



Safety and Airspace Regulation Group

To Whom It May Concern

31 March 2022

Dear Sir / Madam

Enabling an EASA Continuing Airworthiness Management Organisation to manage UK registered aircraft

Aircraft registered in a third country and not being used by an EU Community operator are excluded from complying with the airworthiness requirements contained in the Basic Regulation (EU) 2018/1139 and its Implementing Rules for Continuing Airworthiness (EU) 1321/2014.

The UK has, pursuant to the European Union (Withdrawal) Act 2018, brought EU legislation into UK domestic law. The Act incorporates direct EU legislation that was applicable and effective immediately before and on 31 December 2020 into UK domestic law after 31 December 2020. This includes any EU regulation, EU decision and EU tertiary legislation.

It is UK Regulation (EU) No 1321/2014, Part M, that contains the requirements that will apply to UK registered aircraft and is the regulation that will apply and will be effective after 31 December 2020.

Organisations that held a Part M Subpart G, a Part CAMO or a Part-CAO approval issued by an EEA Member State prior to 31 December 2020 (and because of the European Union (Withdrawal) Act 2018 have held a UK approval on the same terms and with the same privileges that applied on that date, unless cancelled by the CAA) and where their principal place of business is not in the UK, may continue to:

- a) manage G-registered aircraft; and/or
- b) issue a UK Airworthiness Review Certificate; and/or
- c) extend the validity of the Airworthiness Review Certificate

as if its privileges and approvals were issued by the CAA.

The provisions summarised in this letter remain correct until 31 December 2022 unless this letter is removed or amended by the CAA prior to the date.

Yours faithfully,

Mark Panton

Civil Aviation Authority

Aviation House Beehive Ring Road Crawley West Sussex England RH6 0YR www.caa.co.uk