

## EASA ED Decision 2020/002/R of 13 March 2020

Review by Sofema Aviation Services (SAS) [www.sassofia.com](http://www.sassofia.com)

### Introduction

In accordance with Basic Regulation (EU) 2018/1139, EASA issues:

- Certification specifications (CS)
- Acceptable means of compliance (AMC)
- Guidance material (GM)

For the application of Regulation (EU) 2018/1139 related to implementing & delegated acts.

**Note 1**– AMC are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted.

**Note 2** GM is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.

### Brief Summary of Changes

- Issued the AMC and GM to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66) and Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014 (Issue 2). With Decision 2016/011/R of 11 July 2016
- Issued AMC and GM to Annex Va (Part-T) to Commission Regulation (EU) No 1321/2014. With Decision 2019/009/R6
- Commission Regulation (EU) 2019/13837 amending Commission Regulation (EU) No 1321/2014:
  - Introduces Part-ML (Annex Vb), which contains requirements more proportional to the General Aviation (GA) community (Opinion No 05/2016);
  - Replaces the existing Part-M, Subpart G with the new Part-CAMO (Annex Vc) with safety management system (SMS) requirements applicable to continuing airworthiness management organisations (CAMOs) (Opinion No 06/2016); and
  - Introduces a new simplified organisation approval Part-CAO (Annex Vd) with alleviated requirements and with combined privileges for maintenance, continuing-airworthiness management, airworthiness reviews and permits to fly (Opinion No 05/2016).

- Commission Regulation (EU) 2019/1383 amends also the existing requirements on technical records for assessing the airworthiness status of an aircraft through:
  - A reorganisation of the related requirements in Regulation (EU) No 1321/2014;
  - The provision of clearer requirements on components with the establishment of a consistent record-keeping period and the introduction of various forms of record-keeping (Opinion No 13/2016).
- Commission Regulation (EU) 2019/13848 amending Regulations (EU) No 965/20129 and (EU) No 1321/2014, establishes that where an aircraft included in an air operator certificate is used for non-commercial operations or specialised operations under point ORO.GEN.310 of Annex III or point NCO.GEN.104 of Annex VII to Regulation (EU) No 965/2012, the operator shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or the combined airworthiness organisation (CAO) approved in accordance with Annex Vd (Part-CAO) to Regulation (EU) No 1321/214, whichever applicable, of the air operator certificate holder.
- In addition to the above, Commission Regulation (EU) 2019/1384, based on Opinion No 01/2017
  - Introduces coordination requirements between the operation, the CAMO and the maintenance organisation involved in the execution of maintenance check flights.
- Commission Implementing Regulation (EU) 2020/27010 has amended Regulation (EU) No 1321/2014 as regards transitional measures for organisations involved in the continuing airworthiness for general aviation and continuing airworthiness management and has corrected that Regulation.

## Next Steps

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