European Union Aviation Safety Agency

FAQ n.123766

FAQs:

Aircraft maintenance and continuing airworthiness, Brexit

Question:

Can an organisation approved under Regulation (EU) No 1321/2014 manage continuing airworthiness of an aircraft registered in the United Kingdom?

Answer:

An aircraft registered in the UK is to be considered as a third country aircraft as from January 01, 2021, while the Part M obligations and the organisation approvals granted in accordance with Regulation (EU) 1321/2014 have their applicability limited to:

1. aircraft registered in an Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by an EU operator;
2. aircraft registered in a third country and used by an EU operator, where their regulatory safety oversight has been delegated to a Member State;

In addition, aircraft registered in a third country, including the UK, for which their regulatory safety oversight has not been delegated to a Member State and that are dry leased-in by an air carrier licensed in accordance with Regulation (EC) No 1008/2008, shall be managed by an approved continuing airworthiness management organisation complaint with Part M Subpart G (or Part-CAMO) and Part T Subpart G (refer to T.A.701). These aircraft however are issued with a Certificate of Airworthiness by the third country of registry and are not subject to EU requirements concerning ARC (or its extension) laid down in Part-M, but instead should comply with the continuing airworthiness rules of the State where they are registered.

The EU-UK Trade and Cooperation Agreement does not currently address activities covered by Regulation (EU) No 1321/2014.

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19/01/2021

Link:

https://www.easa.europa.eu/en/faq/123766