

**FAQs:**

[Interpretation and policy papers](#), [Continuing Airworthiness](#), [Regulations](#)

**Question:**

**What is the EASA policy on Certificates of Release to Service for aircraft maintenance? With respect to such maintenance, what are the responsibilities of maintenance organisations and CAMO?**

**Answer:**

EASA issued on December 17, 2015 a paper to answer these questions; please see the link here: [“EASA policy on Certificates of Release to Service for aircraft maintenance and associated responsibilities of maintenance organisations and CAMOs”](#).

Since that time, several regulations, including the ones below were adopted, amending Commission Regulation (EU) No 1321/2014.:

1. Regulation (EU) 2018/1142, introducing certain categories of aircraft maintenance licences;
2. Regulation (EU) 2019/1383, introducing new Annexes to Commission Regulation (EU) No 1321/2014:
  - Part-CAMO;
  - Part-CAO for non-complex aircraft
  - Part-ML for light aircraft defined in Article 3(2).

The intent of that paper is still valid in describing the principles of EASA’s position on the following questions:

- Continuing airworthiness responsibilities, including maintenance (chapter 1)
- How many CRS can or should be issued (chapter 3)
- What does it mean that “there are no non-compliances which are known to endanger flight safety” (chapter 4)

However, questions on roles and responsibilities of certifying staff and support staff (chapters 5, 6, 7 and 8) are now addressed in an updated paper dated March 2023 that is available in [FAQ n° 137750](#).

**Last updated:**

23/03/2023

**Link:**

<https://www.easa.europa.eu/ga/faq/46216>