

Demonstrating Compliance with AMC1 CAMO.A.305(c)-(h) & AMC1 145.A.30 (cc)-(g) in Accordance with EASA Regulation 1321/2014

The requirement for nominated persons to have **knowledge of maintenance methods** is critical for ensuring compliance with EASA Part-CAMO and Part-145 requirements. Below is a breakdown of how this requirement is interpreted and how compliance can be demonstrated to the competent authority.

1. Understanding the Requirements

AMC1 CAMO.A.305(c)-(h)

“The person or persons nominated in accordance with points CAMO.A.305 (a) and CAMO.A.305 (b) should have: knowledge of maintenance methods.”

This applies to nominated persons responsible for **Continuing Airworthiness Management Organisations (CAMOs)**, including:

- **Accountable Manager (AM)**
- **Nominated Persons (NPs), such as Continuing Airworthiness Manager**

These individuals must demonstrate **sufficient knowledge of maintenance methods** to ensure that maintenance activities are planned, managed, and performed in accordance with regulatory and safety standards.

AMC1 145.A.30 (cc)-(g)

“The person or persons to be nominated in accordance with points (b), (c), and (ca) of point 145.A.30 should have: knowledge of the relevant maintenance methods (and how they are applied in the organisation) and/or specific knowledge relevant to the area for which the person will be nominated.”

This applies to nominated persons in **EASA Part-145 Maintenance Organisations**, including:

- **Post holders for Production Planning, Quality, and Maintenance**
- **Base Maintenance and Line Maintenance Managers**
- **Certifying Staff**

They must have knowledge of maintenance methods **specific to their area of responsibility** and understand how those methods are applied within the organisation.

2. Demonstrating Compliance to the Competent Authority

The competent authority will assess the qualifications, training, and experience of nominated persons to verify their compliance with these requirements. The following are **key methods** to demonstrate compliance:

A. Qualification & Experience of Nominated Persons

- **Minimum Education Requirements:**
 - Engineering or aviation-related technical background (aeronautical, mechanical, or electrical engineering degrees).
 - Licensed aircraft maintenance engineers (Part-66 B1, B2, or C Licenses).
 - At least **5 years of relevant experience** in aircraft maintenance or continuing airworthiness management.
 - **Documentary Evidence of Experience:**
 - CVs and employment history showing maintenance experience.
 - Logbooks or work records indicating previous maintenance activities.
 - Evidence of working in **maintenance planning, reliability analysis, and safety management**.
 - **Competency Assessment:**
 - Internal assessments or evaluations conducted during recruitment or promotion.
 - Review of past audits and performance appraisals.
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B. Training & Competency Development

Nominated persons must undergo **initial and recurrent training** covering relevant maintenance methods. This can be demonstrated through:

- **Regulatory & Technical Training**
 - Training records showing completion of **EASA Part-M, Part-CAMO, Part-145, and SMS training**.
 - Attendance certificates from formal training courses covering maintenance methods.
 - Records of recurrent training to maintain competence.
- **Specific Training on Maintenance Methods**

- Training on **task card development, inspection techniques, and troubleshooting.**
 - Reliability program training (e.g., MSG-3 analysis, Maintenance Program Optimization).
 - Familiarity with **Aircraft Maintenance Program (AMP) and bridging check methodologies.**
 - **In-House and On-the-Job Training (OJT)**
 - Evidence of OJT within a Part-145 or Part-CAMO environment.
 - Practical exposure to **defect rectification, scheduled maintenance planning, and MEL/CDL applications.**
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C. Application of Maintenance Methods in the Organisation

To demonstrate that nominated persons understand **how maintenance methods are applied in their organisation**, the following records and procedures should be available for review:

- **Maintenance Policy & Procedures Manual (MPPM) / Continuing Airworthiness Management Exposition (CAME) / Maintenance Organisation Exposition (MOE)**
 - Sections detailing **maintenance methods, troubleshooting, inspections, and defect rectification processes.**
 - Defined **responsibilities of nominated persons** concerning maintenance oversight.
 - **Maintenance Records & Reports**
 - Work packages and task cards demonstrating an understanding of approved maintenance data.
 - Records of deferred defects and troubleshooting methodologies.
 - Safety and reliability reports related to maintenance performance monitoring.
 - **Safety Management System (SMS) Integration**
 - Evidence that nominated persons understand **how maintenance errors impact safety** (e.g., human factors training, MEDA reports).
 - Participation in **safety reviews, occurrence reporting, and maintenance error investigations.**
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D. Practical Involvement in Maintenance Oversight

Nominated persons should actively engage in maintenance oversight activities. Evidence can include:

- **Internal Audits & Inspections**
 - Audit reports showing involvement in evaluating maintenance compliance.
 - Corrective actions and follow-up reports demonstrating decision-making ability.
- **Meetings & Decision-Making**
 - Records of maintenance planning meetings attended.
 - Evidence of participation in airworthiness review board (ARB) meetings.
- **Regulatory Compliance Reviews**
 - Engagement with competent authorities during audits.
 - Action plans for addressing non-conformities related to maintenance practices.

3. Summary of Key Demonstration Methods

Requirement	Method of Demonstration
Qualifications & Experience	CVs, employment records, licenses, past work experience
Training & Competency	Training records, recurrent training certificates, OJT logs
Application of Maintenance Methods	Manuals (CAME, MOE), maintenance records, AMP reviews
Practical Involvement	Audit reports, participation in meetings, decision-making records

By maintaining **structured documentation** and **regular training**, organisations can ensure compliance with AMC1 CAMO.A.305(c)-(h) & AMC1 145.A.30(cc)-(g), satisfying EASA Regulation 1321/2014 requirements when assessed by the competent authority.

Would you like a **checklist format** for internal compliance verification?

Here's a **detailed compliance checklist** for AMC1 CAMO.A.305(c)-(h) & AMC1 145.A.30(cc)-(g) under **EASA Regulation 1321/2014**. This checklist can be used for **internal verification** before presenting evidence to the competent authority.

Compliance Checklist: Knowledge of Maintenance Methods

(AMC1 CAMO.A.305(c)-(h) & AMC1 145.A.30(cc)-(g))

Section 1: Qualifications & Experience

Does the nominated person meet the qualification requirements?

- Holds a relevant engineering or aviation-related qualification (e.g., aeronautical/mechanical/electrical engineering degree).
- Holds a valid EASA Part-66 B1, B2, or C License (for Part-145) or equivalent professional qualification.
- Has a minimum of **5 years of relevant experience** in maintenance, airworthiness, or planning.
- Has experience in managing **maintenance methods, troubleshooting, and planning**.
- Has documented work history in **maintenance, inspections, audits, or safety oversight**.

Supporting Documents:

- CV & Employment History
 - EASA Part-66 License (if applicable)
 - Logbooks or Work Records
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Section 2: Training & Competency Development

Has the nominated person received the necessary regulatory training?

- Completed initial training in **EASA Part-M, Part-CAMO, and Part-145** (depending on role).
- Undergoes **recurrent training** on maintenance regulations and best practices.
- Attended training on **maintenance methods, inspection techniques, and troubleshooting**.
- Participated in **task card development and reliability program training (MSG-3, AMP optimization, MEL/CDL applications, etc.)**.
- Completed **Human Factors & SMS training** for maintenance error awareness.

Supporting Documents:

- Training Certificates
 - Recurrent Training Records
 - On-the-Job Training (OJT) Logs
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Section 3: Understanding of Maintenance Methods in the Organisation

- ✔ **Can the nominated person demonstrate knowledge of maintenance methods?**
 - Understands how maintenance methods are defined in the **CAME/MOE/MPPM**.
 - Familiar with **aircraft maintenance program (AMP), scheduled & unscheduled maintenance tasks**.
 - Understands **troubleshooting methodologies, defect rectification, and reliability monitoring**.
 - Can explain **how maintenance data (e.g., AMM, MPD, MEL/CDL) is used in daily operations**.
 - Aware of **airworthiness limitations, service bulletins, and AD compliance management**.

Supporting Documents:

- CAME / MOE Sections on Maintenance Methods
 - Maintenance Task Cards & Defect Rectification Records
 - Maintenance Reliability Reports
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Section 4: Evidence of Practical Involvement in Maintenance Oversight

- ✔ **Has the nominated person participated in maintenance oversight activities?**
 - Regularly involved in **maintenance planning and decision-making**.
 - Participates in **internal audits and regulatory compliance checks**.
 - Engages in **safety reviews, occurrence reporting, and maintenance error investigations (MEDA, RCA, etc.)**.
 - Attends **airworthiness review board (ARB) or maintenance planning meetings**.
 - Participates in **aircraft reliability monitoring and continuous improvement initiatives**.

Supporting Documents:

- Audit Reports & Corrective Action Plans
 - Meeting Minutes (Maintenance Planning, ARB)
 - Safety Reports (Occurrence Reports, MEDA Findings)
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Section 5: Regulatory Compliance & Engagement with Competent Authority

- ✔ **Can the nominated person demonstrate regulatory compliance?**
 - Has participated in **authority audits and inspections**.
 - Understands how to respond to **regulatory findings (NCs, observations, corrective**

actions).

- Engages with **regulators on maintenance oversight and safety issues.**
- Familiar with the use of **SMS to manage maintenance risks.**
- Ensures maintenance documentation aligns with **EASA Part-145, Part-CAMO, and Part-M.**

Supporting Documents:

- Regulatory Audit Reports & Compliance Actions
- Correspondence with Competent Authority
- SMS Reports & Risk Assessments

Final Compliance Status

- Does the nominated person meet all criteria?**
 - Yes – Fully compliant, ready for authority assessment.
 - Partially – Some gaps identified, action required before assessment.
 - No – Significant gaps, corrective action plan needed.

Action Plan (If Required)

- **Gaps Identified:** _____
- **Corrective Actions:** _____
- **Responsible Person:** _____
- **Target Completion Date:** _____

This checklist ensures **full compliance with EASA Regulation 1321/2014** and readiness for **competent authority audits**. Let me know if you need **modifications or additional details!** 🚀