

Annex VI to ED Decision 2023/013/R
Acceptable Means of Compliance (AMC) and Guidance Material (GM) to
Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014
Issue 1 — Amendment 5

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.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

Table of contents

Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014	1
SECTION A — ORGANISATION REQUIREMENTS.....	3
AMC2 CAMO.A.160 Occurrence reporting.....	3
GM1 CAMO.A.160(b) Occurrence reporting.....	3
AMC1 CAMO.A.315(c) Continuing airworthiness management.....	3
APPENDICES TO THE AMC AND GM TO ANNEX VC (PART-CAMO).....	4
Appendix II to AMC1 CAMO.A.125(d)(3) — Subcontracting of continuing airworthiness management tasks	4
Appendix IV to AMC1 CAMO.A.315(c) — Contracted maintenance.....	4

SECTION A — ORGANISATION REQUIREMENTS

[...]

AMC2 CAMO.A.160 Occurrence reporting

The organisation should share relevant safety-related occurrence reports with the design approval holder **or the declarant of a declaration of design compliance** of the aircraft in order to enable it to issue appropriate service instructions and recommendations to all owners or operators. Liaison with the design approval holder **or the declarant of a declaration of design compliance** is recommended to establish whether published or proposed service information will resolve ~~the~~ **a** problem or to obtain a solution to a particular problem.

GM1 CAMO.A.160(b) Occurrence reporting

DESIGN APPROVAL HOLDER **OR DECLARANT OF A DECLARATION OF DESIGN COMPLIANCE**

Depending on the case, the 'organisation responsible for the design of the aircraft' will be the holder of a type -certificate, a restricted type -certificate, a supplemental type -certificate, a European Technical Standard Order (ETSO) authorisation, an approval for a repair or a change to the type design or any other relevant approval or authorisation **or declaration of compliance** for products, parts and appliances deemed to have been issued **or submitted** under Commission Regulation (EU) No 748/2012.

AMC1 CAMO.A.315(c) Continuing airworthiness management

[...]

- (g) Special attention should be paid to procedures and responsibilities to ensure that all maintenance work is performed, service bulletins are analysed, and decisions are taken on their accomplishment, airworthiness directives are accomplished on time and that all work, including non-mandatory modifications, is carried out to approved **or declared (in accordance with Part 21 Light Subpart C)** data and to the latest standards.
- (h) Appendix IV to AMC1 CAMO.A.315(c) gives further details on the subject.

APPENDICES TO AMC AND GM TO ANNEX Vc (PART-CAMO)

[...]

Appendix II to AMC1 CAMO.A.125(d)(3) — Subcontracting of continuing airworthiness management tasks

[...]

2.13. Defect control

Where the CAMO has subcontracted the day-to-day control of technical log deferred defects, this should be specified in the contract and should be adequately described in the appropriate procedures. The operator's minimum equipment list (MEL)/configuration deviation list (CDL) provides the basis for establishing which defects may be deferred and the associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as aircraft on ground (AOG) situations, repetitive defects, and damage beyond the **limits established by the type certificate holder's or the declarant of a declaration of design compliance limits.**

[...]

Appendix IV to AMC1 CAMO.A.315(c) — Contracted maintenance

[...]

2.12. Supply of parts

The contract should specify whether a particular type of material or component is supplied by the CAMO or by the maintenance organisation, which type of component is pooled, etc. The contract should clearly state that it is the maintenance organisation's responsibility to be satisfied that the component in question meets the approved **or declared (in accordance with Part 21 Light Subpart C)** data/standard and to ensure that the aircraft component is in a satisfactory condition for installation. Additional guidance on the acceptance of components is provided in [M.A.501](#), [MLA.501](#) and [145.A.42](#).

[...]