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## ANNEX IV TO ED DECISION 2022/011/R

### Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014

#### Issue 1 — Amendment 2

Annex VII to Decision 2020/002/R is amended as follows:

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.

**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)'.*

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## GENERAL

### GM1 to Annex Vc (Part-CAMO) Definitions

For the purpose of the AMC & GM to Part-CAMO, the following definitions are used:

[...]

Base maintenance	Ref. AMC1 145.A.10
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[...]

Line maintenance	Ref. AMC1 145.A.10
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[...]

## SECTION A – ORGANISATION REQUIREMENTS

[...]

### GM1 CAMO.A.200(a)(6) and CAMO.B.300 Management system and Oversight principles

#### THE USE OF INFORMATION AND COMMUNICATION TECHNOLOGIES (ICT) FOR PERFORMING REMOTE AUDITS

Similar provisions to those in GM1 145.A.200(a)(6) and 145.B.300 ~~GM1 145.A.65(c)(1) and 145.B.30~~ apply.

[...]

### AMC1 CAMO.A.305(c) Personnel requirements

#### KNOWLEDGE, BACKGROUND AND EXPERIENCE OF NOMINATED PERSON(S)

The ~~P~~persons or ~~group of~~ persons nominated in accordance with points CAMO.A.305(a) and CAMO.A.305(b) should have:

[...]

- (e) a relevant engineering degree or an aircraft maintenance technician qualification with additional education that is acceptable to the competent authority. 'Relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionics or other studies that are relevant to the maintenance and/or continuing airworthiness of aircraft/aircraft components;

The above recommendation may be replaced by 5 years of experience in addition to those already recommended by paragraph (d) above. These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks;

For the person to be nominated in accordance with point (a)(4) or (a)(5) of point CAMO.A.305, in the case where the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139 and that person has already an equivalent position (i.e. compliance monitoring manager, safety manager) under the additional certificate(s) held, the provisions set out in the first two paragraphs of point (e) may be replaced by the completion of a specific training programme acceptable to the competent authority to gain an adequate understanding of maintenance standards and continuing airworthiness concepts and principles.

[...]