

FAQ n.19058**FAQs:**

[Bilateral Agreement \(BASA\) - related to Continuing Airworthiness, Continuing Airworthiness, Regulations](#)

Question:

What kind of release document is considered equivalent to an EASA Form 1 under the terms of the US-EU Bilateral safety agreement? (AMC1 M.A.501(a)(1)/AMC1 145.A.42(a)(i)/AMC1 ML.A.501(a)(ii)/AMC1 CAO.A.070(a))

Answer:

Under the terms of an EU/US bilateral agreement (BASA) (see [here](#)):

Acceptance of NEW engine/components (and rebuilt engines) is governed by the Technical Implementation Procedure (TIP). The general principle is to accept such engine/components when released new on FAA Form 8130-3 using the blocks 13a to 13e (left side). Please refer to Section VII (from para 7.7 on) of the TIP for the detailed conditions under which this is acceptable.

Acceptance of USED engine/components from an US based repair station is governed by the Maintenance Annex Guidance (MAG). The general principle is to accept such engine/components when subject to 'dual release' on FAA Form 8130-3 (except where the component is not eligible for U.S.-registered aircraft), using the blocks 14a to 14e (right side).

- Block 11 should provide the status of the component (e.g. 'overhauled')
- Block 12 should include (or refer to) detailed information on the work performed, the associated approved data (e.g. 'Overhauled in accordance with CMM 111, Section X, Rev 2, S/B 23 and FAA AD xyz complied with') as well as the EASA Part-145 statement and approval number.
- Block 14 should at least show "Other regulation specified in block 12" ticked

Please refer to Appendix 1 of section B, paragraph 10 (Release and acceptance of components) of the MAG for the detailed conditions under which this is acceptable.

Last updated:

28/01/2021

Link:

<https://www.easa.europa.eu/en/faq/19058>