

**Draft acceptable means of compliance (AMC)  
and guidance material (GM)**

**to**

**Annex I (Part-M)**

**to Commission Regulation (EU) No 1321/2014**

**Disclaimer**

This document, courtesy of EASA, contains the latest draft GM to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014. It is intended to provide information to stakeholders following the publication of the related EASA Opinion on the update of the rules on air operations.

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## Draft GM to Annex I Part-M

The Annex to Decision N° 2012/015/Directorate R is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

- (1) The new GM M.A.201(k) is added to explain the intent of the new point (k) in M.A.201 on the responsibilities of the owner/operator**

### **GM1 M.A.201(k) Use of aircraft included in an AOC for other-than-CAT operations**

Point (k) of M.A.201 is not a derogation, hence points M.A.201(f), (g), (h) and (i) are still applicable. Therefore, the management of continuing airworthiness of the aircraft by the CAMO of the AOC holder means that the other operator has established a written contract as per Appendix I to Part-M with this CAMO.