

Notice No.

AWN – 02-19

Date:

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**OTAR Part 39 Approval Holders  
Changes to EASA standards for “Continuing  
Airworthiness Management”****INTRODUCTION**

OTAR Part 39 Approval Holders whose approvals are either based upon an EASA Approval (OTAR 39 Option 1 Approvals) or whose standards are required to be aligned to EASA Standards (OTAR 39 Sub-Part F Approvals), are impacted by the significant changes to EU Commission Regulations for Continuing Airworthiness published in 2019.

**BACKGROUND**

EU Commission published regulation (EU) 2019/1383 in September 2019, introducing changes to the continuing airworthiness regulation which were applicable from 20<sup>th</sup> February 2020. These changes included the introduction of the new Annex Vc – ‘Part-CAMO’, applicable to CAMO’s which are managing Complex Motor Powered Aircraft (CMPA) and or aircraft operated by licensed air carriers. Part-CAMO organisations, managing CMPA or licensed air carriers aircraft, will be required to implement a Safety Management System as a result of these changes.

In 2021 EU Commission published (EU) 2021/700 amending the continuing airworthiness regulation and in particular, the compliance times for the adoption of requirements relevant to the implementation of the Part-CAMO regulation. These amendments had the effect of further delaying full implementation until 24 March 2022.

**INSTRUCTIONS**

The changes to Part M regulation are effective from the implementation date of the Commission Regulation (EU) 2019/1383. However this regulation is subject to derogations referenced within and also those conditions of (EU) 2021/700, which alleviate certain requirements and revise compliance to the approval requirements of Part CAMO, until 24 March 2022.

BCAA requirements are aligned to the compliance times expressed within the EASA regulation. For this reason, BCAA therefore expects affected approval holders to continue to comply with the standards of Part M (including Part M sub-part G), during the transition to new or revised standards, arising from the new EASA requirements, up to 24 March 2022.

After 24 March 2022 BCAA expects all affected OTAR 39 approval holders to be in full conformance with the standards of the EU Commission Regulation (EU) 1321/2014, as amended by EU Commission Regulation (EU) 2019/1383 and (EU) 2021/700.

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Thomas Dunstan, Director General