

Executive Director Decision

2022/011/R

of 10 May 2022

issuing the following:

Amendment 6 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014

'AMC & GM to Part-M — Issue 2, Amendment 6'

and

Amendment 5 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex II (Part-145) to Commission Regulation (EU) No 1321/2014

'AMC & GM to Part-145 — Issue 2, Amendment 5'

and

Amendment 6 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex III (Part-66) to Commission Regulation (EU) No 1321/2014

'AMC & GM to Part-66 — Issue 2, Amendment 6'

and

Amendment 2 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014

'AMC & GM to Part-CAMO — Issue 1, Amendment 2'

and

Amendment 2 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex Vd (Part-CAO) to Commission Regulation (EU) No 1321/2014

'AMC & GM to Part-CAO — Issue 1, Amendment 2'

and

Amendment 2 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to the articles of Commission Regulation (EU) No 1321/2014

'AMC & GM to the articles of Commission Regulation (EU) No 1321/2014 — Issue 1, Amendment 2'

'SMS in Part-145' and 'Occurrence reporting'

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 1321/2014², and in particular point 145.B.120 of Annex II (Part-145) and point CAMO.B.120 of Annex Vc (Part-CAMO) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Acceptable means of compliance are non-binding standards issued by EASA, which are used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof.
- (3) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.
- (4) With Decision 2015/029/R of 17 December 2015³, repealing Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145) and Annex III (Part-66) to Commission Regulation (EU) No 1321/2014 (Issue 2).
- (5) With Decision 2019/009/R of 28 March 2019, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to the articles of Commission Regulation (EU) No 1321/2014 (Issue 1).
- (6) With Decision 2020/002/R of 13 March 2020, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to Commission Regulation (EU) No 1321/2014 (Issue 1).

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation 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 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R1321&qid=1649243353300>).

³ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2015029r>



- (7) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its Decisions, taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (8) Commission Implementing Regulation (EU) 2021/1963⁴, amending Commission Regulation (EU) No 1321/2014, introduces safety management system requirements into Annex II (Part-145) thereby implementing the ICAO Annex 19 Standards and Recommended Practices (SARPs), and aligns the Part-145 regulatory framework in relation to occurrence reporting with that of Regulation (EU) No 376/2014⁵. Hence EASA has determined the need to amend the Acceptable Means of Compliance and Guidance Material (AMC & GM) to Part-145 and to the articles of Regulation (EU) No 1321/2014 to support the implementation of the amendments introduced by Commission Implementing Regulation (EU) 2021/1963.
- (9) The amendments of the AMC & GM to Part-145 result in changes of references that are also used in the AMC & GM to Part-M, Part-66, Part-CAMO and Part-CAO. Hence EASA has determined the need to also amend these AMC & GM.
- (10) The adoption of the AMC & GM to Annex Vc (Part-CAMO) created an implementation issue related to the nomination of the safety manager referred to in point CAMO.A.305(a)(5), resulting in the adoption of alternative means of compliance (AltMoC) by several national competent authorities. Hence EASA has determined the need to amend the AMC & GM to Part-CAMO to facilitate the nomination of such personnel in the case where that person already holds such a function under a certificate within the scope of Regulation (EU) 2018/1139.
- (11) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure⁶, widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation⁷,

HAS DECIDED:

Article 1

Annex I (AMC & GM to Part-M) to Decision 2015/029/R of the Executive Director of the Agency of 17 December 2015 is amended as laid down in Annex I to this Decision.

⁴ Commission Implementing Regulation (EU) 2021/1963 of 8 November 2021 amending Regulation (EU) No 1321/2014 as regards safety management systems in maintenance organisations and correcting that Regulation (OJ L 400, 12.11.2021, p. 18) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R1963&qid=1649243274411>).

⁵ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0376&qid=1649243542314>).

⁶ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

⁷ <http://easa.europa.eu/document-library/comment-response-documents>



Annex II (AMC & GM to Part-145) to Decision 2015/029/R of the Executive Director of the Agency of 17 December 2015 is amended as laid down in Annex II to this Decision.

Annex III (AMC & GM to Part-66) to Decision 2015/029/R of the Executive Director of the Agency of 17 December 2015 is amended as laid down in Annex III to this Decision.

Annex VII (AMC & GM to Part-CAMO) to Decision 2020/002/R of the Executive Director of the Agency of 13 March 2020 is amended as laid down in Annex IV to this Decision.

Annex VIII (AMC & GM to Part-CAO) to Decision 2020/002/R of the Executive Director of the Agency of 13 March 2020 is amended as laid down in Annex V to this Decision.

Annex VI (AMC & GM to the articles of Regulation (EU) No 1321/2014) to ED Decision 2019/009/R of the Executive Director of the Agency of 28 March 2019 is amended as laid down in Annex VI to this Decision.

Article 2

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

It shall apply from 2 December 2022 with the exception of the amendment to 'AMC1 CAMO.A.305(c)' that shall apply from the day this Decision enters into force.

Cologne, 10 May 2022

For the European Union Aviation Safety Agency

The Executive Director

Patrick KY

