

## Executive Director Decision

**2023/019/R**

**Of 31 October 2023**

**issuing the following:**

**Amendment 3 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) 1321/2014’ — Issue 1, Amendment 3’**

*and*

**Amendment 7 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 7’**

*and*

**Amendment 3 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014**

**‘AMC & GM to Part-147 — Issue 2, Amendment 3’**

*and*

**Amendment 3 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 3’**

**‘Review of Part-66’ and ‘New teaching and new training methods’**

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

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Articles 76(3) and 104(3)(a) thereof,

<sup>1</sup> 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>).

Whereas:

- (1) 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 with the delegated and implementing acts adopted on the basis thereof or with the certification specifications and detailed specifications.
- (2) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or certification specifications and detailed specifications, and which is used to support the interpretation of Regulation (EU) 2018/1139, of the delegated and implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.
- (3) With Decision 2015/029/R of 17 December 2015, the Executive Director issued the Acceptable Means of Compliance and Guidance Material to Part-M, Part-145, Part-66, and Part-147 of Commission Regulation (EU) No 1321/2014.
- (4) With Decision 2019/009/R of 28 March 2019, the Executive Director amended the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to Commission Regulation (EU) No 1321/2014 and issued the Acceptable Means of Compliance and Guidance Material to the articles of that Regulation.
- (5) With Decision 2020/002/R of 13 March 2020, the Executive Director amended the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to as well as to the articles of Commission Regulation (EU) No 1321/2014, and issued Acceptable Means of Compliance and Guidance Material to Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to that Regulation.
- (6) 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.
- (7) Commission Regulation (EU) 2023/989<sup>2</sup>, which amended Commission Regulation (EU) No 1321/2014<sup>3</sup>, revises among other things, Article 6, Annex III (Part-66) and Annex IV (Part-147). In particular, it:
  - allows for the recognition of type training conducted by organisations and not approved in accordance with Part-147 and which are directly approved by a competent authority. In line with the same principle, the examinations conducted by a competent authority are recognised by the other authorities;

<sup>2</sup> Commission Implementing Regulation (EU) 2023/989 of 22 May 2023 amending Regulation (EU) No 1321/2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, and correcting that Regulation (OJ L 135, 23.5.2023, p. 53) ([https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L\\_.2023.135.01.0053.01.ENG&toc=OJ%3AL%3A2023%3A135%3ATOC](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2023.135.01.0053.01.ENG&toc=OJ%3AL%3A2023%3A135%3ATOC)).

<sup>3</sup> 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=1687340326106>).

- lowers the requirement regarding the type rating endorsement for less complex aircraft models (i.e. small piston-engine aeroplanes);
- modernises the basic training syllabus and makes it easier to update;
- improves the ‘on-the-job training’ (OJT) standard, redefining the OJT concept and structure to fulfil the OJT objectives in a more flexible way;
- ensures the suitability of the new training methods and new teaching technologies.

Finally, Regulation (EU) 2023/989 introduces some necessary improvements and corrections that were identified with the implementation of Regulation (EU) No 1321/2014.

- (8) EASA has determined the need to amend the Acceptable Means of Compliance and Guidance Material to the Articles, Part-66, Part-147 and Part-CAO of Regulation (EU) No 1321/2014 to support the implementation of the amendments introduced by Commission Implementing Regulation (EU) 2023/989.
- (9) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure<sup>4</sup>, widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation<sup>5</sup>,

HAS DECIDED:

### **Article 1**

1. Annex I to this Decision is issued as Amendment 3 to Issue 1 to the Acceptable Means of Compliance and Guidance Material to the articles of Commission Regulation (EU) No 1321/2014.
2. Annex II to this Decision is issued as Amendment 7 to Issue 2 to the Acceptable Means of Compliance and Guidance Material to Annex III (Part-66) to Commission Regulation (EU) No 1321/2014.
3. Annex III to this Decision is issued as Amendment 3 to Issue 2 to the Acceptable Means of Compliance and Guidance Material to Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014.
4. Annex IV to this Decision is issued as Amendment 3 to Issue 1 to the Acceptable Means of Compliance and Guidance Material to Annex Vd (Part-CAO) to Commission Regulation (EU) No 1321/2014.

<sup>4</sup> 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 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material (‘Rulemaking Procedure’), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-01-2022-rulemaking-procedure-repealing-mb>).

<sup>5</sup> <http://easa.europa.eu/document-library/comment-response-documents>

**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 12 June 2024.

Cologne, 31 October 2023

*For the European Union Aviation Safety Agency  
The Acting Executive Director*

Luc TYTGAT

