

## ANNEX III TO ED DECISION 2022/017/R

### Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012

#### Issue 2 — Amendment 22

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)'.*

## GM2 ORO.AOC.135(a) Personnel requirements

### COMPETENCE OF NOMINATED PERSONS

[...]

- (f) Continuing airworthiness. The nominated person for continuing airworthiness or for the continuing airworthiness management contract, as the case may be, should have the relevant knowledge, background and experience in accordance with Regulation (EU) No 1321/2014. If a continuing airworthiness management organisation (CAMO) is contracted by the operator pursuant to point M.A.201(ea) of Annex I (Part-M) to Regulation (EU) No 1321/2014, please refer to AMC1 ORO.AOC.135(a)(4).

## AMC1 ORO.AOC.135(a)(4) Personnel requirements

### NOMINATED PERSON RESPONSIBLE FOR THE MANAGEMENT AND SUPERVISION OF THE CONTRACT WITH A CAMO PURSUANT TO POINT M.A.201(ea)

If the operator concludes a contract with a CAMO pursuant to point M.A.201(ea) of Annex I (Part-M) to Regulation (EU) No 1321/2014, the person nominated by the operator in accordance with point ORO.AOC.135(a)(4) is responsible for the management and supervision of the continuing airworthiness management contract that is required by Appendix I to Part-M. This person should not be employed by the contracted CAMO to avoid conflict of interest. In addition, this person should have the following:

- (a) practical experience and expertise in the application of aviation safety standards and safe operating practices;
- (b) comprehensive knowledge of:
- (i) the relevant parts of operational requirements and procedures;
  - (ii) the air operator certificate (AOC) holder's operations specifications;
  - (iii) the relevant parts of the AOC holder's operations manual; and
  - (iv) the relevant parts of the continuing airworthiness management exposition (CAME) of the contracted CAMO;
- (c) knowledge of:
- (i) human factors (HF) principles; and
  - (ii) safety management system (SMS) based on the EU management system requirements (including compliance monitoring) and International Civil Aviation Organization (ICAO) Annex 19;
- (d) 5 years of relevant work experience, of which at least 2 years in an appropriate position in the aeronautical industry;
- (e) a relevant engineering or technical degree, or an aircraft maintenance technician qualification with additional education that is acceptable to the competent authority; this condition may be

replaced by 3 years of experience in addition to those specified in point (d); those 3 years should include an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks;

(f) thorough knowledge of:

(i) the continuing airworthiness management contract;

(ii) the organisation's management systems' interfaces; and

(iii) the way of achieving harmonisation of those management systems;

(g) knowledge of a relevant sample of the type(s) of aircraft operated by the organisation, which is gained through a formalised training course; such a course should be at least at a level equivalent to Part-66 (Annex III to Regulation (EU) No 1321/2014), Appendix III, Level 1 'General Familiarisation' and may be provided by a Part-147 (Annex IV to Regulation (EU) No 1321/2014) organisation, by the manufacturer, by the CAMO, or by any other organisation that is accepted by the competent authority; 'relevant sample' means that the related course should cover typical aircraft and aircraft systems that are operated by the organisation; and

(h) knowledge of Regulation (EU) No 1321/2014.

## **GM1 ORO.AOC.135(a)(4) Personnel requirements**

### **NOMINATED PERSON RESPONSIBLE FOR THE MANAGEMENT AND SUPERVISION OF THE CONTRACT WITH A CAMO PURSUANT TO POINT M.A.201(ea)**

If the operator concludes a contract with a CAMO pursuant to point M.A.201(ea) of Annex I (Part-M) to Regulation (EU) No 1321/2014, the person nominated by the operator in accordance with point ORO.AOC.135(a)(4) is responsible for ensuring that both the operator and CAMO fulfil their obligations as specified in the contract (which is established in accordance with Appendix I to Part-M). In the particular context of a single air carrier business grouping, that person is expected to apply critical thinking, to be impartial, and not complacent about the fact that the CAMO belongs to that business grouping.