



Explanatory Note to Decision 2020/002/R

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

- RELATED NPA/CRD 2015-08 — OPINION No 05/2016 — RMT.0547⁽¹⁾
- RELATED NPA/CRD 2013-01(B) — OPINION No 06/2016 — RMT.0251⁽²⁾
- RELATED NPA/CRD 2014-04 — OPINION No 13/2016 — RMT.0276⁽³⁾
- RELATED NPA/CRD 2012-08 — OPINION No 01/2017 — RMT.0393⁽⁴⁾
- RELATED NPA/CRD 2015-05 — OPINION No 04/2017 — RMT.0352⁽⁵⁾
- RELATED NPA/CRD 2014-22 — RMT.0281⁽⁶⁾

EXECUTIVE SUMMARY

The objective of this Decision is to update the AMC and GM to Commission Regulation (EU) No 1321/2014 (the continuing airworthiness (CAW) Regulation) following the amendments that were introduced through Commission Implementing Regulations (EU) 2019/1383 and 2019/1384.

In particular, the present Decision:

- amends the AMC and GM to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to the CAW Regulation;
- introduces new AMC and GM associated with the recently adopted Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part CAO) to the CAW Regulation; and
- includes some good practices in relation to new training methods and teaching technologies for the training of the maintenance certifying staff.

In addition, this ED Decision considers the forthcoming amendment to the CAW Regulation that revises the transition measures from the current approved organisations to the new ones (Part-CAMO and Part-CAO).

Action area:	Maintenance and continuing airworthiness management, systemic safety & competence of personnel, General Aviation		
Affected rules:	AMC & GM to Commission Regulation (EU) No 1321/2014		
Affected stakeholders:	CAMOs, AMOs, AMTO, operators, GA, POA holders, DOA holders, ETSOA holders, independent certifying staff and CAS		
Driver:	Safety, efficiency/proportionality, Level Playing field	Rulemaking group:	No ⁽¹⁾ , (2), Yes ⁽³⁾ , (4), (5), (6)
Impact assessment:	Light ⁽¹⁾ , (3), (4), (5), (6), Full ⁽²⁾	Rulemaking Procedure:	Standard
	● EASA rulemaking process		



RMT	Date	Date	Date	Date	Date
0547	2.7.2015	9.7.2015	13.4.2016	4.9.2019	
0251	19.7.2011	21.1.2013	11.5.2016	4.9.2019	
0276	28.11.2011	7.2.2014	17.11.2016	4.9.2019	
0393	4.4.2011	30.7.2012	8.3.2017	4.9.2019	13.3.2020
0352	4.12.2013	30.3.2015	29.6.2017	24.7.2019	
0281	19.11.2012	9.9.2014	na	na	



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2020/002/R in line with Regulation (EU) 2018/1139¹ ('Basic Regulation') and the Rulemaking Procedure². This Decision is the outcome of several rulemaking activities that are included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under the following rulemaking tasks (RMTs):

- (a) RMT.0547 'Task force for the review of Part-M for general aviation (PHASE II)'
- (b) RMT.0251 'Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012'
- (c) RMT.0276 'Technical records'
- (d) RMT.0393³ 'Maintenance check flights (MCFs)'
- (e) RMT.0352⁴ 'Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder (mixed operations)'
- (f) RMT.0281 'New training/teaching technologies for maintenance staff'

The scope and timescales of the tasks above are defined in the related Terms of Reference⁵.

The draft text of this Decision has been either entirely developed by EASA (RMT.0547 and RMT.0251) or by EASA after taking into consideration the inputs of the Rulemaking Groups (RMGs) (RMT.0276, RMT.0393, RMT.0352 and RMT.0281). All interested parties were consulted through the associated notices of proposed amendment (NPAs)⁶.

EASA reviewed the comments received during the consultations. The comments and the EASA responses to them were presented in the associated comment-response documents (CRDs)⁷. Based on the comments received, EASA published Opinions Nos 05/2016, 06/2016, 13/2016, 01/2017 and 2017 which were addressed to the European Commission. The related EU regulations (Regulations (EU) 2019/1383 and 2019/1384 were adopted on 4 September 2019⁸.

¹ 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>).

² 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 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ EDD 2019/019/R, published on 17 September 2019, has amended only the AMC and GM to Regulation (EU) No 965/2012 (Air OPS Regulation).

⁴ EDD 2019/019/R, published on 17 September 2019, has amended only the AMC and GM to the Air OPS Regulation.

⁵ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions>

⁶ In accordance with Article 115 of Regulation (EU) 2018/1139 and Articles 6(3) and 7 of the Rulemaking Procedure.

⁷ <https://www.easa.europa.eu/document-library/comment-response-documents>

⁸ Commission Implementing Regulation (EU) 2019/1383 of 8 July 2019 amending and correcting Regulation (EU) No 1321/2014 as regards safety management systems in continuing airworthiness management organisations and alleviations for general aviation aircraft concerning maintenance and continuing airworthiness management (OJ L 228, 4.9.2019, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1581327879849&uri=CELEX:32019R1383>).

Following the publication of the Regulations, EASA applied the procedure laid down in Article 16 'Special rulemaking procedure: accelerated procedure' of MB Decision No 18-2015 as regards the AMC and GM to Part-ML and Part-CAO. In this context, EASA consulted said AMC and GM both with the affected stakeholders and the EASA Advisory Bodies (ABs). The final text of the Decision with the AMC and GM has been developed by EASA based on the inputs of the Rulemaking Groups (RMGs) and the consultations.

The major milestones of the rulemaking activities are presented on the title page.

Commission Implementing Regulation (EU) 2019/1384 of 24 July 2019 amending Regulations (EU) No 965/2012 and (EU) No 1321/2014 as regards the use of aircraft listed on an air operator certificate for non-commercial operations and specialised operations, the establishment of operational requirements for the conduct of maintenance check flights, the establishment of rules on non-commercial operations with reduced cabin crew on board and introducing editorial updates concerning air operations requirements (OJ L 228, 4.9.2019, p. 106) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1581328028640&uri=CELEX:32019R1384>).



2. In summary — why and what

2.1. Why we need to change the AMC & GM

This ED Decision is needed to facilitate the implementation of the changes introduced to the CAW Regulation⁹ through the following amending regulations :

Commission Regulation (EU) 2019/1383 contains:

- (a) as regards continuing airworthiness (CAW), including maintenance, requirements more proportional to the General Aviation (GA) community in the new Part-ML and a new approved organisation in accordance with Part-CAO;
- (b) in the new Part-CAMO new safety risk management requirements for organisations that manage the continuing airworthiness of aircraft that is aligned with SMS of the air operator certificate (AOC) holder; and
- (c) clearer requirements to continuing airworthiness records to prevent wrong assessment of the airworthiness of the aircraft due to incomplete or inadequate records.

Commission Regulation (EU) 2019/1384 contains:

- (a) specific operational requirements for maintenance check flights as regards flight crew skills, operator procedures and training of flight crew; and
- (b) CAW requirements for aircraft included in an AOC when they are used for non-commercial operations — the so-called mixed operations.

In addition, this ED Decision introduces some good practices as regards new training methods and teaching technologies for the training of the maintenance certifying staff. This material is only a small part of the text already prepared in conjunction with the Review Group (RG) RMT.0281.

An important element of these changes is the transition from the current approval requirements for the organisations responsible of the continuous airworthiness, as laid down in Part-M to the new approval requirements in the new Part-CAMO and Part-CAO. A further amending regulation is currently under the committee procedure and, to prevent any misalignment, it is considered in this ED Decision.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this Decision is, therefore, to provide the necessary material to facilitate the implementation of the requirements in the CAW Regulation following the amendments introduced through the above-mentioned regulations.

⁹ 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/?qid=1581349008980&uri=CELEX:32014R1321>).

2.3. How we want to achieve it — overview of the amendments

The AMC and GM issued with this Decision has been developed with the inputs from the allocated RGS of the RMTs, the interested parties consulted through the NPAs and the ABs.

(a) RMT.0547 ‘Task force for the review of Part-M for general aviation (PHASE II)’

Following assessment of the comments on NPA 2015-08, the AMC & GM stemming from this RMT were presented in CRD 2015-08 that was published concurrently with Opinion No 05/2016. After the Opinion was published, it was identified that further development of this material was needed in particular linked to Part-CAO and some elements of Part-ML such as the aircraft maintenance programme. The updated AMC & GM were drafted by EASA in consultation with the Task Force when the regulation was adopted in September 2019. This updated draft was consulted with the relevant ABs (GA.COM, GA.TeB, EM.TEC and P&CA TeB) using the accelerated procedure¹⁰ to allow a timely availability of the AMC & GM. As a result of the assessment of these comments, some elements were amended, such as the AMC related to time between overhaul extension, addition of critical maintenance tasks/error capturing methods, and qualification of nominated personnel.

(b) RMT.0251 ‘Embodiment of safety management system requirements into Commission Regulations (EU) Nos 1321/2014 and 748/2012’

EASA assessed and answered the comments received to NPA 2013-01 in CRD 2013-01(B)¹¹ with the support of a Focused Consultation Group (FCG). This CRD was published together with Opinion No 06/2016 in which the safety management in continuing airworthiness management organisations (CAMOs) was introduced through the creation of a new Part-CAMO. In order to avoid inconsistencies, comments on NPA 2019-05(C) in which SMS is proposed to be introduced in Part-145 approved organisations, have been considered in this Decision.

(c) RMT.0276 ‘Technical records’

The AMC & GM stemming from this RMT are based on CRD 2014-04¹² that was published at the same time as Opinion No 13/2016. This rule text presented in the CRD was drafted by EASA after assessing the comments received to the NPA with the assistance of the RG. Due to minor differences between the Opinion No 13/2016 and the final text of the regulation, some minor adjustments were needed.

(d) RMT.0393 ‘Maintenance check flights (MCFs)’

This ED Decision includes the AMC & GM published by EASA in CRD 2012-08¹³ with the collaboration of the RG RMT.0276. It introduces the coordination between the CAMO and the maintenance organisation with the operator involved in the accomplishment of the MCF.

EDD 2019/019/R, published on 17 September 2019, has amended only the AMC and GM to the Air OPS Regulation.

¹⁰ Article 16 ‘Special rulemaking procedure: accelerated procedure’ of MB Decision No 18-2015.

¹¹ <https://www.easa.europa.eu/sites/default/files/dfu/CRD%202013-01%28B%29.pdf>

¹² <https://www.easa.europa.eu/sites/default/files/dfu/CRD%202014-04.pdf>

¹³ <https://www.easa.europa.eu/sites/default/files/dfu/CRD%202012-08.pdf>

(e) **RMT.0352 ‘Non-commercial operations of aircraft listed in the operations specifications (OpSpecs) by an AOC holder (mixed operations)’**

One annex to Opinion No 04-2017 contains the AMC & GM of this ED Decision. Some small alignment was needed due to the changes introduced by the GA Task Force.

EDD 2019/019/R, published on 17/09/2019, has amended only the AMC and GM to the Air OPS Regulation.

(f) **RMT.0281 ‘New training/teaching technologies for maintenance staff’**

EASA published NPA 2014-22 and assessed, with the support of the nominated RG, the received comments. After a reprioritisation exercise, this task was merged with RMT.0255 and RMT.0544, which are RMTs that deal with Part-66 and Part-147. Consequently, the Opinion introducing the topic will be published in 2021. Industry associations and the EASA ABs brought to the EASA’s attention the urgency to endorse some relevant GM already developed with the help of the RG. EASA has assessed this request and concluded that some current industry practices can be introduced in this ED Decision.



3. Impact assessment (IA)

The impact assessment for these RMTs was conducted at the time of the associated Opinions.



4. References

4.1. 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)

4.2. Affected decisions

- ED Decision 2015/029/R¹⁴ of 17 December 2015 issuing acceptable means of compliance and guidance material to Part-M, Part-145, Part-66, and Part-147 of Regulation (EU) No 1321/2014 and repealing Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003 ‘AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2’
- ED Decision 2016/011/R¹⁵ of 11 July 2016 amending the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145) and Annex III (Part-66) to Commission Regulation (EU) No 1321/2014 in order to support the implementation of Commission Regulation (EU) 2015/1536, and issuing the Acceptable Means of Compliance and Guidance Material to Annex Va (Part-T) ‘Amendments to the AMC & GM to Annex I to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 1”, amendments to the AMC & GM to Annex II to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 1”, amendments to the AMC & GM to Annex III to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 1”, and issue of the AMC & GM to Annex Va to Commission Regulation (EU) No 1321/2014 “Issue 1”’
- ED Decision 2019/009/R¹⁶ of 28 March 2019 amending 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 issuing the Acceptable Means of Compliance and Guidance Material to the articles of that Regulation ‘Amendments to the AMC & GM to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 2”, Amendments to the AMC & GM to Annex II (Part-145) to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 2”, Amendments to the AMC & GM to Annex III (Part-66) to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 3”, Amendments to the AMC & GM to Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014 “Issue 2 — Amendment 1”, Amendments to the AMC & GM to Annex Va (Part-T) to Commission Regulation (EU) No 1321/2014 “Issue 1 — Amendment 1”, Issue of the AMC & GM to the articles of Commission Regulation (EU) No 1321/2014 “Issue 1”’

4.3. Other reference documents

- None

¹⁴ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2015029r>

¹⁵ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2016011r>

¹⁶ <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2019009r>