin, Wulfsahl,

  — Gemeinde Kreien mit den Ortsteilen und Ortslagen: Ausbau Kreien, Hof Kreien, Kolonie Kreien, Kreien, Wilsen,

  — Gemeinde Kritzow mit dem Ortsteil und der Ortslage: Benzin,

  — Gemeinde Lübz mit den Ortsteilen und Ortslagen: Burow, Gischow, Meyerberg,

  — Gemeinde Möllenbeck mit den Ortsteilen und Ortslagen: Carlshof, Horst, Menzendorf, Möllenbeck,

  — Gemeinde Muchow mit dem Ortsteil und Ortslage: Muchow,

  — Gemeinde Parchim mit dem Ortsteil und Ortslage: Slate,

  — Gemeinde Prislich mit den Ortsteilen und Ortslagen: Marienhof, Neese, Prislich, Werle,

  — Gemeinde Rom mit dem Ortsteil und Ortslage: Klein Niendorf,

  — Gemeinde Ruhner Berge mit den Ortsteilen und Ortslagen: Dorf Poltnitz, Drenkow, Griebow, Jarchow, Leppin, Malow, Malower Mühle, Marnitz, Mentin, Mooster, Poitendorf, Poltnitz, Suckow, Tessenow, Zachow,

  — Gemeinde Siggelkow mit den Ortsteilen und Ortslagen: Groß Pankow, Klein Pankow, Neuburg, Redlin, Siggelkow,

  — Gemeinde Stolpe mit den Ortsteilen und Ortslagen: Barkow, Granzin, Stolpe Ausbau, Stolpe,

  — Gemeinde Ziegendorf mit den Ortsteilen und Ortslagen: Drefahl, Meierstorf, Neu Drefahl, Pampin, Platschow, Stresendorf, Ziegendorf,

  — Gemeinde Zierzow mit den Ortsteilen und Ortslagen: Kolbow, Zierzow.

3. **Estonia**

The following restricted zones II in Estonia:

— Eesti Vabariik (välja arvatud Hiiu maakond).

4. **Latvia**

The following restricted zones II in Latvia:

— Aizkraukles novads,

— Alūksnes novads,

— Augšdaugavas novads,

— Ādažu novads,

— Balvu novads,

— Bauskas novads,

— Cēsu novads,

— Dienvidkurzemes novada Aizputes, Cīravas, Lažas, Durbes, Dunalkas, Tadaiķu, Vecpils, Bārtas, Sakas, Bunkas, Priekules, Gramzdas, Kalētu, Virgas, Dunikas, Vaiņodes, Gaviezes, Rucavas, Vērgales, Medzes pagasts, Nīcas pagasta daļa uz dienvidiem no apdzīvotas vietas Bernāti, autoceļa V1232, A11, V1222, Bārtas upes, Embūtes pagasta daļa uz dienvidiem no autoceļa P116, P106, autoceļa no apdzīvotas vietas Dinsdurbe, Kalvenes pagasta daļa uz rietumiem no ceļa pie Vārtājas upes līdz autoceļam A9, uz dienvidiem no autoceļa A9, uz rietumiem no autoceļa V1200, Kazdangas pagasta daļa uz rietumiem no ceļa V1200, P115, P117, V1296, Aizputes, Durbes, Pāvilostas, Priekules pilsēta,

— Dobeles novads,

— Gulbenes novads,

— Jelgavas novads,

— Jēkabpils novads,

— Krāslavas novads,

— Kuldīgas novada Alsungas, Gudenieku, Kurmāles, Rendas, Kabiles, Vārmes, Pelču, Snēpeles, Turlavas pagasts, Laidu pagasta daļa uz ziemeļiem no autoceļa V1296, V1295, V1272, Raņķu pagasta daļa uz ziemeļiem no autoceļa V1272 līdz robežai ar Ventas upi, Skrundas pagasta daļa uz ziemeļaustrumiem no Skrundas, Cieceres upes un Ventas upes, Ēdoles pagasta daļa uz rietumiem no autoceļa V1269, V1271, V1288, P119, Īvandes pagasta daļa uz dienvidiem no autoceļa P119, Rumbas pagasta daļa uz dienvidiem no autoceļa P120, Kuldīgas pilsēta,

— Ķekavas novads,

— Limbažu novads,

— Līvānu novads,

— Ludzas novads,

— Madonas novads,

— Mārupes novads,

— Ogres novads,

— Olaines novads,

— Preiļu novads,

— Rēzeknes novads,

— Ropažu novada Garkalnes, Ropažu pagasts, Stopiņu pagasta daļa, kas atrodas uz austrumiem no autoceļa V36, P4 un P5, Acones ielas, Dauguļupes ielas un Dauguļupītes, Vangažu pilsēta,

— Salaspils novads,

— Saldus novads,

— Saulkrastu novads,

— Siguldas novads,

— Smiltenes novads,

— Talsu novads,

— Tukuma novads,

— Valkas novads,

— Valmieras novads,

— Varakļānu novads,

— Ventspils novada Ances, Popes, Puzes, Tārgales, Vārves, Užavas, Usmas, Jūrkalnes pagasts, Ugāles pagasta daļa uz ziemeļiem no autoceļa V1347, uz austrumiem no autoceļa P123, Ziru pagasta daļa uz rietumiem no autoceļa V1269, P108, Piltenes pagasta daļa uz ziemeļiem no autoceļa V1310, V1309, autoceļa līdz Ventas upei, Piltenes pilsēta,

— Daugavpils valstspilsētas pašvaldība,

— Jelgavas valstspilsētas pašvaldība,

— Jūrmalas valstspilsētas pašvaldība,

— Rēzeknes valstspilsētas pašvaldība.

5. **Lithuania**

The following restricted zones II in Lithuania:

— Alytaus miesto savivaldybė,

— Alytaus rajono savivaldybė,

— Anykščių rajono savivaldybė,

— Akmenės rajono savivaldybė,

— Birštono savivaldybė,

— Biržų miesto savivaldybė,

— Biržų rajono savivaldybė,

— Druskininkų savivaldybė,

— Elektrėnų savivaldybė,

— Ignalinos rajono savivaldybė,

— Jonavos rajono savivaldybė,

— Joniškio rajono savivaldybė,

— Jurbarko rajono savivaldybė: Eržvilko, Juodaičių , Seredžiaus, Smalininkų, Veliuonos ir Viešvilės seniūnijos,

— Kaišiadorių rajono savivaldybė,

— Kauno miesto savivaldybė,

— Kauno rajono savivaldybė,

— Kazlų rūdos savivaldybė: Kazlų Rūdos seniūnija, išskyrus Audiejiškės k., Aukštosios Išdagos k., Bagotosios k., Bartininkų k., Berštupio k., Beržnavienės k., Būdviečio II k., Geruliškės k., Girnupių k., Karklinių k., Kriauniškės k., Kučiškės k., Skindeliškės k., Stainiškės k., Stepkiškės k., Šakmušio k., Šiaudadūšės k., Šliurpkiškės k., Plutiškių seniūnija.

— Kelmės rajono savivaldybė,

— Kėdainių rajono savivaldybė,

— Klaipėdos rajono savivaldybė: Judrėnų, Endriejavo ir Veiviržėnų seniūnijos,

— Kupiškio rajono savivaldybė,

— Kretingos rajono savivaldybė,

— Lazdijų rajono savivaldybė,

— Mažeikių rajono savivaldybė,

— Molėtų rajono savivaldybė: Alantos, Balninkų, Čiulėnų, Inturkės, Joniškio, Luokesos, Mindūnų, Suginčių ir Videniškių seniūnijos,

— Pagėgių savivaldybė,

— Pakruojo rajono savivaldybė,

— Panevėžio rajono savivaldybė,

— Panevėžio miesto savivaldybė,

— Pasvalio rajono savivaldybė,

— Radviliškio rajono savivaldybė,

— Rietavo savivaldybė,

— Prienų rajono savivaldybė,

— Plungės rajono savivaldybė,

— Raseinių rajono savivaldybė,

— Rokiškio rajono savivaldybė,

— Skuodo rajono savivaldybė,

— Šakių rajono savivaldybė:, Kriūkų, Kudirkos Naumiesčio, Lekėčių, Lukšių, Plokščių, Slavikų seniūnijos; Sudargo seniūnijos dalis, išskyrus Pervazninkų kaimą; Šakių seniūnijos dalis, išskyrus Juniškių, Bedalių, Zajošių, Kriaučėnų, Liukų, Gotlybiškių, Ritinių kaimus; seniūnija,

— Šalčininkų rajono savivaldybė,

— Šiaulių miesto savivaldybė,

— Šiaulių rajono savivaldybė,

— Šilutės rajono savivaldybė,

— Širvintų rajono savivaldybė: Čiobiškio, Gelvonų, Jauniūnų, Kernavės, Musninkų ir Širvintų seniūnijos,

— Šilalės rajono savivaldybė,

— Švenčionių rajono savivaldybė,

— Tauragės rajono savivaldybė,

— Telšių rajono savivaldybė,

— Trakų rajono savivaldybė,

— Ukmergės rajono savivaldybė: Deltuvos, Lyduokių, Pabaisko, Pivonijos, Siesikų, Šešuolių, Taujėnų, Ukmergės miesto, Veprių, Vidiškių ir Žemaitkiemo seniūnijos,

— Utenos rajono savivaldybė,

— Varėnos rajono savivaldybė,

— Vilniaus miesto savivaldybė,

— Vilniaus rajono savivaldybė: Avižienių, Bezdonių, Buivydžių, Dūkštų, Juodšilių, Kalvelių, Lavoriškių, Maišiagalos, Marijampolio, Medininkų, Mickūnų, Nemenčinės, Nemenčinės miesto, Nemėžio, Pagirių, Riešės, Rudaminos, Rukainių, Sudervės, Sužionių, Šatrininkų ir Zujūnų seniūnijos,

— Visagino savivaldybė,

— Zarasų rajono savivaldybė.

6. **Hungary**

The following restricted zones II in Hungary:

— Békés megye 950150, 950250, 950350, 950450, 950550, 950650, 950660, 950750, 950850, 950860, 951050, 951150, 951250, 951260, 951350, 951450, 951460, 951550, 951650, 951750, 952150, 952250, 952350, 952450, 952550, 952650, 953250, 953260, 953270, 953350, 953450, 953550, 953560, 953950, 954050, 954060, 954150, 956250, 956350, 956450, 956550, 956650 és 956750 kódszámú vadgazdálkodási egységeinek teljes területe,

— Borsod-Abaúj-Zemplén megye valamennyi vadgazdálkodási egységének teljes területe,

— Fejér megye 403150, 403160, 403250, 403260, 403350, 404250, 404550, 404560, 404570, 405450, 405550, 405650, 406450 és 407050 kódszámú vadgazdálkodási egységeinek teljes területe,

— Hajdú-Bihar megye valamennyi vadgazdálkodási egységének teljes területe,

— Heves megye valamennyi vadgazdálkodási egységének teljes területe,

— Jász-Nagykun-Szolnok megye 750250, 750550, 750650, 750750, 750850, 750970, 750980, 751050, 751150, 751160, 751250, 751260, 751350, 751360, 751450, 751460, 751470, 751550, 751650, 751750, 751850, 751950, 752150, 752250, 752350, 752450, 752460, 752550, 752560, 752650, 752750, 752850, 752950, 753060, 753070, 753150, 753250, 753310, 753450, 753550, 753650, 753660, 753750, 753850, 753950, 753960, 754050, 754150, 754250, 754360, 754370, 754850, 755550, 755650 és 755750 kódszámú vadgazdálkodási egységeinek teljes területe,

— Komárom-Esztergom megye: 250350, 250850, 250950, 251450, 251550, 251950, 252050, 252150, 252350, 252450, 252460, 252550, 252650, 252750, 252850, 252860, 252950, 252960, 253050, 253150, 253250, 253350, 253450 és 253550 kódszámú vadgazdálkodási egységeinek teljes területe,

— Nógrád megye valamennyi vadgazdálkodási egységeinek teljes területe,

— Pest megye 570150, 570250, 570350, 570450, 570550, 570650, 570750, 570850, 570950, 571050, 571150, 571250, 571350, 571650, 571750, 571760, 571850, 571950, 572050, 573550, 573650, 574250, 577250, 580050 és 580150 kódszámú vadgazdálkodási egységeinek teljes területe,

— Szabolcs-Szatmár-Bereg megye valamennyi vadgazdálkodási egységének teljes területe.

7. **Poland**

The following restricted zones II in Poland:

w województwie warmińsko-mazurskim:

— gminy Kalinowo, Stare Juchy, Prostki oraz gmina wiejska Ełk w powiecie ełckim,

— powiat elbląski,

— powiat miejski Elbląg,

— powiat gołdapski,

— powiat piski,

— powiat bartoszycki,

— powiat olecki,

— powiat giżycki,

— powiat braniewski,

— powiat kętrzyński,

— powiat lidzbarski,

— gminy Dźwierzuty Jedwabno, Pasym, Świętajno, Szczytno i miasto Szczytno w powiecie szczycieńskim,

— powiat mrągowski,

— powiat węgorzewski,

— powiat olsztyński,

— powiat miejski Olsztyn,

— powiat nidzicki,

— gminy Kisielice, Susz, Zalewo w powiecie iławskim,

— część powiatu ostródzkiego niewymieniona w części III załącznika I,

— gmina Iłowo – Osada, część gminy wiejskiej Działdowo położona na południe od linii wyznaczonej przez linię kolejową biegnącą od wchodniej do zachodniej granicy gminy, część gminy Płośnica położona na południe od linii wyznaczonej przez linię kolejową biegnącą od wchodniej do zachodniej granicy gminy, część gminy Lidzbark położona na południe od linii wyznaczonej przez drogę nr 544 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą nr 541 oraz na zachód od linii wyznaczonej przez drogę nr 541 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 544 w powiecie działdowskim,

w województwie podlaskim:

— powiat bielski,

— powiat grajewski,

— powiat moniecki,

— powiat sejneński,

— gminy Łomża, Piątnica, Jedwabne, Przytuły i Wizna w powiecie łomżyńskim,

— powiat miejski Łomża,

— powiat siemiatycki,

— powiat hajnowski,

— gminy Ciechanowiec, Klukowo, Szepietowo, Kobylin-Borzymy, Nowe Piekuty, Sokoły i część gminy Kulesze Kościelne położona na północ od linii wyznaczonej przez linię kolejową w powiecie wysokomazowieckim,

— gmina Rutki i część gminy Kołaki Kościelne położona na północ od linii wyznaczonej przez linię kolejową w powiecie zambrowskim,

— gminy Mały Płock i Stawiski w powiecie kolneńskim,

— powiat białostocki,

— powiat suwalski,

— powiat miejski Suwałki,

— powiat augustowski,

— powiat sokólski,

— powiat miejski Białystok,

w województwie mazowieckim:

— gminy Domanice, Korczew, Kotuń, Mordy, Paprotnia, Przesmyki, Siedlce, Skórzec, Wiśniew, Wodynie, Zbuczyn w powiecie siedleckim,

— powiat miejski Siedlce,

— gminy Ceranów, Jabłonna Lacka, Kosów Lacki, Repki, Sabnie, Sterdyń w powiecie sokołowskim,

— powiat łosicki,

— powiat sochaczewski,

— powiat zwoleński,

— powiat kozienicki,

— powiat lipski,

— powiat radomski

— powiat miejski Radom,

— powiat szydłowiecki,

— gminy Lubowidz i Kuczbork Osada w powiecie żuromińskim,

— gmina Wieczfnia Kościelna w powicie mławskim,

— gminy Bodzanów, Słubice, Wyszogród i Mała Wieś w powiecie płockim,

— powiat nowodworski,

— gminy Czerwińsk nad Wisłą, Naruszewo, Załuski w powiecie płońskim,

— gminy: miasto Kobyłka, miasto Marki, miasto Ząbki, miasto Zielonka, część gminy Tłuszcz ograniczona liniami kolejowymi: na północ od linii kolejowej biegnącej od wschodniej granicy gminy do miasta Tłuszcz oraz na wschód od linii kolejowej biegnącej od północnej granicy gminy do miasta Tłuszcz, część gminy Jadów położona na północ od linii kolejowej biegnącej od wschodniej do zachodniej granicy gminy w powiecie wołomińskim,

— powiat garwoliński,

— gminy Boguty – Pianki, Brok, Zaręby Kościelne, Nur, Małkinia Górna, część gminy Wąsewo położona na południe od linii wyznaczonej przez drogę nr 60, część gminy wiejskiej Ostrów Mazowiecka położona na południe od miasta Ostrów Mazowiecka i na południe od linii wyznaczonej przez drogę 60 biegnącą od zachodniej granicy miasta Ostrów Mazowiecka do zachodniej granicy gminy w powiecie ostrowskim,

— część gminy Sadowne położona na północny- zachód od linii wyznaczonej przez linię kolejową, część gminy Łochów położona na północny – zachód od linii wyznaczonej przez linię kolejową w powiecie węgrowskim,

— gminy Brańszczyk, Długosiodło, Rząśnik, Wyszków, część gminy Zabrodzie położona na wschód od linii wyznaczonej przez drogę nr S8 w powiecie wyszkowskim,

— gminy Cegłów, Dębe Wielkie, Halinów, Latowicz, Mińsk Mazowiecki i miasto Mińsk Mazowiecki, Mrozy, Siennica, miasto Sulejówek w powiecie mińskim,

— powiat otwocki,

— powiat warszawski zachodni,

— powiat legionowski,

— powiat piaseczyński,

— powiat pruszkowski,

— powiat grójecki,

— powiat grodziski,

— powiat żyrardowski,

— powiat białobrzeski,

— powiat przysuski,

— powiat miejski Warszawa,

w województwie lubelskim:

— powiat bialski,

— powiat miejski Biała Podlaska,

— gminy Batorz, Godziszów, Janów Lubelski, Modliborzyce w powiecie janowskim,

— powiat puławski,

— powiat rycki,

— powiat łukowski,

— powiat lubelski,

— powiat miejski Lublin,

— powiat lubartowski,

— powiat łęczyński,

— powiat świdnicki,

— gminy Aleksandrów, Biszcza, Józefów, Księżpol, Łukowa, Obsza, Potok Górny, Tarnogród w powiecie biłgorajskim,

— gminy Dołhobyczów, Mircze, Trzeszczany, Uchanie i Werbkowice w powiecie hrubieszowskim,

— powiat krasnostawski,

— powiat chełmski,

— powiat miejski Chełm,

— powiat tomaszowski,

— część powiatu kraśnickiego niewymieniona w części III załącznika I,

— powiat opolski,

— powiat parczewski,

— powiat włodawski,

— powiat radzyński,

— powiat miejski Zamość,

— gminy Adamów, Grabowiec, Komarów – Osada, Krasnobród, Łabunie, Miączyn, Nielisz, Sitno, Skierbieszów, Stary Zamość, Zamość w powiecie zamojskim,

w województwie podkarpackim:

— część powiatu stalowowolskiego niewymieniona w części III załącznika I,

— gminy Cieszanów, Horyniec - Zdrój, Narol, Stary Dzików, Oleszyce, Lubaczów z miastem Lubaczów w powiecie lubaczowskim,

— gminy Medyka, Stubno, część gminy Orły położona na wschód od linii wyznaczonej przez drogę nr 77, część gminy Żurawica na wschód od linii wyznaczonej przez drogę nr 77 w powiecie przemyskim,

— gminy Chłopice, Jarosław z miastem Jarosław, Pawłosiów i Wiązownice w powiecie jarosławskim,

— gmina Kamień w powiecie rzeszowskim,

— gminy Cmolas, Dzikowiec, Kolbuszowa, Majdan Królewski i Niwiska powiecie kolbuszowskim,

— powiat leżajski,

— powiat niżański,

— powiat tarnobrzeski,

— gminy Adamówka, Sieniawa, Tryńcza, Przeworsk z miastem Przeworsk, Zarzecze w powiecie przeworskim,

— część gminy Sędziszów Małopolski położona na północ od linii wyznaczonej przez drogę nr A4, część gminy Ostrów nie wymieniona w części III załącznika I w powiecie ropczycko – sędziszowskim,

w województwie małopolskim:

— gminy Nawojowa, Piwniczna Zdrój, Rytro, Stary Sącz, część gminy Łącko położona na południe od linii wyznaczonej przez rzekę Dunajec w powiecie nowosądeckim,

— gmina Szczawnica w powiecie nowotarskim,

w województwie pomorskim:

— gminy Dzierzgoń i Stary Dzierzgoń w powiecie sztumskim,

— gmina Stare Pole, część gminy Nowy Staw położna na wschód od linii wyznaczonej przez drogę nr 55 w powiecie malborskim,

— gminy Stegny, Sztutowo i część gminy Nowy Dwór Gdański położona na północny - wschód od linii wyznaczonej przez drogę nr 55 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 7, następnie przez drogę nr 7 i S7 biegnącą do zachodniej granicy gminy w powiecie nowodworskim,

w województwie świętokrzyskim:

— gmina Tarłów i część gminy Ożarów położona na północ od linii wyznaczonej przez drogę nr 74 biegnącą od miejscowości Honorów do zachodniej granicy gminy w powiecie opatowskim,

— część gminy Brody położona wschód od linii wyznaczonej przez drogę nr 9 i na północny - wschód od linii wyznaczonej przez drogę nr 0618T biegnącą od północnej granicy gminy do skrzyżowania w miejscowości Lipie oraz przez drogę biegnącą od miejscowości Lipie do wschodniej granicy gminy i część gminy Mirzec położona na wschód od linii wyznaczonej przez drogę nr 744 biegnącą od południowej granicy gminy do miejscowości Tychów Stary a następnie przez drogę nr 0566T biegnącą od miejscowości Tychów Stary w kierunku północno – wschodnim do granicy gminy w powiecie starachowickim,

— gmina Gowarczów, część gminy Końskie położona na wschód od linii kolejowej, część gminy Stąporków położona na północ od linii kolejowej w powiecie koneckim,

— gminy Dwikozy i Zawichost w powiecie sandomierskim,

w województwie lubuskim:

— gminy Bogdaniec, Deszczno, Kłodawa, Kostrzyn nad Odrą, Santok, Witnica w powiecie gorzowskim,

— powiat miejski Gorzów Wielkopolski,

— gminy Drezdenko, Strzelce Krajeńskie, Stare Kurowo, Zwierzyn w powiecie strzelecko – drezdeneckim,

— powiat żarski,

— powiat słubicki,

— gminy Brzeźnica, Iłowa, Gozdnica, Wymiarki i miasto Żagań w powiecie żagańskim,

— powiat krośnieński,

— powiat zielonogórski

— powiat miejski Zielona Góra,

— powiat nowosolski,

— część powiatu sulęcińskiego niewymieniona w części III załącznika I,

— część powiatu międzyrzeckiego niewymieniona w części III załącznika I,

— część powiatu świebodzińskiego niewymieniona w części III załącznika I,

— powiat wschowski,

w województwie dolnośląskim:

— powiat zgorzelecki,

— gminy Gaworzyce, Grębocice, Polkowice i Radwanice w powiecie polkowickim,

— część powiatu wołowskiego niewymieniona w części III załącznika I,

— gmina Jeżów Sudecki w powiecie karkonoskim,

— gminy Rudna, Ścinawa, miasto Lubin i część gminy Lubin niewymieniona w części III załącznika I w powiecie lubińskim,

— gmina Malczyce, Miękinia, Środa Śląska, część gminy Kostomłoty położona na północ od linii wyznaczonej przez drogę nr A4, część gminy Udanin położona na północ od linii wyznaczonej przez drogę nr A4 w powiecie średzkim,

— gmina Wądroże Wielkie w powiecie jaworskim,

— gminy Kunice, Legnickie Pole, Prochowice, Ruja w powiecie legnickim,

— gminy Wisznia Mała, Trzebnica, Zawonia, część gminy Oborniki Śląskie położona na południe od linii wyznaczonej przez drogę nr 340 w powiecie trzebnickim,

— gminy Leśna, Lubań i miasto Lubań, Olszyna, Platerówka, Siekierczyn w powiecie lubańskim,

— powiat miejski Wrocław,

— gminy Czernica, Długołęka, Siechnice, część gminy Żórawina położona na wschód od linii wyznaczonej przez autostradę A4, część gminy Kąty Wrocławskie położona na północ od linii wyznaczonej przez autostradę A4 w powiecie wrocławskim,

— gminy Jelcz - Laskowice, Oława z miastem Oława i część gminy Domaniów położona na północny wschód od linii wyznaczonej przez autostradę A4 w powiecie oławskim,

— gmina Bierutów, miasto Oleśnica, część gminy wiejskiej Oleśnica położona na południe od linii wyznaczonej przez drogę nr S8, część gminy Dobroszyce położona na zachód od linii wyznaczonej przez linię kolejową biegnącą od północnej do południowej granicy gminy w powiecie oleśnickim,

— gmina Cieszków, Krośnice, część gminy Milicz położona na wschód od linii łączącej miejscowości Poradów – Piotrkosice – Sulimierz – Sułów - Gruszeczka w powiecie milickim,

— część powiatu bolesławieckiego niewymieniona w części III załącznika I,

— powiat głogowski,

— gmina Niechlów w powiecie górowskim,

— gmina Świerzawa, Wojcieszów, część gminy Zagrodno położona na zachód od linii wyznaczonej przez drogę łączącą miejscowości Jadwisin – Modlikowice Zagrodno oraz na zachód od linii wyznaczonej przez drogę nr 382 biegnącą od miejscowości Zagrodno do południowej granicy gminy w powiecie złotoryjskim,

— gmina Gryfów Śląski, Lubomierz, Lwówek Śląski, Wleń w powiecie lwóweckim,

— gminy Czarny Bór, Stare Bogaczowice, Walim, miasto Boguszów - Gorce, miasto Jedlina – Zdrój, miasto Szczawno – Zdrój w powiecie wałbrzyskim,

— powiat miejski Wałbrzych,

— gmina Świdnica, miasto Świdnica, miasto Świebodzice w powiecie świdnickim,

w województwie wielkopolskim:

— gminy Siedlec, Wolsztyn, część gminy Przemęt położona na zachód od linii wyznaczonej przez drogę łączącą miejscowości Borek – Kluczewo – Sączkowo – Przemęt – Błotnica – Starkowo – Boszkowo – Letnisko w powiecie wolsztyńskim,

— gmina Wielichowo, Rakoniewice, Granowo, część gminy Kamieniec położona na zachód od linii wyznaczonej przez drogę nr 308 w powiecie grodziskim,

— część powiatu międzychodzkiego niewymieniona w części III załącznika I,

— część powiatu nowotomyskiego niewymieniona w części III załącznika I,

— powiat obornicki,

— część gminy Połajewo na położona na południe od drogi łączącej miejscowości Chraplewo, Tarnówko-Boruszyn, Krosin, Jakubowo, Połajewo - ul. Ryczywolska do północno-wschodniej granicy gminy w powiecie czarnkowsko-trzcianeckim,

— powiat miejski Poznań,

— gminy Buk, Czerwonak, Dopiewo, Komorniki, Rokietnica, Stęszew, Swarzędz, Suchy Las, Tarnowo Podgórne, część gminy wiejskiej Murowana Goślina położona na północ od linii kolejowej biegnącej od północnej granicy miasta Murowana Goślina do północno-wschodniej granicy gminy w powiecie poznańskim,

— gminy

— część powiatu szamotulskiego niewymieniona w części I i III załącznika I,

— gmina Pępowo w powiecie gostyńskim,

— gminy Kobylin, Zduny, część gminy Krotoszyn położona na zachód od linii wyznaczonej przez drogi: nr 15 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 36, nr 36 biegnącą od skrzyżowania z drogą nr 15 do skrzyżowana z drogą nr 444, nr 444 biegnącą od skrzyżowania z drogą nr 36 do południowej granicy gminy w powiecie krotoszyńskim,

— gmina Wijewo w powiecie leszczyńskim,

w województwie łódzkim:

— gminy Białaczów, Drzewica, Opoczno i Poświętne w powiecie opoczyńskim,

— gminy Biała Rawska, Regnów i Sadkowice w powiecie rawskim,

— gmina Kowiesy w powiecie skierniewickim,

w województwie zachodniopomorskim:

— gmina Boleszkowice i część gminy Dębno położona na zachód od linii wyznaczonej przez drogę nr 126 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą nr 23 w miejscowości Dębno, następnie na zachód od linii wyznaczonej przez drogę nr 23 do skrzyżowania z ul. Jana Pawła II w miejscowości Cychry, następnie na południe od ul. Jana Pawła II do skrzyżowania z ul. Ogrodową i dalej na południe od linii wyznaczonej przez ul. Ogrodową, której przedłużenie biegnie do wschodniej granicy gminy w powiecie myśliborskim,

— gminy Cedynia, Gryfino, Mieszkowice, Moryń, część gminy Chojna położona na zachód od linii wyznaczonej przez drogi nr 31 biegnącą od północnej granicy gminy i 124 biegnącą od południowej granicy gminy w powiecie gryfińskim,

w województwie opolskim:

— gminy Brzeg, Lubsza, Lewin Brzeski, Olszanka, Skarbimierz w powiecie brzeskim,

— gminy Dąbrowa, Dobrzeń Wielki, Popielów w powiecie opolskim,

— gminy Świerczów, Wilków, część gminy Namysłów położona na południe od linii wyznaczonej przez linię kolejową biegnącą od wschodniej do zachodniej granicy gminy w powiecie namysłowskim.

8. **Slovakia**

The following restricted zones II in Slovakia:

— the whole district of Gelnica except municipalities included in zone III,

— the whole district of Poprad

— the whole district of Spišská Nová Ves,

— the whole district of Levoča,

— the whole district of Kežmarok

— in the whole district of Michalovce except municipalities included in zone III,

— the whole district of Košice-okolie,

— the whole district of Rožnava,

— the whole city of Košice,

— in the district of Sobrance: Remetské Hámre, Vyšná Rybnica, Hlivištia, Ruská Bystrá, Podhoroď, Choňkovce, Ruský Hrabovec, Inovce, Beňatina, Koňuš,

— the whole district of Vranov nad Topľou,

— the whole district of Humenné except municipalities included in zone III,

— the whole district of Snina,

— the whole district of Prešov except municipalities included in zone III,

— the whole district of Sabinov except municipalities included in zone III,

— the whole district of Svidník, except municipalities included in zone III,

— the whole district of Stropkov, except municipalities included in zone III,

— the whole district of Bardejov,

— the whole district of Stará Ľubovňa,

— the whole district of Revúca,

— the whole district of Rimavská Sobota except municipalities included in zone III,

— in the district of Veľký Krtíš, the whole municipalities not included in part I,

— the whole district of Lučenec,

— the whole district of Poltár,

— the whole district of Zvolen, except municipalities included in zone III,

— the whole district of Detva,

— the whole district of Krupina, except municipalities included in zone I,

— the whole district of Banska Stiavnica,

— in the district of Žiar nad Hronom the municipalities of Hronská Dúbrava, Trnavá Hora,

— the whole district of Banska Bystica, except municipalities included in zone III,

— the whole district of Brezno,

— the whole district of Liptovsky Mikuláš.

9. **Italy**

The following restricted zones II in Italy:

Piedmont Region:

— in the Province of Alessandria, the municipalities of Cavatore, Castelnuovo Bormida, Cabella Ligure, Carrega Ligure, Francavilla Bisio, Carpeneto, Costa Vescovato, Grognardo, Orsara Bormida, Pasturana, Melazzo, Mornese, Ovada, Predosa, Lerma, Fraconalto, Rivalta Bormida, Fresonara, Malvicino, Ponzone, San Cristoforo, Sezzadio, Rocca Grimalda, Garbagna, Tassarolo, Mongiardino Ligure, Morsasco, Montaldo Bormida, Prasco, Montaldeo, Belforte Monferrato, Albera Ligure, Bosio, Cantalupo Ligure, Castelletto D'orba, Cartosio, Acqui Terme, Arquata Scrivia, Parodi Ligure, Ricaldone, Gavi, Cremolino, Brignano-Frascata, Novi Ligure, Molare, Cassinelle, Morbello, Avolasca, Carezzano, Basaluzzo, Dernice, Trisobbio, Strevi, Sant'Agata Fossili, Pareto, Visone, Voltaggio, Tagliolo Monferrato, Casaleggio Boiro, Capriata D'orba, Castellania, Carrosio, Cassine, Vignole Borbera, Serravalle Scrivia, Silvano D'orba, Villalvernia, Roccaforte Ligure, Rocchetta Ligure, Sardigliano, Stazzano, Borghetto Di Borbera, Grondona, Cassano Spinola, Montacuto, Gremiasco, San Sebastiano Curone, Fabbrica Curone,

Liguria Region:

— in the province of Genova, the municipalities of Bogliasco, Arenzano, Ceranesi, Ronco Scrivia, Mele, Isola Del Cantone, Lumarzo, Genova, Masone, Serra Riccò, Campo Ligure, Mignanego, Busalla, Bargagli, Savignone, Torriglia, Rossiglione, Sant'Olcese, Valbrevenna, Sori, Tiglieto, Campomorone, Cogoleto, Pieve Ligure, Davagna, Casella, Montoggio, Crocefieschi, Vobbia;

— in the province of Savona, the municipalities of Albisola Superiore, Celle Ligure, Stella, Pontinvrea, Varazze, Urbe, Sassello,

PART III

1. **Bulgaria**

The following restricted zones III in Bulgaria:

— in Blagoevgrad region:

  — the whole municipality of Sandanski

  — the whole municipality of Strumyani

  — the whole municipality of Petrich,

— the Pazardzhik region:

  — the whole municipality of Pazardzhik,

  — the whole municipality of Panagyurishte,

  — the whole municipality of Lesichevo,

  — the whole municipality of Septemvri,

  — the whole municipality of Strelcha,

— in Plovdiv region

  — the whole municipality of Hisar,

  — the whole municipality of Suedinenie,

  — the whole municipality of Maritsa

— the whole municipality of Rodopi,

— the whole municipality of Plovdiv,

— in Varna region:

— the whole municipality of Byala,

— the whole municipality of Dolni Chiflik.

2. **Germany**

The following restricted zones III in Germany:

Bundesland Brandenburg:

— Landkreis Uckermark:

— Gemeinde Schenkenberg mit den Gemarkungen Wittenhof, Schenkenberg, Baumgarten und Ludwigsburg,

— Gemeinde Randowtal mit den Gemarkungen Eickstedt und Ziemkendorf,

— Gemeinde Grünow,

— Gemeinde Uckerfelde,

— Gemeinde Gramzow westlich der K7315,

— Gemeinde Oberuckersee mit den Gemarkungen Melzow, Warnitz, Blankenburg, Seehausen, Potzlow

— Gemeinde Nordwestuckermark mit den Gemarkungen Zollchow, Röpersdorf, Louisenthal, Sternhagen, Schmachtenhagen, Lindenhagen, Beenz (NWU), Groß-Sperrenwalde und Thiesort-Mühle,

— Gemeinde Prenzlau mit den Gemarkungen Blindow, Ellingen, Klinkow, Basedow, Güstow, Seelübbe und die Gemarkung Prenzlau.

3. **Italy**

The following restricted zones III in Italy:

— Sardinia Region: the whole territory

— Lazio Region: the Area of the Municipality of Rome within the administrative boundaries of the Local Heatlh Unit "ASL RM1".

4. **Latvia**

The following restricted zones III in Latvia:

— Dienvidkurzemes novada Embūtes pagasta daļa uz ziemeļiem autoceļa P116, P106, autoceļa no apdzīvotas vietas Dinsdurbe, Kalvenes pagasta daļa uz austrumiem no ceļa pie Vārtājas upes līdz autoceļam A9, uz ziemeļiem no autoceļa A9, uz austrumiem no autoceļa V1200, Kazdangas pagasta daļa uz austrumiem no ceļa V1200, P115, P117, V1296,

— Kuldīgas novada Rudbāržu, Nīkrāces, Padures pagasts, Laidu pagasta daļa uz dienvidiem no autoceļa V1296, V1295, V1272, Raņķu pagasta daļa uz dienvidiem no autoceļa V1272 līdz robežai ar Ventas upi, Skrundas pagasts (izņemot pagasta daļu uz ziemeļaustrumiem no Skrundas, Cieceres upes un Ventas upes), Skrundas pilsēta, Ēdoles pagasta daļa uz austrumiem no autoceļa V1269, V1271, V1288, P119, Īvandes pagasta daļa uz ziemeļiem no autoceļa P119, Rumbas pagasta daļa uz ziemeļiem no autoceļa P120,

— Ventspils novada Zlēku pagasts, Ugāles pagasta daļa uz dienvidiem no autoceļa V1347, uz rietumiem no autoceļa P123, Ziru pagasta daļa uz austrumiem no autoceļa V1269, P108, Piltenes pagasta daļa uz dienvidiem no autoceļa V1310, V1309, autoceļa līdz Ventas upei.

5. **Lithuania**

The following restricted zones III in Lithuania:

— Jurbarko rajono savivaldybė: Jurbarko miesto seniūnija, Girdžių, Jurbarkų Raudonės, Skirsnemunės ir Šimkaičių seniūnijos,

— Molėtų rajono savivaldybė: Dubingių ir Giedraičių seniūnijos,

— Šakių rajono savivaldybė: Kidulių ir Gelgaudiškio seniūnijos; Šakių seniūnija: Juniškių, Bedalių, Zajošių, Kriaučėnų, Liukų, Gotlybiškių, Ritinių kaimai; Sudargo seniūnija: Pervazninkų kaimas, Barzdų, Griškabūdžio, Žvirgždaičių, Sintautų seniūnijos.

— Kazlų rūdos savivaldybė: Antanavos, Jankų seniūnijos ir Kazlų Rūdos seniūnija: Audiejiškės k., Aukštosios Išdagos k., Bagotosios k., Bartininkų k., Berštupio k., Beržnavienės k., Būdviečio II k., Geruliškės k., Girnupių k., Karklinių k., Kriauniškės k., Kučiškės k., Skindeliškės k., Stainiškės k., Stepkiškės k., Šakmušio k., Šiaudadūšės k., Šliurpkiškės k.,

— Vilkaviškio rajono savivaldybė: Pilviškių, Klausučių seniūnijos.

— Širvintų rajono savivaldybė: Alionių ir Zibalų seniūnijos,

— Ukmergės rajono savivaldybė: Želvos seniūnija,

— Vilniaus rajono savivaldybė: Paberžės seniūnija.

6. **Poland**

The following restricted zones III in Poland:

w województwie zachodniopomorskim:

— gminy Banie, Trzcińsko – Zdrój, Widuchowa, część gminy Chojna położona na wschód linii wyznaczonej przez drogi nr 31 biegnącą od północnej granicy gminy i 124 biegnącą od południowej granicy gminy w powiecie gryfińskim,

w województwie warmińsko-mazurskim:

— część powiatu działdowskiego niewymieniona w części II załącznika I,

— część powiatu iławskiego niewymieniona w części II załącznika I,

— powiat nowomiejski,

— gminy Dąbrówno, Grunwald i Ostróda z miastem Ostróda w powiecie ostródzkim,

w województwie lubelskim:

— gminy Radecznica, Sułów, Szczebrzeszyn, Zwierzyniec w powiecie zamojskim,

— gminy Biłgoraj z miastem Biłgoraj, Goraj, Frampol, Tereszpol i Turobin w powiecie biłgorajskim,

— gminy Horodło, Hrubieszów z miastem Hrubieszów w powiecie hrubieszowskim,

— gminy Dzwola, Chrzanów i Potok Wielki w powiecie janowskim,

— gminy Gościeradów i Trzydnik Duży w powiecie kraśnickim,

w województwie podkarpackim:

— powiat mielecki,

— gminy Radomyśl nad Sanem i Zaklików w powiecie stalowowolskim,

— część gminy Ostrów położona na północ od linii wyznaczonej przez drogę nr A4 biegnącą od zachodniej granicy gminy do skrzyżowania z drogą nr 986, a następnie na zachód od linii wyznaczonej przez drogę nr 986 biegnącą od tego skrzyżowania do miejscowości Osieka i dalej na zachód od linii wyznaczonej przez drogę łączącą miejscowości Osieka- Blizna w powiecie ropczycko – sędziszowskim,

— część gminy Czarna położona na północ wyznaczonej przez drogę nr A4, część gminy Żyraków położona na północ od linii wyznaczonej przez drogę nr A4, część gminy wiejskiej Dębica położona na północ od linii wyznaczonej przez drogę nr A4 w powiecie dębickim

— gmina Wielkie Oczy w powiecie lubaczowskim,

— gminy Laszki, Radymno z miastem Radymno, w powiecie jarosławskim,

w województwie lubuskim:

— gminy Małomice, Niegosławice, Szprotawa, Żagań w powiecie żagańskim,

— gmina Sulęcin w powiecie sulęcińskim,

— gminy Bledzew, Międzyrzecz, Pszczew, Trzciel w powiecie międzyrzeckim,

— część gminy Lubrza położona na północ od linii wyznaczonej przez drogę nr 92, część gminy Łagów położona na północ od linii wyznaczonej przez drogę nr 92, część gminy Świebodzin położona na północ od linii wyznaczonej przez drogę nr 92 w powiecie świebodzińskim,

w województwie wielkopolskim:

— gminy Krzemieniewo, Lipno, Osieczna, Rydzyna, Święciechowa, Włoszakowice w powiecie leszczyńskim,

— powiat miejski Leszno,

— gminy Kościan i miasto Kościan, Krzywiń, Śmigiel w powiecie kościańskim,

— część gminy Dolsk położona na zachód od linii wyznaczonej przez drogę nr 434 biegnącą od północnej granicy gminy do skrzyżowania z drogą nr 437, a następnie na zachód od drogi nr 437 biegnącej od skrzyżowania z drogą nr 434 do południowej granicy gminy, część gminy Śrem położona na zachód od linii wyznaczonej przez drogę nr 310 biegnącą od zachodniej granicy gminy do miejscowości Śrem, następnie na zachód od drogi nr 432 w miejscowości Śrem oraz na zachód od drogi nr 434 biegnącej od skrzyżowania z drogą nr 432 do południowej granicy gminy w powiecie śremskim,

— gminy Gostyń, Krobia i Poniec w powiecie gostyńskim,

— część gminy Przemęt położona na wschód od linii wyznaczonej przez drogę łączącą miejscowości Borek – Kluczewo – Sączkowo – Przemęt – Błotnica – Starkowo – Boszkowo – Letnisko w powiecie wolsztyńskim,

— powiat rawicki,

— gminy Kuślin, Lwówek, Miedzichowo, Nowy Tomyśl w powiecie nowotomyskim,

— gminy Chrzypsko Wielkie, Kwilcz w powiecie międzychodzkim,

— ,

— gmina Pniewy, część gminy Duszniki położona na północ od linii wyznaczonej przez autostradę A2 oraz na zachód od linii wyznaczonej przez drogę biegnącą od wschodniej granicy gminy, łączącą miejscowości Ceradz Kościelny – Grzebienisko – Wierzeja – Wilkowo, biegnącą do skrzyżowania z autostradą A2, część gminy Kaźmierz położona zachód od linii wyznaczonej przez rzekę Sarna, część gminy Ostroróg położona na południe od linii wyznaczonej przez drogę nr 184 biegnącą od południowej granicy gminy do skrzyżowania z drogą nr 116 oraz na południe od linii wyznaczonej przez drogę nr 116 biegnącą od skrzyżowania z drogą nr 184 do zachodniej granicy gminy, część gminy Szamotuły położona na zachód od linii wyznaczonej przez rzekę Sarna biegnącą od południowej granicy gminy do przecięcia z drogą nr 184 oraz na zachód od linii wyznaczonej przez drogęn r 184 biegnącą od przecięcia z rzeką Sarna do północnej granicy gminy w powiecie szamotulskim,

w województwie dolnośląskim:

— część powiatu górowskiego niewymieniona w części II załącznika I,

— część gminy Lubin położona na południe od linii wyznaczonej przez drogę nr 335 biegnącą od zachodniej granicy gminy do granicy miasta Lubin oraz na zachód od linii wyznaczonej przez drogę nr 333 biegnącą od granicy miasta Lubin do południowej granicy gminy w powiecie lubińskim

— gminy Prusice, Żmigród, część gminy Oborniki Śląskie położona na północ od linii wyznaczonej przez drogę nr 340 w powiecie trzebnickim,

— część gminy Zagrodno położona na wschód od linii wyznaczonej przez drogę łączącą miejscowości Jadwisin – Modlikowice - Zagrodno oraz na wschód od linii wyznaczonej przez drogę nr 382 biegnącą od miejscowości Zagrodno do południowej granicy gminy, część gminy wiejskiej Złotoryja położona na wschód od linii wyznaczonej przez drogę biegnącą od północnej granicy gminy w miejscowości Nowa Wieś Złotoryjska do granicy miasta Złotoryja oraz na północ od linii wyznaczonej przez drogę nr 382 biegnącą od granicy miasta Złotoryja do wschodniej granicy gminy w powiecie złotoryjskim

— gminy Gromadka i Osiecznica w powiecie bolesławieckim,

— gminy Chocianów i Przemków w powiecie polkowickim,

— gminy Chojnów i miasto Chojnów, Krotoszyce, Miłkowice w powiecie legnickim,

— powiat miejski Legnica,

— część gminy Wołów położona na wschód od linii wyznaczonej przez lnię kolejową biegnącą od północnej do południowej granicy gminy, część gminy Wińsko położona na południe od linii wyznaczonej przez drogę nr 36 biegnącą od północnej do zachodniej granicy gminy, część gminy Brzeg Dolny położona na wschód od linii wyznaczonej przez linię kolejową od północnej do południowej granicy gminy w powiecie wołowskim,

— część gminy Milicz położona na zachód od linii wyznaczonej przez drogę łączącą miejscowości Poradów – Piotrkosice - Sulimierz-Sułów - Gruszeczka w powiecie milickim,

w województwie świętokrzyskim:

— gminy Gnojno, Pacanów w powiecie buskim,

— gminy Łubnice, Oleśnica, Połaniec, część gminy Rytwiany położona na zachód od linii wyznaczonej przez drogę nr 764, część gminy Szydłów położona na zachód od linii wyznaczonej przez drogę nr 756 w powiecie staszowskim,

— gminy Chmielnik, Masłów, Miedziana Góra, Mniów, Łopuszno, Piekoszów, Pierzchnica, Sitkówka-Nowiny, Strawczyn, Zagnańsk, część gminy Raków położona na zachód od linii wyznaczonej przez drogi nr 756 i 764, część gminy Chęciny położona na północ od linii wyznaczonej przez drogę nr 762, część gminy Górno położona na północ od linii wyznaczonej przez drogę biegnącą od wschodniej granicy gminy łączącą miejscowości Leszczyna – Cedzyna oraz na północ od linii wyznczonej przez ul. Kielecką w miejscowości Cedzyna biegnącą do wschodniej granicy gminy, część gminy Daleszyce położona na południe od linii wyznaczonej przez drogę nr 764 biegnącą od wschodniej granicy gminy do skrzyżowania z drogą łączącą miejscowości Daleszyce – Słopiec – Borków, dalej na południe od linii wyznaczonej przez tę drogę biegnącą od skrzyżowania z drogą nr 764 do przecięcia z linią rzeki Belnianka, następnie na południe od linii wyznaczonej przez rzeki Belnianka i Czarna Nida biegnącej do zachodniej granicy gminy w powiecie kieleckim,

— powiat miejski Kielce,

— gminy Krasocin, część gminy Włoszczowa położona na wschód od linii wyznaczonej przez drogę nr 742 biegnącą od północnej granicy gminy do miejscowości Konieczno i dalej na wschód od linii wyznaczonej przez drogę łączącą miejscowości Konieczno – Rogienice – Dąbie – Podłazie, część gminy Kluczewsko położona na południe od linii wyznaczonej przez drogę biegnącą od wschodniej granicy gminy i łączącą miejscowości Krogulec – Nowiny - Komorniki do przecięcia z linią rzeki Czarna, następnie na południe od linii wyznaczonej przez rzekę Czarna biegnącą do przecięcia z linią wyznaczoną przez drogę nr 742 i dalej na wschód od linii wyznaczonej przez drogę nr 742 biegnącą od przecięcia z linią rzeki Czarna do południowej granicy gminyw powiecie włoszczowskim,

— gmina Kije w powiecie pińczowskim,

— gminy Małogoszcz, Oksa w powiecie jędrzejowskim,

w województwie małopolskim:

— gminy Dąbrowa Tarnowska, Radgoszcz, Szczucin w powiecie dąbrowskim.

7. **Romania**

The following restricted zones III in Romania:

— Zona orașului București,

— Județul Constanța,

— Județul Satu Mare,

— Județul Tulcea,

— Județul Bacău,

— Județul Bihor,

— Județul Bistrița Năsăud,

— Județul Brăila,

— Județul Buzău,

— Județul Călărași,

— Județul Dâmbovița,

— Județul Galați,

— Județul Giurgiu,

— Județul Ialomița,

— Județul Ilfov,

— Județul Prahova,

— Județul Sălaj,

— Județul Suceava

— Județul Vaslui,

— Județul Vrancea,

— Județul Teleorman,

— Județul Mehedinți,

— Județul Gorj,

— Județul Argeș,

— Județul Olt,

— Județul Dolj,

— Județul Arad,

— Județul Timiș,

— Județul Covasna,

— Județul Brașov,

— Județul Botoșani,

— Județul Vâlcea,

— Județul Iași,

— Județul Hunedoara,

— Județul Alba,

— Județul Sibiu,

— Județul Caraș-Severin,

— Județul Neamț,

— Județul Harghita,

— Județul Mureș,

— Județul Cluj,

— Județul Maramureş.

8. **Slovakia**

The following restricted zones III in Slovakia:

— The whole district of Trebišov',

— The whole district of Vranov and Topľou,

— In the district of Humenné: Lieskovec, Myslina, Humenné, Jasenov, Brekov, Závadka, Topoľovka, Hudcovce, Ptičie, Chlmec, Porúbka, Brestov, Gruzovce, Ohradzany, Slovenská Volová, Karná, Lackovce, Kochanovce, Hažín nad Cirochou, Závada, Nižná Sitnica, Vyšná Sitnica, Rohožník, Prituľany, Ruská Poruba, Ruská Kajňa,

— In the district of Michalovce: Strážske, Staré, Oreské, Zbudza, Voľa, Nacina Ves, Pusté Čemerné, Lesné, Rakovec nad Ondavou, Petríkovce, Oborín, Veľké Raškovce, Beša, Petrovce nad Laborcom, Trnava pri Laborci, Vinné, Kaluža, Klokočov, Kusín, Jovsa, Poruba pod Vihorlatom, Hojné, Lúčky,Závadka, Hažín, Zalužice, Michalovce, Krásnovce, Šamudovce, Vŕbnica, Žbince, Lastomír, Zemplínska Široká, Čečehov, Jastrabie pri Michalovciach, Iňačovce, Senné, Palín, Sliepkovce, Hatalov, Budkovce, Stretava, Stretávka, Pavlovce nad Uhom, Vysoká nad Uhom, Bajany,

— In the district of Rimavská Sobota: Jesenské, Gortva, Hodejov, Hodejovec, Širkovce, Šimonovce, Drňa, Hostice, Gemerské Dechtáre, Jestice, Dubovec, Rimavské Janovce, Rimavská Sobota, Belín, Pavlovce, Sútor, Bottovo, Dúžava, Mojín, Konrádovce, Čierny Potok, Blhovce, Gemerček, Hajnáčka,

— In the district of Gelnica: Hrišovce, Jaklovce, Kluknava, Margecany, Richnava,

— In the district Of Sabinov: Daletice,

— In the district of Prešov: Hrabkov, Krížovany, Žipov, Kvačany, Ondrašovce, Chminianske Jakubovany, Klenov, Bajerov, Bertotovce, Brežany, Bzenov, Fričovce, Hendrichovce, Hermanovce, Chmiňany, Chminianska Nová Ves, Janov, Jarovnice, Kojatice, Lažany, Mikušovce, Ovčie, Rokycany, Sedlice, Suchá Dolina, Svinia, Šindliar, Široké, Štefanovce, Víťaz, Župčany,

— the whole district of Medzilaborce,

— In the district of Stropkov: Havaj, Malá Poľana, Bystrá, Mikové, Varechovce, Vladiča, Staškovce, Makovce, Veľkrop, Solník, Korunková, Bukovce, Krišľovce, Jakušovce, Kolbovce,

— In the district of Svidník: Pstruša,

— In the district of Zvolen: Očová, Zvolen, Sliač, Veľká Lúka, Lukavica, Sielnica, Železná Breznica, Tŕnie, Turová, Kováčová, Budča, Hronská Breznica, Ostrá Lúka, Bacúrov, Breziny, Podzámčok, Michalková, Zvolenská Slatina, Lieskovec,

— In the district of Banská Bystrica: Sebedín-Bečov, Čerín, Dúbravica, Oravce, Môlča, Horná Mičiná, Dolná Mičiná, Vlkanová, Hronsek, Badín, Horné Pršany, Malachov, Banská Bystrica,

— The whole district of Sobrance except municipalities included in zone II.’

DECISIONS

COUNCIL DECISION (CFSP) 2022/1367

of 4 August 2022

amending Decision 2011/72/CFSP concerning restrictive measures directed against certain persons and entities in view of the situation in Tunisia

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on European Union and in particular Article 29 thereof,

Having regard to the proposal from the High Representative of the Union for Foreign Affairs and Security Policy,

Whereas:

(1) On 31 January 2011, the Council adopted Decision 2011/72/CFSP [1] concerning restrictive measures directed against certain persons and entities in view of the situation in Tunisia.

(2) The entry for one person, against whom the application of restrictive measures expired on 31 July 2022, as well as the information regarding his rights of defence and his right to effective judicial protection should be deleted.

(3) Decision 2011/72/CFSP should therefore be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Decision 2011/72/CFSP is amended as follows:

(1) Article 5 is replaced by the following:

'*Article 5*

1. This Decision shall apply until 31 January 2023.

2. This Decision shall be kept under constant review. It may be renewed or amended, as appropriate, if the Council deems that its objectives have not been met.';

(2) the Annex is amended in accordance with the Annex to this Decision.

Article 2

This Decision shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 4 August 2022.

For the Council
The President
M. BEK

[1] Council Decision 2011/72/CFSP of 31 January 2011 concerning restrictive measures directed against certain persons and entities in view of the situation in Tunisia (OJ L 28, 2.2.2011, p. 62).

ANNEX

The Annex to Decision 2011/72/CFSP is amended as follows:

(1) in Section A ('List of persons and entities referred to in Article 1'), the entry for the following person is deleted:

'45. Montassar Ben Habib Ben Bouali LTAIEF';

(2) in Section B ('Rights of defence and right to effective judicial protection under Tunisian law:'), the following entry is deleted:

'45. Montassar Ben Habib Ben Bouali LTAIEF

The investigation or trial relating to the misappropriation of public funds or assets is still ongoing. The information on the Council's file shows that the rights of defence and the right to effective judicial protection were respected in the judicial proceedings on which the Council relied. This is demonstrated in particular by the fact that in 2011 and 2013 Mr Montassar Ben Habib Ben Bouali LTAIEF was heard by an investigating judge in the presence of his lawyers.'.

COMMISSION DECISION (EU) 2022/1368

of 3 August 2022

setting up Civil Dialogue Groups in matters covered by the common agricultural policy and repealing Decision 2013/767/EU

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Whereas:

(1) Article 38 of the Treaty on the Functioning of the European Union provides that the Union is to define and implement a common agriculture policy (CAP).

(2) In accordance with Article 11(2) of the Treaty on European Union, the institutions are to maintain an open, transparent and regular dialogue with representative associations and civil society.

(3) Commission Decision 2013/767/EU ([1]) provides for a framework for consultation of non-governmental stakeholders in matters related to agriculture and rural development. It allows the Commission to call upon the expertise of specialists in advisory bodies, namely the Civil Dialogue Groups whose current mandate expires on 31 December 2022.

(4) In order to adapt to the new legislative framework ([2]) of the common agricultural policy and to the horizontal rules on the creation and operation of Commission expert groups ('the horizontal rules') laid down by Commission Decision C(2016)3301 ([3]), as well as to ensure the continuity of the civil dialogue on matters related to agriculture and rural development as from 2023, it is necessary to establish seven thematic expert groups and to define their tasks and their structure.

(5) Those groups should assist the Commission and support a regular dialogue on all matters relating to the common agricultural policy and its implementation, and in particular the measures which the Commission is called on to take in that context, including the international aspects of agriculture. They should bring about an exchange of experience and good practice, advise on policy, deliver an opinion on specific matters upon request of the Directorate-General for Agriculture and Rural Development ('DG AGRI') or on their own initiative and monitor policy developments. Members of the groups are also expected to disseminate information, obtained in the context of the groups' meetings, to their respective constituencies.

([1]) Commission Decision 2013/767/EU of 16 December 2013 setting up a framework for civil dialogue in matters covered by the common agricultural policy and repealing Decision 2004/391/EC (OJ L 338, 17.12.2013, p. 115).

([2]) Regulation (EU) 2021/2115 of the European Parliament and of the Council of 2 December 2021 establishing rules on support for strategic plans to be drawn up by Member States under the common agricultural policy (CAP Strategic Plans) and financed by the European Agricultural Guarantee Fund (EAGF) and by the European Agricultural Fund for Rural Development (EAFRD) and repealing Regulations (EU) No 1305/2013 and (EU) No 1307/2013 (OJ L 435, 6.12.2021, p. 1);
Regulation (EU) 2021/2116 of the European Parliament and of the Council of 2 December 2021 on the financing, management and monitoring of the common agricultural policy and repealing Regulation (EU) No 1306/2013 (OJ L 435, 6.12.2021, p. 187);
Regulation (EU) 2021/2117 of the European Parliament and of the Council of 2 December 2021 amending Regulations (EU) No 1308/2013 establishing a common organisation of the markets in agricultural products, (EU) No 1151/2012 on quality schemes for agricultural products and foodstuffs, (EU) No 251/2014 on the definition, description, presentation, labelling and the protection of geographical indications of aromatised wine products and (EU) No 228/2013 laying down specific measures for agriculture in the outermost regions of the Union (OJ L 435, 6.12.2021, p. 262).

([3]) Commission Decision C(2016) 3301 final of 30 May 2016 establishing horizontal rules on the creation and operation of Commission expert groups.

(6) With a view to increasing the transparency of the civil dialogue system, also in light of the European Ombudsman's recommendations in this respect, and to ensuring a balanced representation of different interests, covering civil society in a broad sense, it is appropriate to set up a new framework for Civil Dialogue Groups. Particular attention should be given to a wide representation of stakeholders with relevant expertise, to discuss different perspectives and views.

(7) In order to grant all stakeholders the same possibilities and representation, and in line with the above-mentioned horizontal rules and standard practice, each stakeholder organisation should be granted a single membership with no differentiation of seats between organisations. Nonetheless, the overall number of participants to each of the meetings, may be modified on a case-by-case basis, in light of the Commission's agenda and the necessity to harvest a specific expertise.

(8) To ensure a participative and inclusive consultation process, whilst continuing to reach out to citizens and stakeholders, due care should be given to the climate objective of reducing overall emissions to which the Commission should contribute. This implies that fewer in-person expert meetings should be organised. The Covid-19 pandemic showed that the Commission and stakeholders' mutual objectives can also be reached by means of virtual meetings. Therefore, while recognising the importance of occasional physical meetings, the organisation of online meetings should be privileged.

(9) Rules on disclosure of information by members of the group should be laid down.

(10) Personal data should be processed in accordance with Regulation (EU) 2018/1725 of the European Parliament and of the Council ([4]).

(11) Decision 2013/767/EU should be repealed at the same time as the end of the current mandate of Civil Dialogue Groups.

(12) In order to ensure a periodical renewal of the civil dialogue framework, it is appropriate to lay down the end date for the application of this Decision,

HAS DECIDED AS FOLLOWS:

Article 1

Subject matter

The following groups of experts, called the Civil Dialogue Groups ('the groups'), are set up:

(1) Civil Dialogue Group on the CAP Strategic Plans and Horizontal Matters;

(2) Civil Dialogue Group on Agricultural Markets;

(3) Civil Dialogue Group on Animal Production;

(4) Civil Dialogue Group on International Aspects of Agriculture;

(5) Civil Dialogue Group on Organic Farming;

(6) Civil Dialogue Group on Quality and Promotion;

(7) Civil Dialogue Group on Environment and Climate Change.

Article 2

Tasks

The groups, in relation to their thematic areas of competence as listed under Article 1, shall fulfil the following tasks:

(a) to hold a regular dialogue on all matters relating to the common agricultural policy, and its implementation, including international aspects of agriculture, and in particular the measures which the Commission is called on to take in that context;

([4]) Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).

(b) when specific expertise is required, to provide advice to the Commission in relation to their thematic areas of competence as listed under Article 1, and to assist the Commission in the preparation of policy initiatives in the fields referred to in point (a);

(c) to bring about an exchange of experience and good practice, including dissemination of information, in the fields referred to in point (a);

(d) to deliver an opinion on specific matters either upon request of DG AGRI and within the time limits set in that request, or on their own initiative;

(e) to monitor policy developments in the fields referred to in point (a).

Article 3

Membership

1. The groups shall be composed of stakeholders' organisations, other than public entities, operating at Union level in the fields referred to in Article 1.

2. Member organisations shall designate their representative to attend the meetings of the groups according to the items on the agenda. If indicated by the Chair, organisations might be represented by more than one representative. Each organisation shall have one voting right, irrespective of the number of representatives.

3. Member organisations shall be responsible for ensuring that their representatives provide a high level of expertise.

4. Member organisations which are no longer capable of contributing effectively to the expert group's deliberations, who, in the opinion of DG AGRI , do not comply with the conditions set out in Article 339 of the Treaty on the Functioning of the European Union or who resign, shall no longer be invited to participate in any meetings of the group and may be replaced for the remainder of their term of office.

Article 4

Selection process

1. The selection of the member organisations shall be carried out by means of a public call for applications, to be published on the Register of Commission expert groups and other similar entities ('the Register of expert groups'). In addition, the call for applications may be published through other means, including on dedicated websites. The call for applications shall clearly outline the selection criteria, including the required expertise and the interests to be represented in relation to the work to be performed. The minimum deadline for applications shall be 4 weeks.

2. Registration in the Transparency Register is required in order for stakeholders' organisations to be appointed as members.

3. Stakeholders' organisations shall be appointed by the Director-General of DG AGRI from applicants with competence and a high level of expertise in the areas referred to in Article 1, with capacity to advise in accordance with Article 2, and who have responded to the public call for applications.

4. Stakeholders' organisations shall be appointed for a 5-year term of office. Their term of office may be renewed.

Article 5

Chair

The groups shall be chaired by a representative of the Commission.

Article 6

Operation

1. The groups shall act at the request of DG AGRI in compliance with the horizontal rules.

2. Meetings of the groups shall, in principle, be held virtually or on Commission premises, depending on the circumstances.

3. DG AGRI shall provide secretarial services. Commission officials from other departments with an interest in the proceedings may attend meetings of the groups and their sub-groups.

4. In agreement with DG AGRI, each group may, by simple majority of its members, decide that deliberations shall be public.

5. Minutes of the discussion on each point on the agenda and on the opinions, recommendations or reports delivered by each group shall be meaningful and complete. Minutes shall be drafted by the secretariat under the responsibility of the Chair.

6. As far as possible, the groups shall adopt their opinions, recommendations or reports by consensus. In the event of a vote, the outcome of the vote shall be decided by simple majority of the members. Members who have voted against or abstained shall have the right to document the reasons for their position, annexed to the opinions, recommendations or reports.

Article 7

Sub-groups

1. DG AGRI may set up sub-groups for the purpose of examining specific questions on the basis of the terms of reference defined by DG AGRI. Sub-groups shall operate in compliance with the horizontal rules and shall report to the group. They shall be dissolved as soon as their mandate is fulfilled.

2. The members of sub-groups that are not members of the group shall be selected via a public call for applications, in compliance with Article 4 and the horizontal rules.

Article 8

Invited experts

DG AGRI may invite experts with specific expertise with respect to a subject matter on the agenda, to take part in the work of the group or sub-groups, on an ad hoc basis.

Article 9

Observers

1. Individuals, organisations, including stakeholders' organisations, as well as public entities other than Member States' authorities may be granted an observer status, in compliance with the horizontal rules, by direct invitation.

2. Organisations and public entities appointed as observers shall nominate their representatives.

3. Observers and their representatives may be permitted by the Chair to take part in the discussions of the group and its sub-groups and provide expertise. However, they shall have no voting rights and shall not participate in the formulation of recommendations or advice of the groups and their sub-groups.

Article 10

Rules of procedure

On a proposal by, and in agreement with DG AGRI, the group shall adopt its rules of procedure by simple majority of its members, on the basis of the standard rules of procedure for expert groups ([5]) and in compliance with the horizontal rules. Sub-groups shall operate in compliance with the group's rules of procedure.

Article 11

Professional secrecy and handling of classified information

The members of the group and their representatives, invited experts, as well as observers and their representatives, are subject to the obligation of professional secrecy, which by virtue of the Treaties and the rules implementing them applies to all members of the institutions and their staff, as well as to the Commission's rules on security regarding the protection of Union classified information, laid down in Commission Decisions (EU, Euratom) 2015/443 ([6]) and (EU, Euratom) 2015/444 ([7]). Should they fail to respect these obligations, the Commission may take all appropriate measures.

Article 12

Transparency

1. The groups and their sub-groups shall be registered in 'the Register of expert groups'.

2. As concerns the groups and sub-groups composition, the following data shall be published on the Register of expert groups:

(a) the name of stakeholders' organisations; the interest represented shall be disclosed;

(b) the name of observers.

3. All relevant documents, including the agendas, the minutes and the participants' submissions, shall be made available either on the Register of expert groups or through a link from the Register to a dedicated website, where this information can be found. Access to dedicated websites shall not be submitted to user registration or any other restriction. In particular, the agenda and other relevant background documents shall be published in due time ahead of the meeting, followed by timely publication of the minutes. Exceptions to publication shall only be possible where it is deemed that disclosure of a document would undermine the protection of a public or private interest as defined in Article 4 of Regulation (EC) No 1049/2001 of the European Parliament and of the Council ([8]).

Article 13

Meeting expenses

1. Participants in the activities of the groups and sub-groups shall not be remunerated for the services they offer.

2. Travel and subsistence expenses incurred by participants in the activities of the groups and sub-groups, except when attended virtually, shall be reimbursed by the Commission. Reimbursement shall be made in accordance with the provisions in force within the Commission and within the limits of the available appropriations allocated to the Commission departments under the annual procedure for the allocation of resources.

([5]) Annex III to Decision C(2016) 3301.

([6]) Commission Decision (EU, Euratom) 2015/443 of 13 March 2015 on Security in the Commission (OJ L 72, 17.3.2015, p. 41).

([7]) Commission Decision (EU, Euratom) 2015/444 of 13 March 2015 on the security rules for protecting EU classified information (OJ L 72, 17.3.2015, p. 53).

([8]) Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents (OJ L 145, 31.5.2001, p. 4). These exceptions are intended to protect public security, military affairs, international relations, financial, monetary or economic policy, privacy and integrity of the individual, commercial interests, court proceedings and legal advice, inspections/investigations/audits and the institution's decision-making process.

Article 14

Repeal

Decision 2013/767/EU is repealed with effect of 1 January 2023.

Article 15

Applicability

This Decision shall apply until 31 December 2027.

Done at Brussels, 3 August 2022.

For the Commission
Janusz WOJCIECHOWSKI
Member of the Commission

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