European Union Aviation Safety Agency

FAQ n.65445

FAQs:

Part-M: General, Part-M, Continuing Airworthiness, Regulations

Question:

Do declared training organisations (DTO) need a CAMO/CAO and approved maintenance organisations?

Answer:

Regulation (EU) No 1178/2011 was amended in July 2018 to introduce Part-DTO as regards to declared training organisations (ref. Reg. (EU) 2018/1119). Regulation (EU) No 1321/2014 was therefore amended and aligned the Continuing Airworthiness obligations of ATO with those of DTO.

This means:

		Complex motor-powered aircraft	**Other than complex motor-powered aircraft**
Commercial DTO	Applicable requirement	M.A.201(f) is applicable	M.A.201(h) or, for aircraft specified in Article 3(2), ML.A.201(e) are applicable
	Continuing airworthiness management	CAMO is required	CAO (with continuing airworthiness management privilege) or CAMO is required
	Maintenance	Part-145 organisation is required	CAO (with maintenance privilege) or Part-145 or Part-M Subpart F organisation is required
	Applicable requirement	M.A.201(g) is applicable	M.A.201(i) or, for aircraft specified in Article 3(2), ML.A.201(f) are applicable

	Continuing airworthiness management	CAMO is required	CAMO is not required CAO (with continuing airworthiness management privilege) is not required
Non-Commercial DTO			With the exception of complex maintenance tasks under Part-M: CAO (with maintenance privilege) is not required
	Maintenance	Part-145 organisation is required	Part-145 organisation not required Part-M Subpart F organisation is not required

Please also refer to GM1 ML.A.201(e) which provides examples of aircraft not considered to be operated by a commercial ATO or a commercial DTO.

Last updated:

02/02/2021

Link:

https://www.easa.europa.eu/en/faq/65445