

**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   |
|---|-----------------------------------|---|
| 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<br>Commercial DTO | 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), M.L.A.201(f) are applicable |
|                                     |                                   | CAMO is not required   |
| Continuing airworthiness management | CAMO is 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 M.L.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>