

Annex x to ED Decision 2022/XXX/R

Acceptable Means of Compliance (AMC) and Guidance Material (GM)

to Annex I (Part-M) and Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014

Issue xx — Amendment xx

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 rest of the text is unchanged.

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Annex I (Part-M)

[...]

GM1 M.1(3)(ii)

- (a) In the case where the approval of the aircraft maintenance programme (AMP) is delegated to the competent authority of the member state where the CAMO is located, that AMP will benefit from any indirect approval privilege that CAMO might have.
- (b) If the member state of registry delegates to the competent authority of the member state where the CAMO is located the approval of the AMP, the delegation could be in the form of an agreement or memorandum of understanding between the two Member States, clearly stating the applicable aircraft, the competent authorities and the terms of the delegation.

[...]

AMC1 M.A.201(ea) Responsibilities

HARMONISATION OF THE MANAGEMENT SYSTEM

- (a) A way to achieve a harmonised management system is through an integrated group governance scheme which should:
 - (1) provide essential group standards for management system, including common procedures ; and
 - (2) monitor adherence to the contract between the aircraft operator certificate (AOC) and CAMO.
- (b) An integrated group governance scheme might be a business group management board composed by the accountable managers of the organisations and a coordinating member. The coordinating member could be one of the existing accountable managers or another person with the role of ensuring that all perspectives are considered.

[...]

AMC2 M.A.201(ea) Responsibilities

LANGUAGE

All manuals, procedures and communication between all involved parties should be, at least, in one common language, e.g. English, when the CAMO manages the continuing airworthiness of aircraft

registered in different Member State(s) than its principal place of business. Involved parties include competent authority(ies) with which that common language should be agreed upon.

[...]

GM1 M.A.201(ea) Responsibilities

AIR CARRIER BUSINESS GROUPING

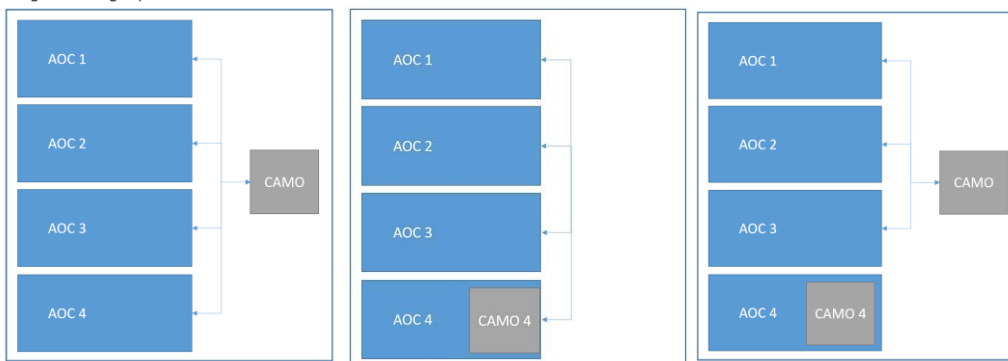
- (a) In the framework of this regulation, ‘air carrier business grouping’ meets the definition of “group of undertakings” as defined in the directive 2009/38/EC of the European Parliament and of the Council of 6 May 2009. In this case, the controlled undertakings include air carriers licensed in accordance with Reg 1008/2008 and organization(s) approved under Part-CAMO.
- (b) Each approved organisation is responsible for its management system, even if they follow a common group standard, policies or procedures.
- (c) If applications, submissions, receipts, certificates or other documents are submitted to a competent authority in a language different from the one official in that Member State, that competent authority can request a translation.

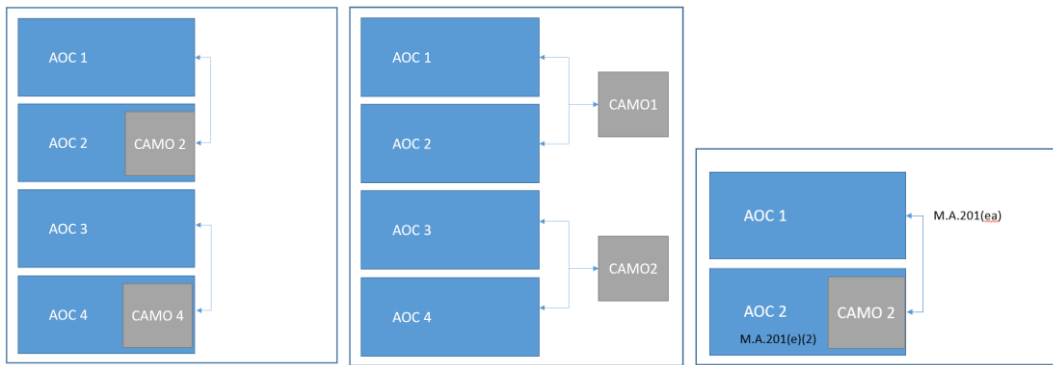
[...]

GM2 M.A.201(ea) Responsibilities

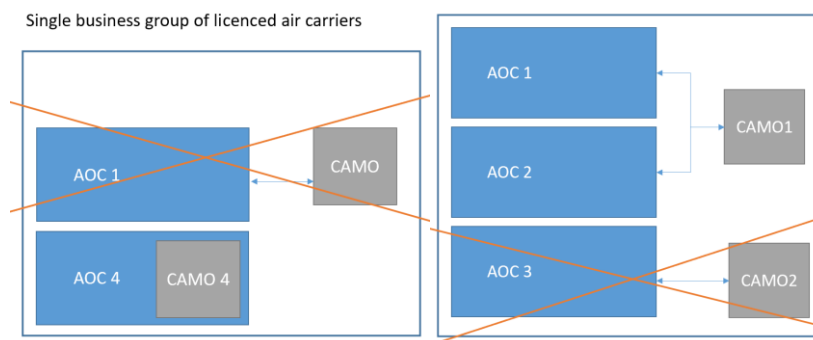
- (a) Within the conditions established in (a) to (d), each operator of the business grouping has the choice either to remain CAMO approved (in accordance with point (e)(2)) or to contract a group CAMO (in accordance with point (ea)).
- (b) The following schemes illustrate the different possibilities:

Single business group of licenced air carriers





On the other hand, the following illustrates schematics that are not possible:



AMC M.A.306(b) Aircraft technical log system

- (a) The aircraft technical log system can be either a paper or computer system or any combination of both methods acceptable to the competent authority.
- (b) In case of a computer system, it should contain programme safeguards against the ability of unauthorised personnel to alter the database.
- (c) In case the CAMO is contracted in accordance with M.A.201(ea) by operators forming part of an air carrier business grouping, the CAMO should ensure that there is an interoperable aircraft technical log system for all associated operators. Common data formats and data exchange should be defined. To prevent incorrect entries it should be ensured that operator can only modify data for aircraft on their AOC.

[...]

AMC1 to Appendix I — Continuing airworthiness management contract

NON-CONFORMITY WITH THE CONTRACT

Failure to meet contractual obligations should be raised by the parties signing the contract to the attention of the business group controlling undertaking.

AMC2 to Appendix I — Continuing airworthiness management contract

HARMONISATION OF THE MANAGEMENT SYSTEMS, GROUP STANDARDS AND CHANGES

(a) The harmonisation of the management systems could be done through a group management board or other similar integrated group governance scheme, which should provide essential group standards, including joining procedures and follow up of the contract of the continuing airworthiness tasks. The following information could be included in the contract or by reference to a joint procedure:

- (1) the participants of that board; and
- (2) the group standards.

It should be ensured that this information is updated when a change occurs.

(b) As a way to facilitate the coordination at business group level, the related organisations should inform the controlling undertaking, the group management board or other similar integrated group governance scheme, of findings of non-conformity.

[...]

[...]

Annex Vc (Part-CAMO)

[...]

AMC1 CAMO.A.115(b)(2) Application for an organisation certificate

DOCUMENTATION FOR DEMONSTRATION OF COMPLIANCE

[...]

(c) In the case of M.A.201(ea), the continuing airworthiness management contract with the operator(s) in accordance with Appendix I of Annex I (Part-M) should be submitted together with the CAME.

[...]

GM1 CAMO.A.130(a)(1) Changes to the organisation

CHANGES THAT AFFECT THE SCOPE OF THE CERTIFICATE OR THE TERMS OF APPROVAL

Typical examples of such changes are listed below (not exhaustive):

- (1) the name of the organisation;
- (2) the organisation's principal place of business;
- (3) additional aircraft type/series/group;
- (4) the accountable manager referred to in point CAMO.A.305(a);
- (5) additional subcontracted organisation.
- (6) contracts in accordance with M.A.201(ea) between the CAMO and operators forming part of a single air carrier business grouping.

[...]

GM1 CAMO.A.135(c) Continued validity

TERMINATION, SUSPENSION OR REVOCATION OF THE AOC

When the CAMO is contracted by operators forming part of an air carrier business grouping in accordance with M.A.201(ea), the termination, suspension or revocation of the air operator certificate does not invalidate the CAMO's certificate, but the contract established in accordance with Appendix I of Annex I with that operator becomes null.

AMC1 CAMO.A.200(e) Management system

HARMONISATION OF THE MANAGEMENT SYSTEMS

- (a) Harmonising and interfacing the CAMO management system with operators' management system could be achieved by:
- (1) A common safety review board or regular joint meetings of the organisations' safety review boards, attended at least by the accountable managers, safety managers and the postholders, in which the results and conclusions of the safety review board of each organisation are shared.
 - (2) A common safety policy, or a common portion of the organisations' safety policies.
 - (3) Common safety objectives.
 - (3) Common safety management key processes.
 - (4) Regular communication of safety and compliance matters between all organisations with harmonised management system
- (b) The CAMO procedures should describe how the interfacing and harmonisation with the operators' management system is achieved.

[...]

GM1 CAMO.A.200(e) Management system

HARMONISATION OF THE MANAGEMENT SYSTEMS

- (a) A management system under the scope of this regulation means a set of organisation interrelated or interacting policies, procedures, standards and processes to achieve certain objectives under an overarching safety culture.
- (b) Harmonising and interfacing the management system between two organisations means that these organisations make an effort in developing and applying consistent or common methods, standards and procedures aiming for common or consistent safety objectives, thereby reaching a similar safety performance. This requires an extensive and continuous exchange of information on hazards identification, safety risk management methods, strategic decisions, safety actions and best practices.

[...]

AMC3 CAMO.A.300 Continuing airworthiness management exposition CAME

In case the CAMO is contracted in accordance with M.A.201(ea) by operators forming part of a single air carrier business grouping, the CAME should include additionally how potential specific requirements and procedures for the different operators are implemented.

[...]

GM1 CAMO.A.305(b) Personnel requirements

When a CAMO is contracted in accordance with M.A.201(ea) by an operator or operators belonging to an air carrier business grouping but not to the same legal entity, the organisations (operators and CAMO) do not have to appoint the same accountable manager

[...]

AMC1 CAMO.A.305(g) Personnel requirements

(...)

For a proper competency assessment of its personnel, the organisation should consider the following:

(...)

- (e) Criteria should allow the assessment to establish that, among other aspects (titles might be different in each organisation):

(...)

- (8) In case the CAMO is contracted in accordance with M.A.201(ea) by air carriers forming part of a single business grouping, the organisation has to ensure that all relevant personal have sufficient skills in the common language, e.g. English.

[...]

GM1 CAMO.B.300(g) Oversight principles

- (a) The cooperation between the different competent authorities can be established through an agreed programme.

- (b) If one of the relevant competent authority shares some serious concerns with another competent authority, the cooperation mechanism should ensure a prompt reaction.

[...]

AMC1 CAMO.B.310 Initial certification procedure

[...]

(c)

[...]

- (5) The documentation based on which the certificate should be granted (i.e. the documentation required by Part-CAMO) including the continuing airworthiness management contract in the case of M.A.201(ea).

[...]

AMC2 CAMO.B.310 Initial certification procedure

It is expected that the initial certification process will include an exchange of views from the different competent authorities involved in the oversight of the organisations forming parts of the business group.

[...]