

Interpretation and policy papers

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. Commission Regulation (EU) 2018/1142, introducing certain categories of aircraft maintenance licences;
2. Commission Implementing Regulation (EU) 2019/1383, introducing Annexes to Commission Regulation (EU) No 1321/2014:
 - Part-CAMO intended to progressively replace Part-M Subpart G (for CAMO);
 - Part-CAO intended to progressively replace Part-M Subpart F and offering new continuing airworthiness management privileges for non-complex aircraft
 - Part-ML setting continuing airworthiness standards for light aircraft defined in Article 3(2).

However, the intent of that paper is still valid in describing the principles of EASA's position on these questions.

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02/02/2021

Link:

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

What practice is accepted by EASA to release maintenance on aircraft not covered by the Basic Regulation?

Answer

EASA issued on 20 March 2013 a paper to answer this question (please see link here):

[‘Rulemaking interpretation on “Maintenance release of aircraft not covered by the Basic Regulation” ’](#).

Since that time:

- the [Basic Regulation \(Regulation \(EU\) 2018/1139\)](#) was issued, repealing the previous Basic Regulation (Regulation (EC) No 216/2008); and
- [Commission Regulation \(EU\) No 1321/2014](#) was issued, repealing Commission Regulation (EC) No 2042/2003.

However, the intent of that paper is still valid in describing the various practices and EASA’s position on the release of maintenance on aircraft that are aircraft excluded from complying with the airworthiness requirements contained in the Basic Regulation, and in its delegated and implementing acts.

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31/10/2019

Link:

<https://www.easa.europa.eu/faq/46215>

What is the view of EASA on the transition of existing continuing airworthiness organisations to the new Part-CAO and Part-CAMO organisations?

Answer

Regulation (EU) 2019/1383 amending Regulation (EU) No 1321/2014 introduces new types of organisations (Part-CAO and Part-CAMO) in the Continuing Airworthiness domain, as of 24 March 2020.

[This guide](#) offers the view of EASA on the transition of existing continuing airworthiness organisations to the new Part-CAO and Part-CAMO organisations, based on Article 4 of Regulation (EU) No 1321/2014 as amended. This is not binding material.

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Link:

<https://www.easa.europa.eu/faq/108380>