



Brussels, **XXX**
[...](2021) **XXX** draft

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of **XXX**

**amending Regulation (EU) No 1321/2014 as regards a continuing airworthiness
management organisation for a single air carrier business grouping**

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amending Regulation (EU) No 1321/2014 as regards a continuing airworthiness management organisation for a single air carrier business grouping

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ⁽¹⁾, and in particular Article 17(1) and Article 62(14) and (15) thereof,

Whereas:

- (1) Commission Regulation (EU) No 1321/2014 ⁽²⁾ lays down the requirements for the continuing airworthiness of aircraft, including the requirements for its management.
- (2) In accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014, in the case of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 ⁽³⁾, the operator shall be responsible for the continuing airworthiness of the aircraft it operates and shall be approved, as part of its air operator certificate, as a continuing airworthiness management organisation ('CAMO') pursuant to Annex Vc (Part-CAMO).
- (3) When air carriers form part of a single business grouping, this requirement creates certain barriers to the establishment and implementation of a common continuing airworthiness (CAW) management system for all aircraft that are operated by that grouping. The lack of such a common CAW management system results in duplication of tasks because the organisations do not benefit from having similar objectives and procedures, and in prevention of short-time interoperability of aircraft between different AOC holders.
- (4) Moreover, the current situation is considered by industry to create a competitive disadvantage compared to other non-EU air operators, which are not subject to such legal constraints.
- (5) The above-mentioned issues are of particular importance in the current COVID-19 pandemic context, in which every efficiency gain will contribute to a quicker recovery

⁽¹⁾ [OJ L 212, 22.8.2018, p. 1.](#)

⁽²⁾ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks ([OJ L 362, 17.12.2014, p. 1.](#))

⁽³⁾ Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (Recast) ([OJ L 293, 31.10.2008, p. 3.](#))

and the establishment of a future cost-efficient set-up while maintaining or improving the safety level.

- (6) Commission Regulation (EU) No 1321/2014 should therefore be amended in order to allow air carriers licensed in accordance with Regulation (EC) 1008/2008 that form part of a single air carrier business grouping to contract a CAMO within that grouping for the continuing airworthiness management of aircraft operated by them.
- (7) The measures provided for in this Regulation are based on Opinion No 04/2021 ⁽⁴⁾ of the European Union Aviation Safety Agency in accordance with Articles 75(2)(b) and 76(1) of Regulation (EU) 2018/1139.
- (8) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1321/2014 is amended as follows:

- (1) Annex I (Part-M) is amended in accordance with Annex I to this Regulation;
- (2) Annex Vc (Part-CAMO) is amended in accordance with Annex II to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from [*OP please insert the date of entry into force*].

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President
Ursula VON DER LEYEN

⁽⁴⁾ <https://www.easa.europa.eu/document-library/opinions>