

FAQs:

[Aircraft maintenance and continuing airworthiness, Brexit](#)

Question:

As of January 1, 2021, will parts and other components with an ‘EASA Form 1’ issued prior to January 1, 2021 by a maintenance organisation located in UK be still eligible to be fitted on an aircraft registered in a EASA Member State?

Answer:

Such individually identifiable components for which a UK certified maintenance organisation issued an ‘EASA Form 1’ and placed them on the market before January 1, 2021 can continue to be used and fitted on an aircraft registered in an EASA Member State also after that date, unless the part or other component has been damaged or not stored in accordance with the EU aviation safety requirements. This is foreseen by Article 41 of the EU-UK Withdrawal Agreement.

It is recalled that an ‘EASA Form 1’ is only a statement of airworthiness at the time of its issue, and, as stated in Appendix II to Part-M of Regulation (EU) No 1321/2014, ‘EASA Form 1’ “does not constitute approval to install the item on a particular aircraft, engine, or propeller but helps the end user determine its airworthiness approval status”. It is therefore the ultimate responsibility of the user or installer to make this installation decision.

After December 31, 2020, the UK based maintenance organisation must hold an EASA Part 145 approval in order to be able to continue issuing ‘EASA Form 1’ for components which are to be fitted on an aircraft registered in an EASA Member State.

Last updated:

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Link:

<https://www.easa.europa.eu/en/faq/121055>