

Annex V to ED Decision 2020/002/R
Acceptable Means of Compliance (AMC) and Guidance Material (GM)
to Annex Va (Part-T) to Commission Regulation (EU) No 1321/2014
Issue 1 — Amendment 2

Annex IV to Decision 2016/011/R is amended as follows:

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

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the remaining text is unchanged in front of or following the reflected amendment.

[...]

GM T.1 Competent authority

[Article 1\(b\)](#) and Article 3(56) of Commission Regulation (EU) No 1321/2014, as amended by Commission Regulation (EU) 2015/1536, establish the applicability of [Annex Va \(Part-T\)](#) to aircraft registered in a third country for which their regulatory safety oversight has not been delegated to a Member State when they are dry leased-in by an air carrier licensed in accordance with Regulation (EC) No 1008/2008.

This means that the provisions of [Part-T](#) are not applicable to aircraft registered in a third country for which their regulatory safety oversight has been delegated to a Member State. In such a case, [the responsibilities established under M.A.201 are applicable](#) (ref. [Article 1\(a\)\(ii\) of Regulation \(EU\) No 1321/2014](#)) ~~stipulates that the provisions of [Part-M](#) are applicable.~~

The conditions for the approval of the dry lease-in are specified in ORO.AOC.110.

[...]

AMC T.A.201(1)(h) Responsibilities

PRE-FLIGHT INSPECTION

Contents of the pre-flight inspection may be found in [AMC M.A.301-1\(a\)](#).

[...]

AMC1 T.A.201(3) Responsibilities

[...]

2. The CAMO should establish a process to verify that the maintenance organisation complies with the applicable requirements of Subpart E [of Part-T](#).

AMC2 T.A.201(3) Responsibilities

[...]

2. Both the specification of work and the assignment of responsibilities should be clear, unambiguous and sufficiently detailed to ensure that no misunderstanding arises between the parties concerned that could result in a situation where work that has a bearing on the airworthiness or serviceability of aircraft is not or will not be properly performed. ~~Appendix XI to AMC1 M.A.708(c)~~ [Appendix IV to AMC1 CAMO.A.315\(c\) — Contracted maintenance](#) gives further details on the contents of the contract.

[...]

GM1 T.A.501

The CAMO should establish a process to verify that the maintenance organisation complies with the applicable requirements of [Part-T](#) Subpart E, one of the inputs to this process may be whether the maintenance organisation holds an approval by the State of Registry issued in accordance with the requirements of ICAO Annex 6 Part I Section 8.7.

[...]

AMC T.A.704 Continuing airworthiness management exposition (CAME)

In addition to the contents described in [AMC M.A.704](#) [AMC1 CAMO.A.300](#) the CAME should provide additional information describing how the CAMO manages the continuing airworthiness of the aircraft under [Part-T](#). Guidance on the specific contents may be found in [Appendix I to AMC T.A.704](#).

AMC T.A.706 Personnel requirements

1. Adequate knowledge may be demonstrated by training or work experience with the applicable third-country regulations or a combination of training and experience.
2. The competence assessment required by [M.A.706\(e\)](#) [CAMO.A.305\(g\)](#) should include the knowledge necessary for the performance of the activities under [Part-T](#).

GM T.A.708 Continuing airworthiness management

The CAMO has already approved procedures to perform the management of the aircraft under [Part-M](#) [Part-CAMO](#). These procedures may be adapted as necessary to satisfy the requirements under [T.A.708](#) or the CAMO may decide to develop different procedures.

[...]

AMC T.A.711 Privileges

Under the privilege of [M.A.711\(a\)\(3\)](#) [CAMO.A.125\(d\)\(3\)](#), the CAMO may contract the performance of ~~the~~ [limited continuing](#) airworthiness tasks required by [Part-T](#) with another organisation working under the CAMO's quality system and listed on the approval certificate.

AMC T.B.102(3) Competent authority

Staff should have adequate qualifications and should have received adequate training as described in [AMC1 M.B.102\(c\)](#) and [AMC2 M.B.102\(c\)](#), and in addition staff should have sufficient knowledge of the applicable third-country airworthiness requirements. Such knowledge may be demonstrated ~~if staff have received~~ [by](#) training in [,](#) or ~~have~~ work experience with [,](#) the applicable third-country airworthiness requirements or a combination of training and work experience.

[...]

AMC T.B.702 Initial approval

[...]

2. When the organisation is not approved under ~~Part-M Subpart G~~ Part-CAMO for a particular aircraft type, then the organisation should apply for a change under ~~M.A.713~~ CAMO.A.130 to include that aircraft type in the scope of approval at the same time when it applies for approval under ~~Part-T Subpart G~~ to manage the continuing airworthiness of aircraft referred to in ~~T.B.101~~.
3. When the organisation is already approved under ~~Part-M Subpart G~~ Part-CAMO for a particular aircraft type, then the approval to manage the continuing airworthiness of aircraft referred to in ~~T.B.101~~ should be considered as a change that requires prior approval by the competent authority. The approval by the competent authority should be performed by approving the proposed amendments to the CAME.

[...]

Appendix I to AMC T.A.704 — Continuing airworthiness management exposition (CAME)

The CAME of the CAMO should be amended to take into account the following elements:

1. In Part 0.1, the ~~corporate commitment by the~~ accountable manager ~~statement stating for~~ compliance with ~~Part-T~~:

PART 0 — GENERAL ORGANISATION, SAFETY POLICY AND OBJECTIVES

0.1 ~~Corporate commitment by the accountable manager~~ Safety policy, objectives and accountable manager statement

The accountable manager's exposition statement should embrace the intent of the following paragraph, and in fact this statement may be used without amendment. Any amendment to the statement should not alter its intent.

'This exposition and any associated referenced manuals define the organisation and procedures upon which the competent authority's approval of the continuing airworthiness management organisation is based.'

These procedures are endorsed by the undersigned and must be complied with, as applicable, in order to ensure that all continuing airworthiness activities, including maintenance of the aircraft managed, are carried out on time to an approved standard.'

These procedures do not override the necessity of complying with any new or amended regulation published from time to time where these new or amended regulations are in conflict with these procedures.'

It is understood that the approval of the organisation is based on the continuous compliance of the organisation with Part-CAMO, Part-M and Part-T and with the organisation's procedures described in this exposition. The competent authority is entitled to limit, suspend, or revoke the approval certificate if the organisation fails to fulfil the obligations imposed by Part-CAMO, Part-M and Part-T or any conditions according to which the approval was issued.'

Suspension or revocation of the CAMO certificate will invalidate the AOC.'

~~‘This exposition defines the organisation and procedures upon which the continuing airworthiness management organisation’s approval of Joe Bloggs under Part M Part CAMO and Part-T is based.~~

~~These procedures are approved by the undersigned and must be complied with, as applicable, in order to ensure that all the continuing airworthiness activities including maintenance for aircraft managed by Joe Bloggs are carried out on time to an approved standard.~~

~~It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published by the Agency or the competent authority from time to time where these new or amended regulations are in conflict with these procedures.~~

~~The competent authority will approve this organisation whilst the competent authority is satisfied that the procedures are being followed. It is understood that the competent authority reserves the right to suspend, limit or revoke the Continuing airworthiness management organisation’s approval of the organisation, as applicable, if the competent authority has evidence that the procedures are not followed and the standards not upheld.~~

~~In the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, suspension or revocation of the approval of the continuing airworthiness management organisation’s approval would invalidate the AOC.’~~

2. In Part 0.2, point e) ‘Scope of work — aircraft managed’:

0.2 General information and scope of work

e) Scope of work — aircraft managed

This paragraph should specify the scope of work for which the CAMO is approved. This includes aircraft type/series, aircraft registrations, owner/operator, contract references, State of Registry for CAMOs approved under [Part-T](#), etc. The following is given as an example:

Aircraft type/series	Date included in the scope of work	Aircraft maintenance programme or ‘generic’/baseline’ maintenance programme	Aircraft registration(s)	Owner/operator	CAMO contract reference	Part-T State of Registry

~~For air carriers licensed in accordance with Regulation (EC) No 1008/2008, r~~Reference can be made in this paragraph to the operations specifications or operations manual where the aircraft registration(s) is (are) listed.

Depending on the number of aircraft, this paragraph may be updated as follows:

- 1) the paragraph is revised each time an aircraft is removed from or added to the list;
- 2) the paragraph is revised each time a type of aircraft or a significant number of aircraft is removed from or added to the list. In that case, it should be stated in the paragraph where the current list of aircraft managed is available for consultation.

[...]

6.2 CONTRACTED MAINTENANCE

6.2.1 Procedures for contracted maintenance

a) Procedures for the development of maintenance contracts

This paragraph should describe the procedures that the organisation follows to develop maintenance contracts. The CAMO processes to implement the different elements described in ~~Appendix XI to AMC M.A.708(c)~~ Appendix IV to AMC1 CAMO.A.315(c) should be described. In particular, it should cover the responsibilities, tasks and interaction with the contracted maintenance organisation.

This paragraph should also describe, when necessary, the use of work orders for unscheduled line maintenance and component maintenance. The organisation may develop a work order template to ensure that the applicable elements of ~~Appendix XI to AMC M.A.708(c)~~ Appendix IV to AMC1 CAMO.A.315(c) are considered. Such a template should be included in Part 5.1.

[...]

Appendix II to AMC T.B.702 — EASA Form 13T

M.A. SUBPART G PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT		EASA
FORM 13T		
Part 1: General		
Name of organisation:		
Approval reference:		
Requested approval rating/		
EASA Form 14 or AOC dated*:		
Other approvals held (if app.)		
Address of facility(ies) audited:		
Audit period: from		
		to
Date(s) of audit(s):		
Audit reference(s):		
Persons interviewed:		
Competent authority surveyor:		Signature(s):
Competent authority office:		Date of EASA Form 13T Part 1 completion:

*delete as appropriate

M.A. SUBPART G PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13T					
Part 2: M.A. Subpart G PART-CAMO and T.A. Subpart G Compliance Audit Review					
The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following M.A. Subpart G Part-CAMO subparagraphs please either tick (✓) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.					
Para	Subject				
M.A.703 CAMO.A.125	Extent of approval Terms of approval and privileges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.704 CAMO.A.300	Continuing airworthiness management exposition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.704	Continuing Airworthiness Management exposition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.705 CAMO.A.215	Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.706 CAMO.A.305	Personnel requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.706	Personnel requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.707 CAMO.A.310	Airworthiness review staff Airworthiness review staff qualifications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.708 CAMO.A.315	Continuing airworthiness management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.201 T.A.201	Responsibilities Responsibilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.202	Occurrence reporting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.302	Aircraft maintenance programme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.303	Airworthiness directives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.304	Data for modifications and repairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.305	Aircraft continuing airworthiness record system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.306	Aircraft technical log system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

M.A.307	Transfer of aircraft continuing airworthiness records	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.709 CAMO.A.325	Documentation Continuing airworthiness management data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.709	Documentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.710 CAMO.A.320	Airworthiness review	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.711 CAMO.A.125	Privileges of the organization Terms of approval and privileges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.711	Privileges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.712 CAMO.A.200	Quality system Management system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.712	Quality system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.713 CAMO.A.130	Changes to the approved continuing airworthiness Organization Changes to the organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.714 CAMO.A.220	Record-keeping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.714	Record-keeping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M.A.716 CAMO.A.150	Findings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T.A.716	Findings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Competent authority surveyor(s):		Signature(s):				
Competent authority office:		Date of EASA Form 13T Part 2 completion:				

M.A. SUBPART G PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT		EASA
FORM 13T		
Part 3: Compliance with M.A. Subpart G PART-CAMO and T.A. Subpart G continuing airworthiness management exposition (CAME)		
Please either tick (✓) the box if satisfied with compliance; or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding; or enter N/A where an item is not applicable; or N/R when applicable but not reviewed.		
PART 0 General organization, safety policy and objectives		
0.1	<input type="checkbox"/>	Corporate commitment by the accountable manager Safety policy, objectives and accountable manager statement
0.2	<input type="checkbox"/>	General information and scope of work
0.3	<input type="checkbox"/>	Management personnel
0.4	<input type="checkbox"/>	Management organisation chart
0.5	<input type="checkbox"/>	Notification procedure to the competent authority regarding changes to the organisation's activities/approval/location/personnel Procedure for changes requiring prior approval
0.6	<input type="checkbox"/>	Exposition amendment procedures Procedure for changes not requiring prior approval
0.7	<input type="checkbox"/>	Alternative means of compliance (AltMoC) procedure
PART 1 Continuing airworthiness management procedures		
1.1	<input type="checkbox"/>	Aircraft technical log utilisation and MEL application Aircraft continuing airworthiness record system utilisation Use of aircraft continuing airworthiness record system and if applicable, aircraft technical log (ATL) system
1.1a	<input type="checkbox"/>	MEL application
1.2	<input type="checkbox"/>	Aircraft maintenance programmes (AMP) – development amendment and approval
1.3	<input type="checkbox"/>	Time and e Continuing airworthiness records, responsibilities, retention, access
1.4	<input type="checkbox"/>	Accomplishment and control of airworthiness directives
1.5	<input type="checkbox"/>	Analysis of the effectiveness of the maintenance programme(s)
1.6	<input type="checkbox"/>	Non-mandatory modification embodiment policy and inspections
1.7	<input type="checkbox"/>	Major r Repairs and modifications standards
1.8	<input type="checkbox"/>	Defect reports
1.9	<input type="checkbox"/>	Engineering activity
1.10	<input type="checkbox"/>	Reliability programmes
1.11	<input type="checkbox"/>	Pre-flight inspections
1.12	<input type="checkbox"/>	Aircraft weighing
1.13	<input type="checkbox"/>	Maintenance e check flight procedures
PART 2 Quality system Management system procedures		
2.1	<input type="checkbox"/>	Hazard identification and safety risk management schemes

2.2		Internal safety reporting and investigations
2.3		Safety action planning
2.4		Safety performance monitoring
2.5		Change management
2.6		Safety training and promotion
2.7		Immediate safety action and coordination with operator's emergency response plan (ERP)
2.8		Compliance monitoring
2.8.1		Continuing airworthiness quality policy , Audit plan and audits procedure
2.8.2		Monitoring of continuing airworthiness management activities
2.8.3		Monitoring of the effectiveness of the maintenance programme(s)
2.8.4		Monitoring that all maintenance is carried out by an appropriate maintenance organisation
2.8.5		Monitoring that all contracted maintenance is carried out in accordance with the contract, including subcontractors used by the maintenance contractor
2.8.6		Quality audit Compliance monitoring personnel
2.9		Control of personnel competency
2.10		Management system record-keeping
2.11		Occurrence reporting

PART 3	Contracted Maintenance – management of maintenance
3.1	<input type="checkbox"/> Procedures for contracted maintenance
3.2	<input type="checkbox"/> Quality Product audit of aircraft
PART 4	Airworthiness review procedures
4.1	<input type="checkbox"/> Airworthiness review staff
4.2	<input type="checkbox"/> Documented R review of aircraft records
4.3	<input type="checkbox"/> Physical survey
4.4	<input type="checkbox"/> Additional procedures for recommendations to the competent authorities for the import of aircraft
4.5	<input type="checkbox"/> Recommendations to competent authorities for the issue of airworthiness review certificates
4.6	<input type="checkbox"/> Issue of airworthiness review certificates ARC
4.7	<input type="checkbox"/> Airworthiness review records, responsibilities, retention and access
4.8	<input type="checkbox"/> ARC extension
PART 4B	Permit to fly procedures
4B.1	<input type="checkbox"/> Conformity with approved flight conditions
4B.2	<input type="checkbox"/> Issue of permit to fly under the CAMO privilege
4B.3	<input type="checkbox"/> Permit to fly authorised signatories
4B.4	<input type="checkbox"/> Interface with the competent authority for the flight
4B.5	<input type="checkbox"/> Permit to fly records, responsibilities, retention and access
PART 5	Appendices Supporting documents
5.1	<input type="checkbox"/> Sample Documents, including the template of the ATL system
5.2	<input type="checkbox"/> List of airworthiness review staff
5.3	<input type="checkbox"/> List of subcontractors as per M.A.711(a)(3) CAMO.A.125(d)(3)
5.4	<input type="checkbox"/> List of contracted maintenance organisations and list of maintenance contracts as per CAMO.A.300(a)(13)
5.5	<input type="checkbox"/> Copy of contracts for subcontracted work (appendix II to AMC M.A.711(a)(3)) (Appendix II to AMC1 CAMO.A.125(d)(3))
5.6	<input type="checkbox"/> List of approved maintenance programmes as per CAMO.A.300(a)(12)
5.7	<input type="checkbox"/> List of currently approved alternative means of compliance as per point CAMO.A.300(a)(13)

PART 6 CONTINUING AIRWORTHINESS PROCEDURES FOR AIRCRAFT REFERRED TO IN [T.A.101](#)

PART 6.1 CONTINUING AIRWORTHINESS MANAGEMENT

- 6.1.1 Aircraft continuing airworthiness records system
- 6.1.2 Aircraft maintenance programme
- 6.1.3 Time and continuing airworthiness records, responsibilities, retention and access
- 6.1.4 Accomplishment and control of mandatory safety information (MSI) issued by the State of Registry and Agency
- 6.1.5 Modifications and repairs standards
- 6.1.6 Defect reports
- 6.1.7 Reliability programmes
- 6.1.8 Pre-flight inspections
- 6.1.9 Aircraft weighing
- 6.1.10 Check flight procedures

PART 6.2 CONTRACTED MAINTENANCE

- 6.2.1 Procedures for contracted maintenance
- 6.2.2 Audit of aircraft

CAME Reference: CAME Amendment:
Competent authority audit staff: Signature(s):

Competent authority office: Date of EASA Form 13T Part 3 completion:

M.A. SUBPART G PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13T					
Part 4: Findings regarding M.A. Subpart G PART-CAMO and T.A. Subpart G compliance status Each level 1 and 2 finding should be recorded whether it has been rectified or not, and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.					
Part 2 or 3 reference	Audit reference(s): Findings	L e v e l	Corrective action		
			Date Due	Date Closed	Reference

M.A. SUBPART G PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT	EASA
FORM 13T	
Part 5: M.A. Subpart G PART-CAMO and T.A. Subpart G approval or continued approval or change recommendation*	
Name of organisation:	
Approval reference:	
Audit reference(s):	
The following M.A. Subpart G scope Part-CAMO terms of approval is are recommended for this organisation:	
Or, it is recommended that the M.A. Subpart G scope Part-CAMO terms of approval specified in EASA Form 14 referenced be continued.	
Name of recommending competent authority surveyor inspector :	
Signature of recommending competent authority surveyor inspector :	
Competent authority office:	
Date of recommendation:	
EASA Form 13T review (quality check):	Date:
*delete as appropriate	