

**FAQs:**

[Part-145: General](#), [Part-145](#), [Continuing Airworthiness](#), [Regulations](#)

**Question:**

**We are a maintenance organisation approved for component maintenance (B/C-rated Part-145 organisation, or Part-CAO with class “component”). Can we issue a “removed serviceable” EASA Form 1 for a component removed from an engine/component off-aircraft in our organisation?**

**Answer:**

The current point 2.6 of AMC2 145.A.50(d) or AMC1 CAO.A.070(a) refers to the issue of an EASA Form 1 for serviceable aircraft components removed from serviceable aircraft registered in a Member State (\*).

This AMC provision is to be used only for components removed from serviceable Member State registered **aircraft**, not from engine/component off-aircraft, regardless of whether such engine/component is serviceable or not. Components removed from a higher assembly (engine or another component) off-aircraft are expected to undergo workshop maintenance in accordance with the relevant maintenance data before the EASA Form 1 (certifying such maintenance) is issued.

Note that an A-rated Part-145 maintenance organisation or a Part-CAO organisation with class “aircraft” can issue an EASA Form 1 following a “removed serviceable” procedure for a (sub)component removed from a higher assembly component when such higher assembly is still installed on (or temporarily removed from) serviceable Member State registered aircraft, following the procedure of the referred AMCs.

(\*) means an aircraft which is registered in a Member State and holds a valid (R)CofA issued in accordance with [Reg. \(EU\) No 748/2012](#) and an ARC.

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**Link:**

<https://www.easa.europa.eu/ga/faq/140533>