

Continuing airworthiness engineer

A continuing airworthiness engineer helps an organisation manage the technical obligations that follow an aircraft throughout service. This combines maintenance-programme, compliance and records work; it is not the same as physically performing every maintenance task or holding airworthiness-review signing privileges.

What the role does

- Monitor airworthiness documentation and maintenance-programme compliance. [EMP1]
- Review records and develop continuing-airworthiness documentation. [EMP1]
- Coordinate with maintenance/logistics teams and report findings to the manager. [EMP1]

Where the work happens

3PLEX AERO's Malta CAMO example is onsite, with possible travel and occasional out-of-hours support.

Employer example

3PLEX AERO / 3PLEX Group • Malta • Continuing Airworthiness Planner/Engineer

Active vacancy when checked • Checked 2026-10-27 [EMP1]

Category	What this employer states
Desirable in this source	Engineering degree, Part-66 B1/B2 licence, type training, Part-CAMO training or planning-system experience are listed as assets.
Other stated conditions	Skills & Experience lists an aeronautical/mechanical diploma or equivalent and previous continuing-airworthiness work. Analysis, organisation, communication and office software are stated. Onsite role with potential travel/out-of-hours duties.

One employer and role; not a worldwide entry rule.

PREPARE AND VERIFY

Separate requirements from preparation

EASA-system organisational scope: EASA's general FAQ distinguishes CAMO management from maintenance organisations and shows that management arrangements depend on aircraft/operation. No worldwide personal CAMO-engineer licence is established here. [REG1]

Still to verify: Only one independent employer was fully verified. Current Part-CAMO amendments and any Malta-specific acceptance requirements require qualified review; no licence-equivalence determination.

Explore a realistic entry route

- Map CAMO management, maintenance performance and airworthiness-review signing as different functions before comparing courses.
- Study introductory maintenance-programme, records and compliance concepts; compare the employer's diploma/experience profile with your actual background.
- Look for supervised technical-services support and ask which tasks require internal competence assessment or separate authority acceptance.

Build evidence of your skills

- Build a fictional obligations tracker with document owner, revision, evidence location and escalation field; do not set real compliance deadlines.
- Write a short comparison explaining why an unsigned record, an unapproved change and a data-entry error need different questions.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- How would you demonstrate that a compliance conclusion is supported rather than assumed?
- When should you escalate an uncertainty rather than make a planning decision yourself?

Investigate possible next roles

Possible directions include specialised programmes, reliability or CAMO leadership; nominated-post and review-signatory roles have separate requirements.

Sources and scope

[EMP1] [3PLEX AERO / 3PLEX Group Continuing Airworthiness Planner/Engineer](#)

Active vacancy when checked. Malta. Checked 2026-10-27.

[REG1] [European Union Aviation Safety Agency Continuing Airworthiness](#)

Part-M general / organisational scope Mixed-date FAQ collection. Only the named scope is used; later amendments and task authorisations still require review. Checked 2026-10-27.

Educational reference. Verify current requirements with the relevant authority and employer. Job-specific and country-specific conditions are not worldwide eligibility rules. Requirements shown are selected examples, not complete application checklists. A visible listing is not a guarantee that recruitment remains open. Exercises use invented, non-operational material; do not inspect, modify, repair, test or release real aircraft or components. No job guarantee.