

Annex III to ED Decision 2023/013/R
**Acceptable Means of Compliance (AMC) and Guidance Material (GM)
to Annex II (Part-145) to Commission Regulation (EU) No 1321/2014**
Issue 2 — Amendment 7

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 II (Part-145) to Commission Regulation (EU) No 1321/2014	1
SECTION A — TECHNICAL AND ORGANISATION REQUIREMENTS.....	3
AMC 145.A.30(f) Personnel requirements	3
GM1 145.A.42(a)(i) Components.....	3
AMC1 145.A.42(a)(iv) Components.....	3
AMC2 145.A.42(a)(iv) Components.....	3
AMC1 145.A.42(a)(v) Components.....	5
GM2 145.A.42(b)(i) Components	5
GM3 145.A.42(b)(i) Components	5
AMC1 145.A.42(b)(iii) Components.....	5
AMC1 145.A.45(d) Maintenance data	6
AMC1 145.A.45(g) Maintenance data	6
AMC2 145.A.48(c)(2) Performance of maintenance	6
AMC 145.A.50(b) Certification of maintenance	7
AMC2 145.A.50(d) Certification of maintenance	7
AMC1 145.A.50(e) Certification of maintenance	7
AMC1 145.A.55(a)(3) Record-keeping.....	7
AMC2 145.A.60 Occurrence reporting	7
GM1 145.A.60(b) Performance of maintenance	8
AMC1 145.A.200(a)(3) Management system	8
SECTION B — AUTHORITY REQUIREMENTS	9
GM3 145.B.125(b) Information to the Agency.....	9

Annex II to Decision 2015/029/R is amended as laid down in this Annex.

SECTION A — TECHNICAL AND ORGANISATION REQUIREMENTS

[...]

AMC 145.A.30(f) Personnel requirements

1. Continued airworthiness non-destructive testing means such testing specified by the type certificate holder **or the declarant of a declaration of design compliance**, ~~aircraft~~ or engine or propeller manufacturer, in accordance with the maintenance data as specified in 145.A.45 for in service aircraft/aircraft components for the purpose of determining the continued fitness of the product to operate safely.

[...]

GM1 145.A.42(a)(i) Components

Point ~~(b)~~ of 21.A.307 **(b)** of Annex I (Part 21) and point 21L.A.193 **(b)** of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 specify ~~ies~~ the new components that do not need an EASA Form 1 or equivalent to be eligible for installation. Point ~~(c)~~ of 21.A.307 **(c)** of Annex I and point 21L.A.193 **(c)** of Annex Ib to Regulation (EU) No 748/2012 specify ~~ies~~ the conditions for the document accompanying the component.

AMC1 145.A.42(a)(iv) Components

STANDARD PARTS

[...]

- (b) To designate a part as a standard part, the TC holder **or the declarant of a declaration of design compliance** may issue a standard parts manual accepted by the competent authority of the original TC holder, **or the declarant of a declaration of design compliance**, or may make reference in the parts catalogue to the specification to be met by the standard part. [...]

[...]

AMC2 145.A.42(a)(iv) Components

STANDARD PARTS

For sailplanes and powered sailplanes, non-required instruments and/or equipment that are certified **or declared (in accordance with Part 21 Light Subpart C)** under ~~the provision of~~ CS 22.1301(b), if those

instruments or equipment, when installed, functioning, functioning improperly or not functioning at all, do not in themselves, or by their effect upon the sailplane and its operation, constitute a safety hazard.

[...]

AMC1 145.A.42(a)(v) Components

MATERIAL

[...]

- (e) An EASA Form 1 or equivalent should not be issued for such materials and, therefore, none should be expected. The material specification is normally identified in the **data issued by the** (S)TC holder's **or the declarant of a declaration of design compliance** ~~data~~ except in the case where the Agency or the competent authority has agreed otherwise.

GM2 145.A.42(b)(i) Components

EXAMPLES OF SUPPLIERS

A supplier could be any source that provides components, standard parts or materials to be used for maintenance. Possible sources could be: Part-145 organisations, Part 21 **Subpart G or Part 21 Light** Subpart G organisations, operators, stockists, distributors, brokers, aircraft owners/lessees, etc.

GM3 145.A.42(b)(i) Components

SUPPLIER EVALUATION

[...]

- (c) Supplier evaluation may depend on different factors, such as the type of component, whether or not the supplier is the manufacturer of the component, the TC holder **or the declarant of a declaration of design compliance** or a maintenance organisation, or even specific circumstances such as aircraft on ground. [...]

AMC1 145.A.42(b)(iii) Components

FABRICATION OF PARTS FOR INSTALLATION

[...]

- (c) All necessary data to fabricate the part should be approved either by the Agency or the type certificate (TC) holder, or Part 21 design organisation approval holder, or supplemental type certificate (STC) holder, **or should be declared by the declarant of a declaration of design compliance or, if applicable for a minor change, by a Part 21 design organisation approval holder.**

[...]

- (f) [...]. Where special processes or inspection procedures are defined in the approved **or declared (in accordance with Part 21 Light Subpart C)** data, which are not available at the organisation, the organisation cannot fabricate the part unless the TC/STC holder **or the declarant of a declaration of design compliance** gives an approved alternative.

[...]

(h) Where a TC holder **or declarant of a declaration of design compliance**, or an approved **or declared (in accordance with Part 21 Light Subpart G)** production organisation, **or a production organisation using Part 21 Light Subpart R** is prepared to make available complete data which is not referred to in the aircraft manuals or service bulletins but provides manufacturing drawings for items specified in parts lists, the fabrication of these items is not considered to be within the scope of an approval unless agreed otherwise by the competent authority in accordance with a procedure specified in the exposition.

(i) Inspection and identification

Any locally fabricated part should be subject to inspection before, separately, and preferably independently from any inspection of its installation. The inspection should establish full compliance with the relevant manufacturing data, and the part should be unambiguously identified as fit for use by stating conformity to the approved **or declared (in accordance with Part 21 Light Subpart C)** data. [...]

AMC1 145.A.45(d) Maintenance data

[...]

Important Note: Critical Design Configuration Control Limitations (CDCCL) are airworthiness limitations. Any modification of the maintenance instructions linked to CDCCL constitutes a change to a (restricted) type certificate that should be approved in accordance with Part **-21 or Part 21 Light**.

AMC1 145.A.45(g) Maintenance data

To keep data up-to-date, a procedure should be set up to monitor the amendment status of all data and maintain a check that all amendments are being received by being a subscriber to any document amendment scheme. Special attention should be given to mandatory instructions and associated airworthiness limitations published by design approval holders **or the declarant of a declaration of design compliance**.

AMC2 145.A.48(c)(2) Performance of maintenance

CRITICAL MAINTENANCE TASKS

[...]

(b) The procedure should describe which data sources are used to identify critical maintenance tasks. Several data sources may be used, such as:

(1) information from the design approval holder **or the declarant of a declaration of design compliance**;

[...]

AMC 145.A.50(b) Certification of maintenance

[...]

3. The certificate of release to service should relate to the task specified in the instructions issued by the (S)TC holder's or the declarant of a declaration of design compliance or operator's instructions or in the aircraft maintenance programme which itself may cross-refer to maintenance data.

[...]

AMC2 145.A.50(d) Certification of maintenance

[...]

- 2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the TC holder or the declarant of a declaration of design compliance or original manufacturer as appropriate. This work order should be referenced in block 12.

AMC1 145.A.50(e) Certification of maintenance

[...]

4. Certain maintenance data issued by the design approval holder or the declarant of a declaration of design compliance (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, an appropriately authorised certifying staff should release the incomplete maintenance before the flight on behalf of the maintenance organisation. [...]

AMC1 145.A.55(a)(3) Record-keeping

'Associated maintenance data' refers to specific information such as data pertaining to embodiment of a repair or modification data. This does not necessarily require the retention of all Aircraft Maintenance Manual, Component Maintenance Manual, IPC, etc. issued by the TC holder, or the STC holder or the declarant of a declaration of design compliance. Maintenance records should refer to the revision status of the data used.

AMC2 145.A.60 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 or component in order to enable it to issue appropriate service instructions and recommendations to all relevant parties. 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 **a** ~~the~~ problem or to obtain a solution to a particular problem.

GM1 145.A.60(b) Performance of maintenance

Depending on the case, **the organisation responsible for the design of the aircraft or component can be:**

(a) **the 'design approval holder':** ~~will be~~ **it may be** the holder of a type certificate, a restricted type certificate, a supplemental type certificate, a European Technical Standard Order (ETSO) authorisation, a major repair design approval, a major change design approval or any other relevant approval or authorisation for products, parts and appliances deemed to have been issued under Commission Regulation (EU) No 748/2012~~;~~ -

(b) **the declarant of a declaration of design compliance made under Subpart C of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.**

AMC1 145.A.200(a)(3) Management system

SAFETY MANAGEMENT KEY PROCESSES

[...]

(b) Risk management processes

(1) [...]

Note: The severity of the consequence should be evaluated to the best knowledge and engineering judgement of the organisation, and this evaluation may require collecting information from the competent authority, incident/accident investigation reports, the design approval holder, **the declarant of a declaration of design compliance**, etc.

[...]

SECTION B — AUTHORITY REQUIREMENTS

[...]

GM3 145.B.125(b) Information to the Agency

OCCURRENCES WHERE THE AGENCY IS THE COMPETENT AUTHORITY

Occurrences related to organisations or products, certified by the Agency **or subject to a declaration of design compliance (in accordance with Part 21 Light Subpart C)**, should be notified to the Agency if:

- (a) the occurrence is defined as a reportable occurrence in accordance with the applicable regulation;
- (b) the organisation responsible for addressing the occurrence is **either** certified **or subject to oversight** by the Agency; and
- (c) the Member State competent authority has come to the conclusion that:
 - (1) the organisation certified **or subject to oversight** by the Agency to which the occurrence relates has not been informed of the occurrence; or
 - (2) the occurrence has not been properly addressed or has been left unattended by the organisation certified **or subject to oversight** by the Agency.

[...]