

**FAQ n.46216****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. 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.

**Last updated:**

02/02/2021

**Link:**

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