



Brussels, **XXX**  
[...] (2019) **XXX** draft

ANNEX 2

ANNEX

*to the*

**COMMISSION IMPLEMENTING REGULATION (EU)**

**amending Regulations (EU) No 965/2012 and (EU) No 1321/2014 as regards the use of aircraft listed on an air operator certificate for non-commercial operations and specialised operations, the establishment of operational requirements for the conduct of maintenance check flights, the establishment of rules on non-commercial operations with reduced cabin crew on board and introducing editorial updates concerning air operations requirements**

## ANNEX II

Annexes I and Vb are amended as follows:

*(1) in point M.A.201 of Annex I (Part-M), the following point (k) is added:*

“(k) Where an aircraft included in an air operator certificate is used for non-commercial operations or specialised operations under point ORO.GEN.310 of Annex III or point NCO.GEN.104 of Annex VII to Regulation (EU) No 965/2012, the operator shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or the combined airworthiness organisation (‘CAO’) approved in accordance with Annex Vd (Part-CAO), whichever applicable, of the air operator certificate holder.”;

*(2) in point ML.A.201 of Annex Vb (Part-ML), the following point (h) is added:*

“(h) In the case of an aircraft included in an air operator certificate is used for non-commercial or specialised operations under point ORO.GEN.310 of Annex III or point NCO.GEN.104 of Annex VII to Regulation (EU) No 965/2012, the operator shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or the combined airworthiness organisation (‘CAO’) approved in accordance with Annex Vd (Part-CAO), whichever applicable, of the air operator certificate holder”;