



Explanatory Note to Decision 2016/011/R

Amendments to the Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1321/2014

RELATED NPA: 2010-10/CRD-1 & CRD-2 2010-10 — OPINION No 06/2012 — RMT.0244 (MDM.047)

RELATED NPA/CRD 2011-19 — OPINION No 02/2013 — RMT.0216 (M.027)

RELATED NPA/CRD 2012-04 — OPINION No 06/2013 — RMT.0222 (MDM.020)

11.7.2016

EXECUTIVE SUMMARY

This Decision introduces the acceptable means of compliance (AMC) and guidance material (GM) associated to the regulatory changes introduced by Commission Regulation (EU) 2015/1536 of 16 September 2015, which shall apply from 25 August 2016.

This Decision addresses safety issues related to the implementation of the aircraft continuing airworthiness monitoring (ACAM) programme by the competent authorities, to the risks associated to the performance of maintenance and the need to develop mitigating measures, and to regulatory coordination and harmonisation issues to ensure that the essential requirements for continuing airworthiness of aircraft established with Regulation (EC) No 216/2008 are implemented efficiently.

There are three safety recommendations related to the contents of this Decision. All three of them are linked with the need to mitigate risks during performance of maintenance.

This Decision introduces amendments to the AMC and GM to Part-M, Part-145 and Part-66, and establishes a new annex containing the AMC/GM to Part-T.

These amendments are expected to increase safety during performance of maintenance, efficiency of the continuing airworthiness system, and to improve harmonisation in the implementation of the ACAM requirements.

| Applicability | | Process map | |
|-------------------------------------|---|---|--|
| Affected regulations and decisions: | Commission Regulation (EU) No 1321/2014; Commission Regulation (EU) 2015/1536; ED Decision 2015/029/R | Concept paper: | No |
| Affected stakeholders: | Operators; Member States; maintenance organisations | Rulemaking group: | Yes |
| Driver/origin: | Legal requirements (RMT.0244); level playing field (RMT.0216); safety (RMT.0222) | Terms of reference: <i>RMT.0244 (MDM.047)</i> <i>RMT.0216 (M.027)</i> <i>RMT.0222 (MDM.020)</i> | 17.6.2010 4.10.2011 12.5.2009 |
| Reference: | N/A | RIA type: | Light |
| | | Technical consultation during NPA drafting: | No |
| | | Publication date of: <i>NPA 2010-10</i> <i>NPA 2011-19</i> <i>NPA 2012-04</i> | 10.8.2010 29.11.2011 12.6.2012 |
| | | Duration of NPAs' consultations: | 3 months |
| | | Review group(s): | Yes |
| | | Focused consultation: | No |
| | | Publication date of: <i>Opinion No 06/2012</i> <i>Opinion No 02/2013</i> <i>Opinion No 06/2013</i> | 27.11.2012 22.3.2013 10.6.2013 |



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1. Procedural information

1.1. The rule development procedure

The European Aviation Safety Agency (hereinafter referred to as the 'Agency') developed ED Decision 2016/011/R in line with Regulation (EC) No 216/2008¹ (hereinafter referred to as the 'Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity introduces the AMC/GM material (which is the outcome of the rulemaking activities listed below) to Commission Regulation (EU) 2015/1536³:

- RMT.0216 (M.027) 'Aircraft Continuing Airworthiness Monitoring',
- RMT.0222 (MDM.020) 'Critical maintenance tasks', and
- RMT.0244 (MDM.047) 'Alignment of Commission Regulation (EC) No 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme'.

The scope and timescales of these tasks were defined in the related Terms of Reference (ToRs) (see 'Process map' on the title page).

The draft text of this Decision has been developed by the Agency. All interested parties were consulted through NPAs and comments were received from interested parties, including industry and national aviation authorities. The Agency has reviewed the comments received on the NPAs. The comments received, and the Agency's responses thereto, are presented in the Comment-Response Documents (CRDs) 2011-19, 2012-04, and CRD-1/-2 2010-10. Furthermore, the Agency issued three independent Opinions related to those rulemaking tasks to amend Regulation (EC) No 2042/2003 (repealed by Regulation (EU) No 1321/2014).

On the basis of the proposals made in these three Opinions, Commission Regulation (EU) 2015/1536 has been adopted.

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| RMT.0216 (M.027) 'Aircraft Continuing Airworthiness Monitoring' | NPA 2011-19 | CRD 2011-19 | Opinion No 02/2013 Decision 2013/005/R |
| RMT.0222 (MDM.020) 'Critical maintenance tasks' | NPA 2012-04 | CRD 2012-04 | Opinion No 06/2013 |
| RMT.0244 (MDM.047) 'Alignment of Commission Regulation (EC) No 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme' | NPA 2010-10 | CRD-1 2010-10 CRD-2 2010-10 | Opinion No 06/2012 |

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1).

² The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See Management Board Decision No 01-2012 of 13 March 2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (Rulemaking Procedure).

³ Commission Regulation (EU) 2015/1536 of 16 September 2015 amending Regulation (EU) No 1321/2014 as regards alignment of rules for continuing airworthiness with Regulation (EC) No 216/2008, critical maintenance tasks and aircraft continuing airworthiness monitoring (OJ L 241, 17.9.2015, p. 16).



The final text of this Decision with the related AMC/GM has been developed by the Agency based on the inputs of the RMT.0222 and RMT.0216 Review Group, as well as on internal consultation comments.

The process map on the title page summarises the major milestones of this rulemaking activity.

1.2. Structure of the related documents

Chapter 1 contains the procedural information related to this task. Chapter 2 explains the core technical content. Chapter 3 lists the affected regulations and decisions, as well as the references. The amendments to the AMC/GM are annexed to ED Decision 2016/011/R as follows:

- Annex I contains the amendments to Annex I (AMC/GM to Part-M) to Decision 2015/029/R,
- Annex II contains the amendments to Annex II (AMC/GM to Part-145) to Decision 2015/029/R,
- Annex III contains the amendments to Annex III (AMC/GM to Part-66) to Decision 2015/029/R, and
- Annex IV contains a new Annex Va (AMC/GM to Part-T) to Decision 2015/029/R.



2. Explanatory Note

This Decision provides the AMC/GM to Commission Regulation (EU) 2015/1536 of 16 September 2015.

This Decision amends Annex I (AMC/GM to Part-M), Annex II (AMC/GM to Part-145), Annex III (AMC/GM to Part-66), and establishes a new Annex Va (AMC/GM to Part-T) to Decision 2015/029/R.

2.1. Overview of the issues to be addressed

This Decision provides the AMC/GM to Commission Regulation (EU) 2015/1536. The issues addressed with this Regulation are the following:

- ACAM: lack of consistency in the application of ACAM requirements and in the key risk elements in all Member States.
- Critical tasks: further to the need to have requirements to detect and prevent errors from being made during the performance of maintenance, this task is triggered by the following safety recommendations:
 - AIBN Recommendation 12/2006. Report SL RAP.: 8/2006 Report on the aircraft accident at Bergen Airport Flesland, Norway, on 31 January 2005 involving an ATR 42-320 aircraft;
 - Safety Recommendation 2005-123. Report 3/2005: Report on the serious incident to a Boeing 757-236, G-CPER, on 7 September 2003;
 - Safety Recommendation 2006-030. AAIB Bulletin: 11/2006 EW/C 2004/10/03 Report on the accident of a Mooney Aircraft Corporation M20J, G-EKMW.
- Alignment of Regulation (EC) No 2042/2003 (repealed by Regulation (EU) No 1321/2014) with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme: the adoption of Regulation (EC) No 216/2008 triggered the need to review Commission Regulation (EC) No 2042/2003 (repealed by Regulation (EU) No 1321/2014) in order to ensure consistency between both Regulations and also taking into account the new implementing rules for Air Operations.

2.2. Objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2. Decision 2016/011/R provides the AMC/GM to support the implementation of Regulation (EU) 2015/1536. These AMC/GM contain, therefore, guidance as regards:

- **ACAM:** the aim is to improve clarity and consistency of the implementation of the ACAM requirements and key risk elements; focus on more flexible, risk-based planning of inspections; and provide the possibility to conduct combined surveys and clarify the scope and the different types of surveys.
- **Critical tasks:** the aim is to mitigate the risks associated to the performance of maintenance by clarifying the requirements for the identification of critical maintenance tasks and the need to implement measures necessary to detect errors made when performing those tasks.



- **Alignment of Regulation (EC) No 2042/2003 (repealed by Regulation (EU) No 1321/2012) with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme:** the aim is to support the implementation of the essential requirements for continuing airworthiness set forth in Regulation (EC) No 216/2008, in particular the introduction of the concept of complex motor-powered aircraft, the clarification of the continuing airworthiness requirements applicable to each type of operation, and the definition of the continuing airworthiness requirements applicable to third-country-registered aircraft dry leased-in by EU licensed air carriers.

2.3. Overview of the amendments

The amendments included in Decision 2016/011/R are as follows:

Annex I contains the amendments to the AMC/GM to Part-M

| Associated AMC/GM amendment | | Explanation |
|--|---|---|
| Existing AMC/GM reference as per Decision 2015/029/R | New AMC/GM reference as per Decision 2016/011/R | |
| Contents | Contents | Table of contents is updated. |
| | GM M.A.201 | A quick summary table is added to summarise when a CAMO or a maintenance organisation is required depending on the different types of aircraft and operations. |
| AMC M.A.201(e) | AMC M.A.201(i)(3) | Changes to the title to update the reference. |
| GM M.A.201(e) | GM M.A.201(i)(3) | New reference; changes to the title and contents to update the references. |
| GM M.A.201(e), M.A.302(h) and M.A.901(l) | GM M.A.201(i)(3), M.A.302(h) and M.A.901(l) | New reference; changes to the title and contents to update the references, including the terminology for complex motor-powered aircraft (CMPA). |
| AMC M.A.201(h) | GM M.A.201(e) GM M.A.708(b)(4) GM M.A.708 | AMC M.A.201(h) is deleted, its content is moved to different AMC/GM as follows: <ul style="list-style-type: none"> — point 1 is deleted; — point 2 is moved to new GM M.A.201(e) keeping the original intent to provide guidance on anti-icing and de-icing activities to air carriers licensed in accordance with Regulation (EC) 1008/2008; — point 3 is moved to new GM M.A.708(b)(4); — point 4 is moved to new GM M.A.708 (this material is considered necessary guidance for any CAMO managing the continuing airworthiness of aircraft); — point 5 is moved to a new GM to Appendix I; — points 6 and 7 are moved to AMC M.A.708(c) to complement the existing material. |



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| AMC M.A.201(h)(1) | AMC M.A.201(e)(2) AMC M.A.711(a)(3) | The text of the original AMC is amended: <ul style="list-style-type: none"> — it partially remains as AMC M.A.201(e)(2); — it is partially moved to AMC M.A.711(a)(3) (the reason being that the AMC material related to the privilege of subcontracting applies to any CAMO and, therefore, it is better placed as AMC M.A.711). |
| AMC M.A.201(h)(2) | This AMC is deleted | This AMC is deleted. The scope of approval and privileges of the maintenance organisations are determined by the competent authority of the maintenance organisation. |
| | GM M.A.201(f) | This GM is added to clarify the intent of the term 'commercial ATO'. |
| AMC M.A.301(1) | AMC M.A.301(1) | Changes to this AMC: replacement of 'commercial air transport' with 'air carriers licensed in accordance with Regulation (EC) No 1008/2008' and 'operator' with 'CAMO'. |
| AMC M.A.301(2) | AMC M.A.301(2) | This AMC is changed to improve clarity. The text is arranged in three points. The first two points are applicable to all aircraft and operators. The third point is applicable to licensed air carriers. |
| AMC M.A.301(4) | AMC M.A.301(4) | Changes to this AMC: 'operator' is replaced with 'CAMO'. |
| AMC M.A.301(7) | AMC M.A.301(7) | Changes to this AMC: 'operator' is replaced with 'CAMO'. |
| AMC M.A.302 | AMC M.A.302 | Changes to this AMC: in point 3, 'operator's' is replaced with 'aircraft' maintenance programme. |
| AMC M.A.302(a) | Changed to GM M.A.302(a) | This AMC is converted into GM. |
| AMC M.A.302(d) | AMC M.A.302(d) | Point 3 is changed to remove the reference to the operator. |
| AMC M.A.302(f) | AMC M.A.302(f) | In this AMC, 'large aircraft' is replaced with 'complex motor-powered aircraft'. |
| GM M.A.302(h) | GM M.A.302(h) | In this AMC, the reference to M.A.201(e) is changed to the corresponding reference in M.A.201(i). |
| AMC M.A.306(a) | AMC M.A.306(a) | The title is changed to 'Aircraft technical log'. New sentence is added to explain that aircraft technical log is necessary for CAT, commercial specialised operations and commercial ATO operations. For clarification, a reference to maintenance performed by a Part-145 organisation is added to the paragraph where the alternate abbreviated CRS is described. |
| AMC M.A.306(b) | AMC M.A.306(b) | The title is changed to 'Aircraft technical log'. |
| AMC M.A.401(b) | AMC M.A.401(b) | Point (1)(a) is reworded to clarify that it refers to all the regulations on continuing airworthiness of aircraft and their associated AMC and GM. |
| AMC M.A.402(a)(1) | AMC M.A.402(a) | The content of the AMC M.A.402(a) is developed using the old AMC M.A.402(a)(1). |
| AMC M.A.402(a)(2) | GM M.A.402(a) | The content of the GM M.A.402(a) is developed using the old AMC M.A.402(a)(2). |
| AMC M.A.402(b) | AMC M.A.402(d) | The content of AMC M.A.402(b) is moved to new AMC M.A.402(d). |
| AMC M.A.402 | AMC M.A.402(e) | The title AMC M.A.402(d) is changed to M.A.402(e). |



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| (d) | | |
| AMC M.A.402 (e) | AMC M.A. 402(f) | The title is changed to refer to M.A.402(f). |
| | AMC M.A.402(g) | A new AMC is added to describe how multiple errors, omissions and errors in identical tasks could be minimised. |
| | AMC1 M.A.402(h) | A new AMC is added for the identification of critical maintenance tasks. |
| | AMC2 M.A.402(h) | A new AMC is added for the clarification of the independent inspection process and qualification. |
| | GM M.A.402(h) | A new GM is added to provide guidance on the sources of information for critical maintenance tasks. |
| AMC M.A.704 | AMC1 M.A.704 | The following amendments to existing text are made: <ul style="list-style-type: none"> — point (2), CAME part 3 title reworded; — point 3 is deleted from this AMC and moved to the new AMC2 M.A.704 to improve clarity; — points 8, 9 and 10 are deleted and moved to AMC M.A.704(a)(2); — the term ‘approving competent authority’, in new point 5, the word ‘approving’ is deleted. The term ‘indirect approval procedure’ is added to improve clarity; — ‘operator’ is replaced with ‘CAMO’. |
| | AMC2 M.A.704 | This AMC contains the samples of the exposition layout for a CAMO holding also a maintenance organisation approval (Part-145 or Subpart F). |
| | AMC M.A.704(a)(2) | This AMC contains the material for the corporate commitment of the accountable manager, which should be included in the exposition. |
| AMC M.A.707(a)(1) | AMC M.A.707(a)(1) | The wording ‘commercial air transport’ is replaced with ‘air carriers licensed in accordance with Regulation (EC) No 1008/2008’. |
| AMC M.A.707(a)(2) | AMC M.A.707(a)(2) | The wording ‘commercial air transport’ is replaced with ‘air carriers licensed in accordance with Regulation (EC) No 1008/2008’. |
| | GM M.A.708 | The former AMC M.A.201(h)(4) is converted into GM M.A.708. The text is divided in two paragraphs: the first is of a general nature and applies to any CAMO, and the second provides additional clarification for CS-25 aeroplanes. |
| | GM M.A.708(b)(4) | The former AMC M.A.201(h)(3) is converted into GM M.A.708(b)(4). |
| AMC M.A.708(c) | AMC1 M.A.708(c) AMC2 M.A.708(c) | The original AMC is split into two AMCs as follows: <ul style="list-style-type: none"> — AMC1 explains the relevant elements that the CAMO should consider when entering a contract with a maintenance organisation and provides the reference to the detailed guidance which can be found in Appendix XI to the AMC; — AMC2 explains the particular case of a maintenance contract between the CAMO and another CAMO/operator. |
| AMC M.A.708(c)(4) | GM M.A.708(c) | The former AMC M.A.708(c)(4) is converted into GM M.A.708(c). |
| AMC | AMC M.A.708(d) | Paragraph reference is changed. |



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| M.A.708(c)(1) | | |
| AMC M.A.709 | AMC M.A.709 | The reference to 'commercial air transport' is replaced with 'air carriers licensed in accordance with Regulation (EC) No 1008/2008'. |
| AMC M.A.710(a) | AMC M.A.710(a) | The reference to 'operator's technical log' is amended to 'aircraft technical log'. |
| | AMC M.A.711(a)(3) | The former AMC M.A.201(h)(1);(2);(3);(5);(6);(7);(8);(9);(10); (11);(12);(13) are moved to this new AMC. |
| AMC M.A.711(c) | AMC M.A.711(c) | The references to 'commercial air transport' are replaced with 'air carriers licensed in accordance with Regulation (EC) No 1008/2008' |
| AMC M.A.713 | AMC M.A.713 | Point 1 is amended to delete unnecessary text. |
| AMC M.A.801 | AMC M.A.801 | Point 5 reference to M.A.201(e) is updated to M.A.201 Point 8, EASA Form123, the reference to M.A.201(e) is updated to M.A.201 |
| AMC M.A.803 | AMC M.A.803 | In point 1, the reference to the applicable paragraphs of M.A.201 is updated. |
| AMC M.A.901(b) | AMC M.A.901(b) | The word 'arrangement' is replaced with 'contract'. |
| AMC M.B.102(a) | AMC M.B.102(a) | 'M.A. Subpart G continuing airworthiness management organisations' is replaced with 'CAMOs'. |
| AMC M.B.102(c) | AMC1 M.B.102(c) | Renumbered as AMC1 M.B.102(c). |
| | AMC2 M.B.102(c) | This AMC provides guidance for the qualification of ACAM inspectors on the type of survey (in-depth/ramp). This allows inspectors, who are qualified to perform ramp inspections in accordance with other Parts (such as ARO.RAMP), to perform ACAM ramp surveys. |
| AMC M.B.301(b) | AMC M.B.301(b) | In point 6, 'commercial air transport' is replaced with 'aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008', and 'large' is replaced with 'complex motor-powered'. Other minor editorial amendments are made too. |
| AMC M.B.303 | Deleted | This issue is now addressed in GM1 M.B.303(a). |
| | AMC1 M.B.303(a) | This AMC is added to describe the scope of the ACAM survey programme in a given planning cycle, and defines the aspects to be considered in terms of risk-based planning. In item (2) of the AMC a reference to the complexity of aircraft on the register is included to consider situations where the ratio between complex and other than complex aircraft is not balanced: adopting a purely quantitative method for the determination of the sample size without considering the complexity of aircraft may lead to an over-representation of lighter aircraft in the ACAM survey programme, as these may outnumber complex motor-powered commercial aircraft for a given register. |
| | AMC2 M.B.303(a) | This AMC is added to describe how credit may be taken from other activities. Point (1) covers the 'crediting out' of ACAM surveys, and point (2) covers the 'crediting in' of aircraft inspections other than those performed under M.B.303. |
| | GM M.B.303(a) | This GM is added to provide a non-exhaustive list of typical aircraft inspections that the competent authority may be required to perform, and encourages integration of these inspections |



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| | | whenever possible. This reflects the views expressed by the rulemaking group on the need for a streamlined system of aircraft inspections. |
| AMC M.B.303(c) | AMC1 M.B.303(a) | The contents of AMC M.B.303(c) are moved to AMC1 M.B.303(a). |
| | AMC1 M.B.303(d) | A new AMC is added describing the findings' analysis process. |
| AMC M.B.701(a) | AMC M.B.701(a) | This AMC is amended to clarify that: <ul style="list-style-type: none"> — some of the documents may be required to be individually approved by the competent authority prior to granting approval or change; — the maintenance contracts are not subject to approval by the competent authority; however, they may be requested by the competent authority at the time of investigation to demonstrate that the licensed air carrier has the necessary maintenance support for the intended operation. |
| AMC M.B.702(b) | AMC M.B.702(b) | In point 2, the reference to the applicable paragraph of M.A.201 is updated. Besides that, other minor editorial corrections are performed. |
| AMC M.B.704(b) | AMC M.B.704(b) | The 'operator' is replaced with 'CAMO'; besides that, other minor editorial corrections are performed. |
| AMC M.B.705(a)(1) | AMC M.B.705(a)(1) | As a result of the changes made to M.B.303, item (2) of the AMC is amended. |
| AMC M.B.706 | AMC M.B.706 | Minor editorial corrections are made to point 6. |
| AMC M.B.902(b)(1) | AMC M.B.902(b)(1) | The word 'commercial air transport' is replaced with 'air carriers licensed in accordance with Regulation (EC) No 1008/2008'. |
| AMC M.B.902(b)(2) | AMC M.B.902(b)(2) | The word 'commercial air transport' is replaced with 'air carriers licensed in accordance with Regulation (EC) No 1008/2008'. |
| | GM to Appendix I 'Continuing airworthiness contract' | The former AMC M.A.201(h)(5) is moved to this GM. |
| Appendix I to AMC M.A.302 and AMC M.B.301(b) | Appendix I to AMC M.A.302 and AMC M.B.301(b) | <ul style="list-style-type: none"> — In point 2.3, the word 'operator' is replaced with 'owner' or 'CAMO', — In point 6.1.2, the word 'large' is replaced with 'complex motor-powered', — In point 6.4.1 minor amendments are made to ensure consistency in the terminology used, — In point 6.4.4 minor amendments are made to ensure consistency in the terminology used, — In point 6.5.8, the reference to the MOE is deleted, — In point 6.6.3, the word 'operator' is replaced with CAMO. |
| Appendix II to AMC M.A.201(h)(1) | Appendix II to AMC M.A.711(a)(3) | <ul style="list-style-type: none"> — The title of Appendix II is changed to adapt it to the new paragraph reference, — In the title of point 1, the word 'operator' is deleted, — In the rest of the Appendix, several minor wording changes are made, such as replacement of the word 'operator' with 'CAMO', and replacement of the reference to the Part-145 organisation |



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| | | <p>with the maintenance organisation, etc.,</p> <ul style="list-style-type: none"> – Point 1.6 is reworded to make it more simple. |
| Appendix III to GM1 M.B.303(b) | Appendix III to GM M.B.303(b) | <ul style="list-style-type: none"> – Title is changed from GM1 to GM, – In KRE A.2 point 1, the wording ‘if applicable’ is added, – In KRE A.3, the reference to M.A.201 & AMC M.A.201(h)(4) is deleted, – In KRE B.1, the reference to M.A.201(a)(2) is updated to (a)(3), – In KRE B.2, in the reference to M.A.902(b)(3), the acronym ‘AMC’ is deleted, – In KRE B.3 and B.5, references to Part-NCC, Part-NCO and Part-SPO are added, – In KRE B.6, the reference to 145.A.45(c) is deleted, – In KRE C.1, point 11 is added to refer to approved or self-declared maintenance programme, – In point 12, the reference to approved is deleted and the wording ‘amended correctly’ is changed to ‘reviewed annually’. This annual review is required both for the approved and the self-declared maintenance programme. |
| Appendix V to AMC M.A.704 | Appendix V to AMC M.A.704 | <p>The following changes are made to this Appendix:</p> <ul style="list-style-type: none"> – ‘commercial air transport’ is replaced with ‘air carriers licensed in accordance with Regulation (EC) No 1008/2008’, – in the table of contents, the titles of Chapters 1.1, 3.1, 5.3 and 5.5 are amended, and Chapter 5.6 is deleted, – in Chapter 0.1, ‘vary’ is replaced with ‘limit’ in accordance with the actions described in M.B.707, – in Chapter 0.2, point (c) is amended for clarification; guidance is provided on how the CAMO can identify in this paragraph its scope of approval, – in Chapter 0.2, point (d) is amended to include some references to types of operations, – Chapter 0.3 is amended for simplification, – the organisations charts in Chapter 0.4 are updated, – Chapter 0.5 is amended to ensure consistency with the terms used in the Regulation, – in Chapter 1.1, point (b), MEL is reworded to improve clarity, – in Chapter 1.2, point (c)(4) is amended to clarify that the development of the procedure for permitted variations is part of the maintenance programme, – point 3.1 is amended and guidance is divided in two paragraphs. A new paragraph (a) is added to refer to the procedures for the development of maintenance contracts and work orders in line |



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| | | <p>with the guidance provided in Appendix XI. Paragraph (b) provides guidance for maintenance contractor selection procedure including a reference to the agreement of the owner/operator when selecting the maintenance organisation,</p> <ul style="list-style-type: none"> — point 5.4 is amended to indicate that the list of contracted maintenance organisations should detail the scope of the contracted work, — point 5.6 is deleted. |
| Appendix VII to AMC M.B.702(f) 'EASA Form 13' | Appendix VII to AMC M.B.702(f) 'EASA Form 13' | Changes to the titles of Subparts 1.1, 3.1, 5.3 and 5.5. The reference to Subpart 5.6 is deleted. |
| Appendix XI to AMC M.A.708(c) | Appendix XI to AMC M.A.708(c) | <p>The following changes are made to this AMC:</p> <ul style="list-style-type: none"> — the term 'Part-145 approved organisation' is replaced with 'maintenance organisation' because this AMC may also be used by the CAMO to contract a Subpart F maintenance organisation, — 'operator' is replaced (where necessary) with 'CAMO', — paragraph 1 is amended to delete the reference to the acceptability of the individual contracts by the competent authority, — in paragraph 2.3, the reference to M.A615 is added, — the last part of paragraph 2.4 is deleted; the responsibilities of the maintenance programmes are thoroughly described in M.A.302, — paragraph 2.6 is amended to clarify that the contract should identify the competent authority of the aircraft, CAMO, operator and maintenance organisation, — the title of paragraph 2.7 is changed to 'maintenance data' to align it with M.A.403; furthermore, the content of this paragraph is clarified, — several paragraphs (such as 2.8, 2.9, 2.10, 2.11, 2.15, 2.16, 2.23) are amended to improve clarity, — in paragraph 2.12, the reference to M.A.402 is added because it is possible to contract a Subpart F maintenance organisation, — in paragraph 2.17, the reference to M.A.801 is added because it is possible to contract a Subpart F maintenance organisation, — paragraph 2.21 is simplified to explain that the CAMO may subcontract the 'continuing airworthiness records' record-keeping tasks' to the maintenance organisation. |
| Appendix XII to AMC M.A.706(f) and M.A.102(c) | Appendix XII to AMC M.A.706(f) and M.A.102(c) | The numbering of the paragraphs in the Appendix is corrected. |



Annex II contains the amendments to the AMC/GM to Part-145

| Associated AMC/GM amendment | | Explanation |
|--|---|--|
| Existing AMC/GM reference as per Decision 2015/029/R | New AMC/GM reference as per Decision 2016/011/R | |
| Contents | Contents | The table of contents is updated. |
| GM1 145.A.30(e) | GM1 145.A.30(e) | A new Chapter 6.5 is added to the Initial HF Training contents to include critical tasks and error-capturing methods. |
| GM2 145.A.30(e) | GM2 145.A.30(e) | The reference to critical tasks is corrected to 'critical maintenance tasks'. |
| AMC 145.A.47(a) | AMC 145.A.47(a) | The AMC is amended to replace 'safety-critical tasks' with 'critical maintenance tasks'. |
| | GM 145.A.48 | This GM is added as guidance to 145.A.48 to explain the concepts of 'authorised person' and 'sign-off'. These two concepts were previously described in AMC 145.A.65(b)(3). |
| | AMC1 145.A.48(b) | A new AMC is added to describe the elements that should be part of the procedure for critical tasks and error-capturing methods. |
| | AMC2 145.A.48(b) | This AMC is added to describe the elements that the organisation needs to take into account for the identification of critical maintenance tasks. Part of this AMC is copied from AMC 145.A.65(b)(3) point 2. |
| | AMC3 145.A.48(b) | This AMC is added to describe the elements that the organisation needs to take into account for the identification of error-capturing methods. |
| | AMC4 145.A.48(b) | This AMC is added to describe the elements of the independent inspection as an error-capturing method. |
| | AMC 145.A.48(c) | This AMC is added to the objectives of the procedures required to minimise errors. It transposes part of the AMC 145.A.65(b)(3) point 1. |
| | GM 145.A.48(c) | This GM is added to describe how multiple errors, omissions and errors in identical tasks could be minimised. |
| | GM 145.A.48(d) | AMC 145.A.65(b)(3) point 4 is partially transposed into this AMC to raise awareness as regards critical design configuration control limitations (CDCCL). |
| | GM 145.A.65(b)(1) | This GM is added to provide guidance to the organisations about the elements that need to be |



| | | |
|--|--|---|
| | | considered to ensure clear maintenance contracts. |
| AMC 145.A.65(b)(3) | Deleted | Parts of this AMC is transposed into GM 145.A.48, AMC2 145.A.48(b), AMC3 145.A.48(b), GM 145.A.48(c) and GM 145.A.48(d). The rest of the paragraphs are deleted. |
| GM 145.A.65(c)(1) | GM 145.A.65(c)(1) | The table is amended to include point 145.A.48. |
| AMC 145.A.70(a) | AMC 145.A.70(a) | The titles of Chapters 2.13, 2.23 and L2.7 are changed in accordance with the terminology introduced by 145.A.48. The description of Part-7 and Part-8 is updated to refer to the Maintenance Annex Guidance issued for the implementation of the aviation agreements signed between the US and the EU, and between Canada and the EU. |
| Appendix II to AMC 145.B.20(5) 'EASA Form 6' | Appendix II to AMC 145.B.20(5) 'EASA Form 6' | The following are amended: — Part-2: new point 145.A.48 is added; — Part-3: the title of Chapters 2.13, 2.23 and L2.7. |



Annex III contains the amendments to the AMC/GM to Part-66

| Associated AMC/GM amendment | | Explanation |
|--|--|--|
| Existing AMC/GM reference as per Decision 2015/029/R | New AMC/GM reference as per Decision 2016/011/R | |
| Contents | Contents | The title of AMC 66.B.310(a) is corrected. |
| GM 66.A.3 | GM 66.A.3 | The word 'not' is added. This word was inadvertently omitted when the ED Decision 2015/029/R, containing the AMC/GM to Part-66, Issue 2, was published. |
| GM 66.A.70(d) | GM 66.A.70(d) | The wording of the GM is aligned with the amendments made to point 66.A.70(d). 'Commercial air transport' is replaced with 'aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008', and 'large' is replaced with 'complex motor-powered'. |
| AMC 66.B.305(a) | AMC 66.B.305(a) | The wording of this AMC is aligned with the amendments made to point 66.A.70(d). 'Commercial air transport' is replaced with 'aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008', and 'large' is replaced with 'complex motor-powered'. |
| AMC 66.B.310(a) | AMC 66.B.310(a) | The title of this AMC is corrected. The wording of this AMC is aligned with the amendments made to point 66.A.70(d). 'Commercial air transport' is replaced with 'aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008', and 'large' is replaced with 'complex motor-powered'. |
| AMC to paragraph 3.1(d) of Appendix III to Part-66 | AMC to paragraph 3.1(d) of Appendix III to Part-66 | The word 'large' is deleted and replaced with 'complex motor-powered'. |



Annex IV contains the new AMC/GM to Part-T

1. GM T.1 is added to clarify that Part-T is applicable to aircraft registered in a third country and whose oversight has not been delegated to a Member State. Additionally, a reference is included to the requirements of Regulation (EU) No 965/2012 as regards the approval of dry lease-in.
2. AMC T.A.201(1)(h) is added to indicate where the contents are of the pre-flight inspection.
3. GM T.A.201(1)(j) is added to provide guidance on what is the objective of the records required under this point.
4. AMC1 T.A.201(3) is added to describe the responsibility of the CAMO for the assessment of the required maintenance and the selection of the maintenance provider.
5. AMC2 T.A.201(3) is added to explain the objective and the minimum elements of the maintenance contract.
6. AMC3 T.A.201(3) is added to indicate that the contract may take the form of individual work orders as long as these work orders contain the required minimum information to clarify the responsibilities and functions of the CAMO and the maintenance organisation.
7. GM Subpart E is added to indicate that the CAMO may consider the approval issued by the State of Registry to the maintenance organisation, if this complies with the ICAO Standards.
8. AMC Subpart E point (3) is added to describe the objective of the occurrence reporting system.
9. AMC T.A.704 is added to indicate that the procedures describing how the CAMO complies with Part-T should be included in an additional chapter in the exposition.
10. AMC T.A.706 is added to indicate that knowledge requirements may be obtained by training or working experience, and also to specify that the CAMO should assess the competence of personnel to perform activities under Part-T.
11. GM T.A.708 is added to indicate that the CAMO may adapt its existing procedures, or develop new ones, in order to comply with Part-T.
12. AMC T.A.709 is added to explain the meaning of maintenance data and also the language of the maintenance data.
13. AMC T.A.711 is added to indicate that the performance of continuing airworthiness tasks under Part-T may be subcontracted to another organisation working under the CAMO's quality system.
14. AMC T.B.102(3) is added to indicate that the staff of the competent authority should have adequate knowledge of the third-country requirements to perform the assigned tasks.
15. AMC T.B.102(4) is created to specify that the competent authority should establish adequate coordination with the State of Registry.
16. AMC T.B.104 is added to indicate the guidance that may be used for the record-keeping system.
17. AMC T.B.702 is added to explain that EASA Form 13T should be used to perform the audit of organisations that apply both Part-M and Part-T procedures. Additional guidance is included to explain how the approval should be indicated.
18. Appendix I to AMC T.A.704 is added to describe the changes to the CAME in order to demonstrate compliance with Part-T.



19. Appendix II to AMC T.B.702 is added to include EASA Form 13T. This form contains the requirements of Part-M and Part-T and should be used to verify compliance with Part-M and Part-T during audits.



3. References

3.1. Related regulations

- 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)
- Commission Regulation (EU) 2015/1536 of 16 September 2015 amending Regulation (EU) No 1321/2014 as regards alignment of rules for continuing airworthiness with Regulation (EC) No 216/2008, critical maintenance tasks and aircraft continuing airworthiness monitoring (OJ L 241, 17.9.2015, p. 16)

3.2. Affected decisions

- Decision 2015/029/R 'AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2'

3.3. Reference documents

- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1)
- Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1)
- Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (OJ L 293, 31.10.2008, p. 3)

