

## 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. 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/ft/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.

### Last updated:

31/10/2019

### Link:

<https://www.easa.europa.eu/fi/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.

### Last updated:

03/11/2021

**Link:**

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

**Regulation (EU) 2021/1963 introduces SMS requirements to Part-145. What is the view of EASA on the transition of these maintenance organisation to the new requirements?****Answer**

Regulation (EU) 2021/1963 amends Regulation (EU) No 1321/2014 and introduces new requirements for Part-145 approved maintenance organisations, which apply from 02 December 2022.

[This guide](#) offers the view of EASA on the transition of a Part-145 approved maintenance organisation to the new requirements, including SMS, based on Article 4(7) of Regulation (EU) No 1321/2014, as amended by Regulation (EU) 2021/1963.

This is not binding material.

**Last updated:**

04/07/2022

**Link:**

<https://www.easa.europa.eu/fi/faq/136745>

**What are the roles and responsibilities of personnel involved in aircraft line and base maintenance?****Answer**

EASA issued on March 2023 a paper to answer this question: "[EASA Policy on the roles and responsibilities of personnel involved in aircraft line and base maintenance](#)".

This paper supersedes the chapters 5, 6, 7 and 8 of the paper issued December 2015 that can be found in [FAQ No. 46216](#).

Please refer also to the [Roles and responsibilities of Maintenance personnel webinar](#) that was organised to explain the content of this paper

**Last updated:**

23/03/2023

**Link:**

<https://www.easa.europa.eu/fi/faq/137750>

## **What is the view of EASA on ‘paperless maintenance’ and on the use of electronic documents, records, and signatures?**

### **Answer**

Both European industry and EU Member State competent authorities have requested EASA to prepare guidelines to cover the topic of ‘paperless maintenance’, aiming to establish some basic standards upon which stakeholders can create their systems under the assumption that these will be recognised as adequate and regulatory-compliant by the competent authorities, at least those participating in the EU-aviation system.

[This guide](#) offers the view of EASA on the use of electronic documents, records, and signatures. This is not binding material.

### **Last updated:**

05/05/2023

### **Link:**

<https://www.easa.europa.eu/fi/faq/137907>