NOTICE OF PROPOSED AMENDMENT (NPA) No 2007-13

DRAFT OPINION OF THE EUROPEAN AVIATION SAFETY AGENCY

for a Commission Regulation amending Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations

AND

for a Commission Regulation amending Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

AND

DRAFT DECISION OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY

amending Decision No 2003/01/RM of the Executive Director of the Agency of 17 October 2003 on Acceptable Means of Compliance and Guidance Material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations ("AMC and GM to Part 21")

AND

DRAFT DECISION OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVAIATION SAFETY AGENCY,

amending Annex I Acceptable Means of Compliance to Part-M and Annex III Guidance Material to Part-145 of Decision No 2003/19/RM of the Executive Director of the Agency of 28 November 2003 on Acceptable Means of Compliance and Guidance Material to Commission Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Authorised Release Certificate EASA Form 1

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A. EXPLANATORY NOTE

I. General

1. The purpose of this Notice of Proposed Amendment (NPA) is to envisage amending:

   Commission Regulation (EC) No 1702/2003[1] of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;

   Commission Regulation (EC) No 2042/2003[2] of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;

   Decision No 2003/01/RM of the Executive Director of the European Aviation Safety Agency of 17 October 2003[3] on Acceptable Means of Compliance and Guidance Material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations ("AMC and GM to Part 21") and

   Decision 2003/19/RM of the Executive Director of the European Aviation Safety Agency of 28 November 2003[4] on Annex I Acceptable Means of Compliance to Part-M and Annex II Acceptable Means of Compliance to Part-145.

2. The Agency is directly involved in the rule-shaping process. It assists the Commission in its executive tasks by preparing draft regulations, and amendments thereof, for the implementation of the Basic Regulation[5] which are adopted as "Opinions" (Article 14(1). It also adopts Certification Specifications, including Airworthiness Codes and Acceptable Means of Compliance and Guidance Material to be used in the certification process (Article 14(2).

3. When developing rules, the Agency is bound to following a structured process as required by article 43(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as "The Rulemaking Procedure"[6].

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[1] *OJ L 243, 27.9.2003, p.6.* Regulation as last amended by Regulation (EC) No 375/2007 of 30 March 2007 *(OJ L 94, 4.4.2007, p. 3).*

[2] *OJ L 315, 28.11.2003, p. 1.* Regulation as last amended by Commission Regulation (EC) No 376/2007 of 30 March 2007 *(OJ L 94, 4.4.2007, p. 18).*

[3] Decision No 2003/01/RM of the Executive Director of the European Aviation Safety Agency of 17 October 2003 on acceptable means of compliance and guidance material for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations ("AMC and GM to Part 21").

[4] Decision No 2003/19/RM of the Executive Director of the European Aviation Safety Agency of 28 November 2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

[5] Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency *(OJ L 240, 7.9.2002, p.1.).* Regulation as last amended by Regulation (EC) No 334/2007 28 March 2007 *(OJ L 88, 29.3.2007, p. 39).*

[6] Management Board Decision concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material ("Rulemaking Procedure"), EASA MB/08/07, 13.6.2007.

4. This rulemaking activity is included in the Agency's rulemaking programme for 2008. It implements the rulemaking task MDM.007 Authorised Release Certificate EASA Form 1.

5. The text of this NPA has been developed by the MDM.007 drafting group. It is submitted for consultation of all interested parties in accordance with Article 43 of the Basic Regulation and Articles 5(3) and 6 of the EASA rulemaking procedure.

II. Consultation

6. To achieve consultation, the Agency is publishing the draft opinion on its internet site. Comments on this proposal should be provided within 3 months in accordance with Article 6(4) of the EASA Rulemaking Procedure. Comments on this proposal should be submitted by one of the following methods:

CRT: Send your comments using the Comment-Response Tool (CRT) available at **http://hub.easa.europa.eu/crt/**

E-mail: In case the use of CRT is prevented by technical problems these should be reported to the CRT webmaster and comments sent by email to NPA@easa.europa.eu.

Correspondence: If you do not have access to internet or e-mail you can send your comment by mail to:
Process Support
EASA Rulemaking Directorate
Postfach 10 12 53
D-50452 Cologne
Germany

Comments should be received by the Agency **before 12 December 2007**. If received after this deadline they might not be taken into account.

III. Comment response document

7. All comments received in time will be responded to and incorporated in a comment response document (CRD). The CRD will be available on the Agency's website and in the Comment-Response Tool (CRT).

IV. Content of the draft opinions and decisions

8. General

The format of various authorised release certificates (EASA Form 1, FAA Form 8130-3, Transport Canada Form 24-0078, Brazilian Form SEGVOO 003 etc.) have already been harmonized for a number of years. However the instructions for completing these forms have not been harmonized resulting in different interpretations of certain information entered on the forms.

Various problems and questions, relating to the authorised release certificate ("EASA Form 1") have also accumulated since the last review of the document so the FAA,

Transport Canada and various other Aviation Authorities have begun the process of reviewing the authorised release certificate, its use and the associated instructions.

In order to maintain the harmonisation with these other authorities EASA set up a working group to cooperate with the Global Manufacturing Initiative (GMI) team 6 and produce an NPA for the EASA Form 1. Some specific areas considered were:

- Clear distinction between an EASA Form 1 being used for new parts (production) and used parts (maintenance);
- Harmonisation of the completion instructions with other Aviation Authorities, whilst recognising that certain terms will only be used unilaterally;
- Use of electronic EASA Form 1;
- Clarification of which categories of parts need to be released on an EASA Form 1;
- Control of copies of the EASA Form 1;
- Need for the "Eligibility" block 9.

The resulting proposals primarily impact the EASA Form 1 and associated completion instructions in Part-21, Part-145 and Part-M. Some associated AMC/GM is also affected, most significantly Part-21 subpart F AMC and Part-145 AMC (coordination with NPA 2007-09 – "Single/multiple release" was enhanced).

In addition to amendments resulting from rulemaking task MDM.007, amendments resulting from rulemaking task 21.021 ("Resolving ambiguity between AMC/GM and Part-21 in respect of eligibility for Subpart F and G for manufacturers of raw material") are introduced to the AMC and GM that were already affected by MDM.007. More detailed information on rulemaking task 21.021 can be found in NPA 2007-03.

9. Part-21 Appendix I – EASA Form 1 Authorised Release Certificate

Introduction	Simplified harmonised instruction.
Block 1	Simplified harmonised instruction.
Block 2	Harmonised title.
Block 3	The method to generate and enter the unique number is not relevant and has therefore been removed from the instructions, which are now simplified and harmonised.
Block 4	Current instructions refer to blocks that are being renumbered on the revised form; therefore the instructions must be changed. The inclusion of a second address was determined not to be essential to establish responsibility for production. In making these changes simplification and harmonization was also achieved.
Block 5	Simplified harmonised instruction.
Block 6	Simplified harmonised instruction.
Block 7	Reference to any applicable ETSO or EPA marking is removed since Subpart Q of Part 21 and the instructions for the new block 12 already cover this. Simplified harmonised instruction.
Block 8	To prevent unnecessary rejection of items by the receiving organisation the part number on the EASA Form 1 should be the same as that on the item. As Subpart Q of Part 21 refers to "type designation" rather than "part number" for complete engines or propellers, provision for release of these products has been made.

Block 9	Block deleted due to the confusion and difficulties created by this block for no airworthiness benefit. User/Installer responsibility statements have always negated the usefulness of the information in this block.
Block 10	Now block 9. Simplified harmonised instruction.
Block 11	Now block 10. The new instruction is not as simple as the previous but it was felt necessary to clarify the expectation of what should be recorded in this block.
Block 12	Now block 11. Harmonisation with other aviation authorities has resulted in significant changes to the wording for this block but all previous scenarios are still catered for. Simplification of the possible options for this block should improve clarity.
Block 13	Now block 12. Previous list of possible entries was not considered appropriate. Items that should be entered in this block are now listed but optional use for the purpose of assisting the end user is encouraged.
Block 14	Now block 13a. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 15	Now block 13b. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 16	Now block 13c. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 17	Now block 13d. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 18	Now block 13e. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 19	Now block 14a. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 20	Now block 14b. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 21	Now block 14c. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 22	Now block 14d. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 23	Now block 14e. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.

10. Part-M Appendix II – EASA Form 1 Authorised Release Certificate and Part-145 Appendix I – EASA Form 1 Authorised Release Certificate

Introduction	Simplified harmonised instruction.
Block 1	Simplified harmonised instruction.

Block 2	Harmonised title.
Block 3	The method to generate and enter the unique number is not relevant and has therefore been removed from the instructions, which are now simplified and harmonised.
Block 4	The inclusion of a mailing address was determined not to be essential and has been removed to harmonise with production and other Aviation Authorities.
Block 5	Harmonised instruction.
Block 6	Harmonised instruction.
Block 7	Harmonised instruction.
Block 8	To prevent unnecessary rejection of items by the receiving organisation the part number on the EASA Form 1 should be the same as that on the item. As Subpart Q of Part 21 refers to "type designation" rather than "part number" for complete engines or propellers, provision for release of these products has been made.
Block 9	Block deleted due to the confusion and difficulties created by this block for no airworthiness benefit. User/Installer responsibility statements have always negated the usefulness of the information in this block.
Block 10	Now block 9. Simplified harmonised instruction.
Block 11	Now block 10. Minor clarification of the wording.
Block 12	Now block 11. Harmonisation with other Aviation Authorities has resulted in significant changes to the wording for this block but all previous scenarios are still catered for. Simplification of the possible options for this block should improve clarity.
Block 13	Now block 12. Previous list of possible entries was not considered appropriate. Items that should be entered in this block are now listed but optional use for the purpose of assisting the end user is encouraged.
Block 14	Now block 13a. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 15	Now block 13b. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 16	Now block 13c. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 17	Now block 13d. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. No other change.
Block 18	Now block 13e. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 19	Now block 14a. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 20	Now block 14b. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.

Block 21	Now block 14c. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 22	Now block 14d. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.
Block 23	Now block 14e. Renumbered to emphasise the different use of the EASA Form 1 for production or maintenance purposes. Simplified and harmonised.

11. AMC and GM to Part-21

12. AMC No. 2 to 21A.130(b)

This AMC to Subpart F is replaced by a new AMC because the instructions for completion of the EASA Form 1 under this Subpart F are very similar to the instructions in Part-21 Appendix I. The addition of a Competent Authority signature and other more detailed differences are addressed in this new AMC.

13. AMC 21A.163(c)

The amendments to this AMC are intended to facilitate the worldwide introduction of electronic EASA Form 1. In this context the "electronic document" is generated, transmitted and stored electronically without the need to print a hard copy at any stage of the process. It is possible to print a copy, if required, but in most cases this is unnecessary.

The previous AMC unintentionally prohibited the introduction of this type of electronic document through its wording. This has now been rectified and additional guidance added, specific to this new concept.

14. GM No. 4 to 21.165(c)

This AMC has been amended only in as much as a correction of a reference to EASA Form 1 block number which has now been changed by the above amendments.

15. Annex I, Acceptable Means of Compliance to Part-M.

16. AMC M.A.501(a)

The amendments to this AMC are intended to facilitate the worldwide introduction of electronic EASA Form 1.

17. AMC M.A.501(b) & AMC M.A.613(a)

These AMCs have been amended only in as much as correcting the references to EASA Form 1 block numbers which have now been changed by the above amendments. The opportunity was also taken to make some minor amendments to harmonise wording with other Requirements and associated AMC.

18. AMC M.A.501(d)

The amendments to this AMC are introduced to remove any possible interpretation that the EASA Form 1 can be used as a conformity statement for raw materials.

19. AMC M.A.613(b)

New AMC has been written to:

- Specify the formats of an issued EASA Form 1 or equivalent certificate that are acceptable;
- Clarify issues around the generation of an EASA Form 1 from a computer database and the electronic exchange of the EASA Form 1, in a similar way to the amendment of AMC 21A.163(c).

20. Annex II Acceptable Means of Compliance to Part-145

21. AMC 145.A.42(a)(1)

The amendments to the current AMC 145.A.42(a) are intended to facilitate the worldwide introduction of electronic EASA Form 1 as stated above for AMC 21A.163(c).

22. AMC 145.A.42(a)(5)

This is a new AMC, consistent with AMC M.A.501(d), introduced to highlight that the EASA Form 1 should not be used for materials.

23. AMC 145.A.42(b)

This AMC is only amended to correct minor typographical errors and an EASA Form 1 block number change.

24. AMC 145.A.50(a)

The current AMC 145.A.50(a) is mostly related to component certificate of release to service. This information is therefore transferred to a new AMC No.2 to 145.A.50(d). Sub-paragraph 1.3 of the current AMC 145.A.50(a) is however applicable to both aircraft and component and is therefore retained.

25. AMC 145.A.50(b)

The amendments to this AMC are intended to facilitate the worldwide introduction of electronic EASA Form 1. The opportunity was also taken to make some minor amendments to harmonise wording with other Requirements and associated AMC. Sub-paragraph 1.3 of the current AMC 145.A.50(a) has been added in order to be in line with EASA NPA 2007-09.

26. AMC No. 1 to 145.A50(d)

This AMC is the re-numbered current AMC 145.A.50(d). This AMC has been amended only in as much as correcting the references to EASA Form 1 block numbers which have now been changed by the above amendments. The opportunity was also taken to make some minor amendments to harmonise wording with other Requirements and associated AMC.

A new Sub-paragraph 2 and 3 have been added to this AMC to:

- Specify the formats of an issued EASA Form 1 or equivalent certificate that are acceptable;

- Clarify issues around the generation of an ARC from a computer database and the electronic exchange of the ARC, in a similar way to the amendment of AMC 21A.163(c).

27. AMC No. 2 to 145.A50(d)

This new AMC is introduced to contain the component certificate of release to service information that is currently provided in AMC 145.A.50(a). This AMC is only different from the current AMC 145.A.50(a) as far as correcting the references to EASA Form 1 block numbers which have now been changed by the above amendments. The opportunity was also taken to make some minor amendments to harmonise wording with other Requirements and associated AMC.

28. Transition Period

It is proposed that following the publication of the revised EASA Form 1 and associated completion instructions a one year period of transition is permitted. During this period either the existing or the new version of the EASA Form 1 may be used. Any EASA Form 1 dated after this period must be to the new format. Either version of EASA Form 1 dated before the end of this transition period continues to be acceptable with regard to Part 21A.307, Part M.A.501 and Part 145.A.42.

V. Regulatory Impact Assessment

29. Purpose and Intended Effect

a) Issues which the NPA is intended to address.

(i) Although the EASA Form 1 format has been harmonised for both ‘new, or; ‘used’ parts across a number of regulatory systems, the interpretation on how to complete it has not been. This is causing acceptance problems of authorised release certificates issued under different regulatory systems.

(ii) In particular, the completion of block 9 (eligibility) has caused much discussions. In some cases it remains optional but even when mandatory it provides a general or non-exhaustive indication of the products the item may be eligible for, or worse simply states ‘various’. Although the information in block 9 does not constitute authority to fit the item, that information is creating ambiguity.

(iii) As electronic-commerce grows it imposes the need to standardise the format and labelling of the data transferred (e.g. ATA Spec 2000), the EASA Form 1 is key element of the data needed. To pave the way for the implementation of electronic EASA Form 1 the current rules need to be adapted.

b) Scale of the issue.

The EASA Form 1 and equivalent authorised release certificates are used within most regulatory systems for the release of items. These forms are used by thousands of production and maintenance organisations around the world. Due to the ever-increasing global character of the aviation industry, acceptance of these forms from other regulatory systems is very common.

c) Objectives of the NPA.

The objective of this NPA is to:

(i) Harmonise the completion instructions for the authorised release certificates between different regulatory systems if that is possible within the regulatory framework.
(ii) Remove the eligibility block 9 and harmonise the change to the EASA Form 1.
(iii) Amend regulations and/or guidance material to pave the way for implementation of electronic data exchange of the EASA Form 1.

30. Options

Options identified for the three objectives are:

(i) Improve mutual acceptance of the Form.
Option 1 Introduce totally harmonised (among the regulatory systems) authorised release certificates completion instructions.
Option 2 Harmonisation of the completion instructions, but accepting the need for each regulatory system to add additional clarification and explanation or use specific regulatory terminology.

(ii) Implementation problems caused by eligibility in block 9.
Option 1 Remove block 9 from the EASA Form 1. Remove the requirements to complete block 9 and any related guidance material.
Option 2 Shade, darken, or otherwise mark block 9 to preclude use of this block. Remove the requirements to complete block 9 and any related guidance material.

(iii) Implementation of electronic data exchange of the EASA Form 1.
Option 1 Add new requirements and related guidance for electronic exchange of EASA Form 1 data.
Option 2 Remove text from existing requirements and guidance material that would preclude use of electronic exchange of EASA Form 1 data. Add where necessary additional requirements or guidance material.

31. Sectors concerned

Aviation authorities, production organisations and maintenance organisations.

32. Impacts

a) Safety

The development of a harmonised set of instructions for the completion of the authorised release certificates between production and maintenance regulations and the regulatory systems can only have a positive impact on safety through common understanding of the status of parts.

b) Economic

The benefits of an improved harmonisation of the EASA Form 1 and the completion and understanding of the form are considered to have a considerable positive economic impact by preventing unnecessary rejection or blocking of items.

Electronic exchange of EASA Form 1 data will also have a positive economic effect due to the reduction of handling costs and the time involved in administration. Cost benefits depend on the volume of EASA Form 1 handled and are not economically feasible for all parties concerned.

c) Foreign comparable requirements

In the globalisation of the aviation industry and the increasing need for mutual recognition of the authorised release certificates between the different regulatory systems, the best option is to ensure common understanding of the use and meaning of the data provided by the authorised release certificate. This can best be achieved through introduction of harmonised instructions. The conclusions of the EASA drafting group and the Global Manufacturing Initiative Team 6 will be implemented in the other regulatory systems. Failure to adopt this in Europe will not only increase the confusion between the regulatory systems, but also put European companies at a disadvantage to those companies operating under the other regulatory systems, due their inability to implement a true electronic EASA Form 1.

d) Equity and fairness

The changes are intended to facilitate the worldwide introduction of electronic EASA Form 1. The previous requirements prohibited the introduction of this type of electronic document through its wording. The use of the electronic EASA Form 1 is introduced as a possible option for any company without imposing constraints on others. Equity and fairness is not impacted by this decision.

33. Summary and Final Assessment

The conclusion of the Agency was that the best option for all stakeholders was to harmonise the basic completion instructions while accepting that further clarification may be added in the specific regulations if needed. Full harmonisation of the completion instructions resulted in a too general level of detail and would not provide the required clarification. This harmonisation includes the removal of block 9 and any text that would preclude use of electronic exchange of EASA Form 1 data.

The decision to delete block 9 and renumber the other blocks was to ensure a distinct difference between the previous and the new form (this was a clear request from industry) and avoid future free format use of this block.

By removing any restriction on electronic EASA Form 1 without imposing new requirements leaves the way clear for the acceptance of future technical developments.

B. DRAFT OPINIONS

The text of the amendment is arranged to show deleted text, new text or new paragraph as shown below:

1. ~~Text to be deleted is shown with a line through it.~~
2. New text to be inserted is highlighted with grey shading.
3. ….
   Indicates that remaining text is unchanged in front of or following the reflected amendment.
   ….

Draft Opinion (EC) No 1702/2003

I. PART-21 Appendix I

Replace the existing Appendix I - EASA Form 1 Authorised Release Certificate and Completion Instructions by the following new Appendix I

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

These instructions relate only to the use of the EASA Form 1 for production purposes. Attention is drawn to Appendix I to Part-145 which covers the use of the EASA Form 1 for maintenance purposes.

1. PURPOSE AND USE

A primary purpose of the Certificate is to declare the airworthiness of new aviation products, parts and appliances (hereafter referred to as 'item(s)').

The Certificate is acceptable to many airworthiness authorities, but may be dependent on bilateral agreements and/or the policy of the airworthiness authority. The 'approved design data' mentioned in this Certificate then means approved by the airworthiness authority of the importing country.

The Certificate is not a delivery or shipping note.

Aircraft are not to be released using the Certificate.

The Certificate 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.

A mixture of production released and maintenance released items is not permitted on the same Certificate.

A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same Certificate.

2. GENERAL FORMAT

The Certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognizable.

The Certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the Certificate remains recognizable and legible. If in doubt consult the Competent Authority.

Please note that the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.

All printing must be clear and legible to permit easy reading.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

The Certificate should be in English, and if appropriate, one or more other languages.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.

Limit the use of abbreviations to a minimum, to aid clarity.

The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

3. COPIES

Correlation must be established between the Certificate and the item(s).

The originator must retain a Certificate in a form that allows verification of the original data.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

If an end user finds an error(s) on a Certificate, they must identify it/them in writing to the originator. The originator may issue a new Certificate if they can verify and correct the error(s).

The new Certificate must have a new tracking number, signature and date.

The request for a new Certificate may be honoured without reverification of the item(s) condition. The new Certificate is not a statement of current condition and should refer to the previous Certificate in block 12 by the following statement; "This Certificate corrects the error(s) in block(s) [enter block(s) corrected] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service". Both Certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving Competent Authority /Country

State the name and country of the Competent Authority under whose jurisdiction this Certificate is issued. When the Competent Authority is the Agency, only "*EASA*" must be stated.

Block 2 EASA Form 1 header

"AUTHORISED RELEASE CERTIFICATE"
EASA FORM 1

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the production organisation releasing the item(s) covered by this Certificate. Logos, etc., of the organisation are permitted if they can be contained within the block.

Block 5 Work Order/Contract/Invoice

To help facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference; if none of these are applicable, enter "N/A".

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy cross-referencing to the Remarks block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin).

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulation to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter "N/A".

Block 11 Status/Work

Enter either "PROTOTYPE" or "NEW".

Enter "PROTOTYPE" for the production of a new item in conformity with non-approved design data.

Enter "NEW" for:

1. The production of a new item in conformity with the approved design data.
2. Re-certification by the organisation identified in block 4 of the previous Certificate after alteration or rectification work on an item, prior to entry into service, (e.g., after incorporation of a design change, correction of a defect, inspection or test, or renewal of shelf life.) Details of the original release and the alteration or rectification work are to be entered in block 12.
3. Re-certification by the organisation identified in block 4 of the previous Certificate of items from "prototype" (conformity to non-approved data) to "new" (conformity to approved data and in a condition for safe operation), subsequent to approval of the applicable design data, provided that the design data has not changed. The following statement must be entered in block 12:

   RE-CERTIFICATION OF ITEMS FROM "PROTOTYPE" TO "NEW": THIS DOCUMENT CERTIFIES THE APPROVAL OF THE DESIGN DATA [INSERT TC/STC NUMBER, REVISION LEVEL], DATED [INSERT DATE], TO WHICH THIS ITEM (THESE ITEMS) WAS (WERE) MANUFACTURED.

   The box "approved design data and are in a condition for safe operation" should be marked in block 13a.
4. The examination of a previously released new item prior to entry into service:
   - In accordance with a customer-specified standard or specification, details of which and of the original release are to be entered in block 12.
   - To establish airworthiness. An explanation of the basis of release and details of the original release are to be entered in block 12.

Block 12 Remarks

State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the item. If necessary a separate sheet may be used and referenced from the main Certificate. Each statement must be clearly identified as to which item in block 6 it relates. If there is no statement, state 'None'.

Examples of conditions which would necessitate statements in block 12 are:

- When the Certificate is used for prototype purposes the following statement must be entered at the beginning of block 12:

  'NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT'.

- Re-certification of items from "prototype" (conformity only to non-approved data) to "new" (conformity to approved data and in a condition for safe operation) once the applicable design data is approved.

  The following statement must be entered in block 12:

  'RE-CERTIFICATION OF ITEMS FROM "PROTOTYPE" TO "NEW":
  THIS DOCUMENT CERTIFIES THE APPROVAL OF THE DESIGN DATA [INSERT TC/STC NUMBER, REVISION LEVEL], DATED [INSERT DATE], TO WHICH THIS ITEM (THESE ITEMS) WAS (WERE) MANUFACTURED.

- When a new Certificate is issued to correct error(s) the following statement must be entered in block 12:
  'THIS CERTIFICATE CORRECTS THE ERROR(S) IN BLOCK(S) [ENTER BLOCK(S) CORRECTED] OF THE CERTIFICATE [ENTER ORIGINAL TRACKING NUMBER] DATED [ENTER ORIGINAL ISSUANCE DATE] AND DOES NOT COVER CONFORMITY/CONDITION/RELEASE TO SERVICE'.

- For ETSO articles, state the applicable ETSO.
- Shelf life data.
- Shortages or outstanding work, e.g. missing parts of an assembly, reassembly after shipment.

If printing the data from an electronic EASA Form 1 any data not appropriate in other blocks should be entered in this block.

Block 13a

Mark only one of the two boxes.

(1) Mark the "approved design data and are in a condition for safe operation" box if the item(s) were manufactured using approved design data and found to be in a condition for safe operation.

(2) Mark the "non-approved design data specified in block 12" box if the item(s) were manufactured using applicable non-approved design data. Identify the data in block 12 (e.g., pending type-certificate, for test only, pending approved data).

Mixtures of items released against approved and non-approved design data are not permitted on the same Certificate.

Block 13b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the Competent Authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 13c Approval/Authorisation Number

Enter the approval/authorisation number/reference. This number or reference is issued by the Competent Authority.

Block 13d Name

Enter the name of the person signing block 13b in a legible form.

Block 13e Date (dd/mmm/yyyy)

Enter the date on which block 13b is signed.

The date must be in the format dd/mmm/yyyy
(dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year).

Block 14a-14e

General Requirements for blocks 14a-14e:

Not used for production release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

User/Installer Responsibilities

Place the following statement on the Certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

"This Certificate does not automatically constitute authority to install.

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown."

1. Approving Competent Authority / Country	***AUTHORISED RELEASE CERTIFICATE*** EASA FORM 1				3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					

13a Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12		14a. ☐ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/ Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No.
13d. Name	13e. Date (dd/mmm/yyyy)	14d. Name	14e. Date (dd/mmm/yyyy)

EASA Form 1-Issue 2

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

(the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.)

USER/INSTALLER RESPONSIBILITIES

This Certificate does not automatically constitute authority to install.

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Draft Opinion (EC) No 2042/2003

II. PART-M Appendix II

Replace the existing Part-M Appendix II by the following new Appendix II

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

These instructions relate only to the use of the EASA Form 1 for maintenance purposes. Attention is drawn to (Appendix I to Part-21) which cover the use of the EASA Form 1 for production purposes.

1. PURPOSE AND USE

A primary purpose of the Certificate is to declare the airworthiness of maintenance work undertaken on products, parts and appliances (hereafter referred to as 'item(s)').

The Certificate is acceptable to many airworthiness authorities, but may be dependent on bilateral agreements and/or the policy of the airworthiness authority. The 'approved design data' mentioned in this Certificate then means approved by the airworthiness authority of the importing country.

The Certificate is not a delivery or shipping note.

Aircraft are not to be released using the Certificate.

The Certificate 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.

A mixture of production released and maintenance released items is not permitted on the same Certificate.

2. GENERAL FORMAT

The Certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable.

The Certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the Certificate remains recognisable and legible. If in doubt consult the Competent Authority.

Please note that the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.

All printing must be clear and legible to permit easy reading.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

The Certificate should be in English, and if appropriate, one or more other languages.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.

Limit the use of abbreviations to a minimum, to aid clarity.

The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

3. COPIES

Correlation must be established between the Certificate and the item(s).

The originator must retain a Certificate in a form that allows verification of the original data.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

If an end user finds an error(s) on a Certificate, they must identify it/them in writing to the originator. The originator may issue a new Certificate if they can verify and correct the error(s).

The new Certificate must have a new tracking number, signature and date.

The request for a new Certificate may be honoured without reverification of the item(s) condition. The new Certificate is not a statement of current condition and should refer to the previous Certificate in block 12 by the following statement; "This Certificate corrects the error(s) in block(s) [enter block(s) corrected] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service". Both Certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving Competent Authority /Country

State the name and country of the Competent Authority under whose jurisdiction this Certificate is issued.

Block 2 EASA Form 1 header

"AUTHORISED RELEASE CERTIFICATE"
EASA FORM 1

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the approved organisation releasing the work covered by this Certificate. Logos, etc., are permitted if the logo can be contained within the block.

Block 5 Work Order/Contract/Invoice

To help facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference; if none of these are applicable, enter "N/A".

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy cross-referencing to the Remarks block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin).

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulations to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter "N/A".

Block 11 Status/Work

The following table describes the permissible entries for block 11. Enter only one of these terms – where more than one may be applicable, use the one that most accurately describes the majority of the work performed and/or the status of the article.

Entry	Meaning
Overhauled	Means a process that ensures the item is in complete conformity with the applicable service tolerances specified in the type certificate holder's, or equipment manufacturer's instructions for continued airworthiness, or in the data which is approved or accepted by the Authority. The item will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with the above specified data.
Repaired	Rectification of defect(s) using an applicable standard.*
Inspected/Tested	Examination, measurement, etc. in accordance with an applicable standard* (e.g. visual inspection, functional testing, bench testing and operational checks). The results shall be described or referenced in block 12.
Modified	Alteration of an item to conform to an applicable standard.*

* Applicable standard means a manufacturing/design/maintenance/quality norm, method, technique or practice approved by or acceptable to the Competent Authority. The Applicable Standard shall be described in block 12.

Block 12 Remarks

State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the item in relation to the work being certified. If necessary a separate sheet may be used and referenced from the main Certificate. Each statement must be clearly identified as to which item in block 6 it relates. If there is no statement, state 'None'.

Examples of statements in block 12 are:

- Maintenance documentation used, including the revision status.
- Compliance with airworthiness directives or service bulletins.
- Repairs carried out.
- Modifications carried out.
- Replacement parts installed.
- Life limited parts status.
- Deviations from the customer work order.
- Release statements to satisfy a foreign CAA maintenance requirement.

If printing the data from an electronic EASA Form 1 any data not appropriate in other blocks should be entered in this block.

Block 13a-13e

General Requirements for blocks 13a-13e:

Not used for maintenance release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

Block 14a

Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box "other regulations specified in block 12" is marked, then the regulations of the other airworthiness authority(ies) must be identified in block 12. At least one box must be marked, or both boxes may be marked, as appropriate.

Block 14b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the Competent Authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 14c Approval/Authorisation Number

Enter the approval/authorisation number/reference. This number or reference is issued by the Competent Authority.

Block 14d Name

Enter the name of the person signing block 14b in a legible form.

Block 14e Date (dd/mmm/yyyy)

Enter the date on which block 14b is signed.

The date must be in the format dd/mmm/yyyy
(dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year).

User/Installer Responsibilities

Place the following statement on the Certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

"This Certificate does not automatically constitute authority to install.

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown."

1. Approving Competent Authority / Country	***AUTHORISED RELEASE CERTIFICATE*** EASA FORM 1				3. Form Tracking Number
4. Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work
12. Remarks					

13a Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12		14a. ☐ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/ Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No.
13d. Name	13e. Date (dd/mmm/yyyy)	14d. Name	14e. Date (dd/mmm/yyyy)

EASA Form 1-Issue 2

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

(the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.)

USER/INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install.

Where working in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1, the user/installer shall ensure that their Airworthiness Authority accepts items from the Airworthiness Authority of the country specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

III. PART-145 Appendix I

Replace the existing Part-145 Appendix I by the following new Appendix I

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

These instructions relate only to the use of the EASA Form 1 for maintenance purposes. Attention is drawn to (Appendix I to Part-21) which cover the use of the EASA Form 1 for production purposes.

1. PURPOSE AND USE

A primary purpose of the Certificate is to declare the airworthiness of maintenance work undertaken on products, parts and appliances (hereafter referred to as 'item(s)').

The Certificate is acceptable to many airworthiness authorities, but may be dependent on bilateral agreements and/or the policy of the airworthiness authority. The 'approved design data' mentioned in this Certificate then means approved by the airworthiness authority of the importing country.

The Certificate is not a delivery or shipping note.

Aircraft are not to be released using the Certificate.

The Certificate 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.

A mixture of production released and maintenance released items is not permitted on the same Certificate.

2. GENERAL FORMAT

The Certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the Certificate unrecognisable.

The Certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the Certificate remains recognisable and legible. If in doubt consult the Competent Authority.

Please note that the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.

All printing must be clear and legible to permit easy reading.

The Certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

The Certificate should be in English, and if appropriate, one or more other languages.

The details to be entered on the Certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.

Limit the use of abbreviations to a minimum, to aid clarity.

The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but must not include any certification statement.

3. COPIES

Correlation must be established between the Certificate and the item(s).

The originator must retain a Certificate in a form that allows verification of the original data.

There is no restriction in the number of copies of the Certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

If an end user finds an error(s) on a Certificate, they must identify it/them in writing to the originator. The originator may issue a new Certificate if they can verify and correct the error(s).

The new Certificate must have a new tracking number, signature and date.

The request for a new Certificate may be honoured without reverification of the item(s) condition. The new Certificate is not a statement of current condition and should refer to the previous Certificate in block 12 by the following statement; "This Certificate corrects the error(s) in block(s) [enter block(s) corrected] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service". Both Certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving Competent Authority /Country

State the name and country of the Competent Authority under whose jurisdiction this Certificate is issued.

Block 2 EASA Form 1 header

"AUTHORISED RELEASE CERTIFICATE"
EASA FORM 1

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organisation identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the approved organisation releasing the work covered by this Certificate. Logos, etc., are permitted if the logo can be contained within the block.

Block 5 Work Order/Contract/Invoice

To help facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference; if none of these are applicable, enter "N/A".

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy cross-referencing to the Remarks block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin).

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulations to be identified with a serial number, enter it here. Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter "N/A".

Block 11 Status/Work

The following table describes the permissible entries for block 11. Enter only one of these terms – where more than one may be applicable, use the one that most accurately describes the majority of the work performed and/or the status of the article.

Entry	Meaning
Overhauled	Means a process that ensures the item is in complete conformity with the applicable service tolerances specified in the type certificate holder's, or equipment manufacturer's instructions for continued airworthiness, or in the data which is approved or accepted by the Authority. The item will be at least disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with the above specified data.
Repaired	Rectification of defect(s) using an applicable standard.*
Inspected/Tested	Examination, measurement, etc. in accordance with an applicable standard* (e.g. visual inspection, functional testing, bench testing and operational checks). The results shall be described or referenced in block 12.
Modified	Alteration of an item to conform to an applicable standard.*

* Applicable standard means a manufacturing/design/maintenance/quality norm, method, technique or practice approved by or acceptable to the Competent Authority. The Applicable Standard shall be described in block 12.

Block 12 Remarks

State any information in this block, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of the item in relation to the work being certified. If necessary a separate sheet may be used and referenced from the main Certificate. Each statement must be clearly identified as to which item in block 6 it relates. If there is no statement, state 'None'.

Examples of statements in block 12 are;

- Maintenance documentation used, including the revision status.
- Compliance with airworthiness directives or service bulletins.
- Repairs carried out.
- Modifications carried out.
- Replacement parts installed.
- Life limited parts status.
- Deviations from the customer work order.
- Release statements to satisfy a foreign CAA maintenance requirement.

If printing the data from an electronic EASA Form 1 any data not appropriate in other blocks should be entered in this block.

Block 13a-13e

General Requirements for blocks 13a-13e:

Not used for maintenance release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

Block 14a

Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box "other regulations specified in block 12" is marked, then the regulations of the other airworthiness authority(ies) must be identified in block 12. At least one box must be marked, or both boxes may be marked, as appropriate.

Block 14b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the Competent Authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 14c Approval/Authorisation Number

Enter the approval/authorisation number/reference. This number or reference is issued by the Competent Authority.

Block 14d Name

Enter the name of the person signing block 14b in a legible form.

Block 14e Date (dd/mmm/yyyy)

Enter the date on which block 14b is signed.

The date must be in the format dd/mmm/yyyy
(dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year).

User/Installer Responsibilities

Place the following statement on the Certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

"This Certificate does not automatically constitute authority to install.

Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown."

1. Approving Competent Authority / Country	***AUTHORISED RELEASE CERTIFICATE*** EASA FORM 1	3. Form Tracking Number
4. Organisation Name and Address:		5. Work Order/Contract/Invoice

6. Item	7. Description	8. Part No.	9. Qty.	10. Serial No.	11. Status/Work

12. Remarks

13a Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12		14a. ☐ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/ Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No.
13d. Name	13e. Date (dd/mmm/yyyy)	14d. Name	14e. Date (dd/mmm/yyyy)

EASA Form 1-Issue 2

AUTHORISED RELEASE CERTIFICATE – EASA FORM 1

(the User/Installer responsibility statements can be placed on the reverse or on the front by reducing the depth of the Certificate.)

USER/INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install.

Where working in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1, the user/installer shall ensure that their Airworthiness Authority accepts items from the Airworthiness Authority of the country specified in block 1.

Statements in block(s) 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

C. DRAFT DECISIONS

I. Acceptable Means of Compliance and Guidance Material to Part-21

Replace the existing AMC No 2 to 21A.130(b) by the following new AMC No.2 to 21A.130(b).

AMC No. 2 to 21A.130(b)
Statement of Conformity for Products (other than complete aircraft), parts and/or appliances - The Authorised Release Certificate (EASA Form 1)

A INTRODUCTION

This AMC relates specifically to the use of the EASA Form 1 for manufacturing purposes under Part-21 Subpart F. It can be used as a supplement to the completion instructions in Part-21, Appendix I which covers the use of the EASA Form 1.

1. PURPOSE AND USE

The EASA Form 1 is prepared and signed by the manufacturer. For production under Part-21 Subpart F it is presented for validation by the Competent Authority.

Under Subpart F the Certificate may only be issued by the Competent Authority.

A mixture of items released under Subpart G and under Subpart F of Part-21 is not permitted on the same Certificate.

2. GENERAL FORMAT

Refer to Part-21 Appendix I.

3. COPIES

Refer to Part 21 Appendix I.

The Part-21 Subpart F originator must retain a copy of the Certificate in a form that allows verification of original data.

4. ERROR(S) ON CERTIFICATE

If an end user finds an error(s) on a Certificate, they must identify it/them in writing to the originator. The originator may prepare and sign a new Certificate for validation by the Competent Authority if they can verify and correct the error(s).

The new Certificate must have a new tracking number, signature and date.

The request for a new Certificate may be honoured without reverification of the item(s) condition. The new Certificate is not a statement of current condition and should refer to the previous Certificate in block 12 by the following statement: “This Certificate corrects the error(s) in block(s) [enter block(s) corrected] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service”. Both Certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Refer to Part-21 Appendix I for completion of the certificate. Specific Part-21 Subpart F instructions that differ from the Part-21 Appendix I are provided below.

Block 1 Approving Competent Authority/Country

State the name and country of the Competent Authority under whose jurisdiction this Certificate is issued. When the Competent Authority is the Agency, “EASA” must be stated.

Block 12 Remarks

Additionally, for production under Subpart F, this block must include the Statement of Conformity by the manufacturer under 21A.130. For this purpose, the appropriate Block 13a statement must be included in the block 12 and not referenced in a separated document. The Statement may be pre-printed, computer generated or stamped, and must be followed by the signature of the manufacturer authorised person under 21A.130(a), the name and the position/identification of such person and the date of the signature.

Block 13b Authorised Signature

This space shall be completed with the signature of the Competent Authority representative validating the block 12 manufacturer Statement of Conformity, under 21A.130(d). To aid recognition, a unique number identifying the representative may be added.

Block 13c Approval/Authorisation Number

Enter the authorisation number reference. This number or reference is given by the Competent Authority to the manufacturer working under Part-21 Subpart F.

AMC 21A.163(c)
Computer generated signature and electronic exchange of the EASA Form 1

1 Submission to the Competent Authority
Any POA holder applicant intending to implement a computer generated signature procedure to issue EASA Form 1 and/or to exchange electronically such data contained on the EASA Form 1, must document it and submit it to the Competent Authority as part of the documents attached with its exposition and dealing with the issue of airworthiness ~~certifications~~ data.

2 Characteristics of the computer generated signature system
The electronic system must:
- guarantee secure access for each certifying staff;
- provide for a "personal" signature, identifying the signatory. The signature should be generated only in presence of the signatory.
- ~~insure~~ ensure integrity and accuracy of the data certified by the signature of the Form and be able to show evidence of the authenticity of the EASA Form 1(recording and record keeping) with suitable security, safeguards and backups.
- be active only at the location where the part is being released with an EASA Form 1;
- not permit to sign a blank form;
- ~~not permit modification~~ provide a high degree of assurance that the data has not been modified after signature (if modification is necessary after issuance, i.e., re-certification of a part), a new form with a new number and reference to the initial ~~certification~~ issuance should be made
~~- insure integrity of the data certified by the signature of the Form and be able to show evidence of the authenticity of the EASA Form 1(recording and record keeping)~~

POA holders/applicants are reminded that additional national and/or European requirements may need to be satisfied when operating computer generated signature systems. Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.
The computer generated signature system must be based on a policy and management structure, such as:

- Administrators, signatories
- Scope of authorisation, rights
- Password, authentication, protections
- Track changes
- Minimum blocks to be completed
- Archives
- Etc.

3 Characteristics of the computer generated signature
Each computer generated signature should clearly identify the signatory according to the system. A computer generated signature is defined as an electronically generated value based on a

cryptographic algorithm and appended to data in a way to enable the verification of the data's source and integrity.
The computer generated signature ~~must~~ is allowed to take ~~the~~ any form ~~of~~ when it is displayed or printed, such as a representation of the hand-written signature of the person signing (i.e. scanned signature) or their name.

In addition to facilitate understanding and acceptance of the EASA Form 1 released with a computer generated signature the following statement should be printed in Block 13b:

"Electronic Signature on File".

When it is necessary to print the electronic form, the EASA Form 1 should fit the general format as specified in Appendix I to Part-21. A watermark-type "PRINTED FROM ELECTRONIC FILE" must be printed on document ~~13 of the Form: "This document has been issued according to an approved computer generated signature procedure"~~.

4 Electronic exchange of the electronic EASA Form 1

The electronic exchange of the electronic EASA Form 1 should be based on a voluntary basis.
Both parties (issuer and receiver) should agree on the fact that the EASA Form 1 should be electronically transferred.
As soon as the receiver is not capable of receiving electronically the document, the system should come back to the paper system.
The applicant is reminded that additional national and/or European requirements may need to be satisfied when operating the electronic exchange of the electronic EASA Form 1. Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.
A standard format for the exchange of electronic EASA Form 1 providing the minimum requirements for digital security when issuing and receiving the electronic EASA Form 1 data, should satisfy the officially recognized standard, such as:

- High level of digital security; the data must be protected, unaltered or uncorrupted;
- Any change should be traceable;
- Confidentiality based on a policy and a management structure (administrators, signatories, scope of authorisation, rights, password, authentication, protections, track changes, minimum information to be given, archives, etc.);
- Traceability of data back to its source.

When it is necessary to print the electronic form, refer to the subparagraph 3 here above.

When needed for an electronic EASA Form 1 or its exchange, additional data necessary for the electronic format (manufacturer, customer identification code etc) may be added to the printed copies of EASA Form 1 without precluding from filling out, issuing, printing or reading such document. This additional data should be provided only in block 12 unless it is necessary to include it in another block to clarify the contents of that block. As example, a hyperlink to a workshop report or inspection when electronically available may be added in block 12 of the EASA Form 1 for traceability, record-keeping or for any purpose giving additional/valuable information or better understanding about the airworthiness status of the equipment.
Once an electronic signature has been applied to the data, any modifications to the electronic form should render the data invalid to any computer application processing the electronic file.

Trading partners wishing to exchange EASA Form 1 electronically should do so in accordance with these means of compliance stated in this document. It is recommended that they use an established, common, industry method such as Air Transport Association (ATA) Spec 2000 Chapter 16.

GM No. 4 to 21.165(c)
Airworthiness Release or Conformity Certificate

The EASA Form 1, when used as a release certificate as addressed in 21A.165(c)(2) and (3), may be issued in two ways:

- As an airworthiness release, only when by virtue of the arrangement described in 21A.133(b) and (c), it can be determined that the part conforms to the approved design data and is in condition for safe operation.

- As a conformity Certificate, only when by virtue of the arrangement described in 21A.133(b) and (c), it can be determined that the part conforms to applicable design data which is not (yet) approved, for a reason that is indicated in block 12. Parts released with an EASA Form 1 as a conformity Certificate are not eligible for installation in a type-certificated aircraft.

The EASA Form 1 should only be used for Conformity release purposes when it is possible to indicate the reason that prevents its issue as for airworthiness release purposes.

II. Annex I Acceptable Means of Compliance to Part-M

Subpart E COMPONENTS

AMC M.A.501 (a) - Installation

….

7. The following formats of a received EASA Form 1 or equivalent certificate are acceptable:

- A paper certificate bearing a signature (both originals and copies are accepted);
- A paper certificate bearing an electronic signature (printed from electronically stored data) if the signature procedure conforms to Part-M Appendix II or Part-21, Appendix I or, in cases of equivalent certificates, conforms to the requirements of the issuing NAA;
- An electronically generated, signed and forwarded EASA Form 1 or equivalent.

AMC M.A.501 (b) – Installation

1. The EASA Form 1 identifies the airworthiness ~~and eligibility~~ status of an aircraft component. Block ~~13~~ 12 "Remarks" on the EASA Form 1 in some cases contains vital airworthiness related information (see also Part-M Appendix II) which may need appropriate and necessary actions.

2. The fitment of replacement components~~/material~~ should only take place when the person referred to under M.A.801 or the M.A. Subpart F maintenance organisation is satisfied that such components~~/material~~ meet required standards in respect of manufacture or maintenance, as appropriate.

3. The person referred to under M.A.801 or the M.A. Subpart F approved maintenance organisation should be satisfied that the component in question meets the approved data/standard, such as the required design and modification standards. This may be accomplished by reference to the TC holder or manufacturer's parts catalogue or other approved data (i.e. SB). Care should also be exercised in ensuring compliance with applicable AD and the status of any service life limited parts fitted to the aircraft component.

….

AMC M.A.501 (d) – Installation

….

5. EASA Form 1 or equivalent should ~~is~~ not ~~normally~~ be issued for such material and therefore none should be expected. The material specification is normally identified in the TC holder's data except in the case where the Agency or the ~~c~~Competent ~~a~~Authority has agreed otherwise.

Subpart F MAINTENANCE ORGANISATION

AMC M.A.613 (a) Component certificate of release to service

1. An aircraft component which has been maintained off the aircraft requires the issue~~a~~ance of a certificate of release to service for such maintenance and another CRS to service in regard to being installed properly on the aircraft when such action occurs.

2. In the case of components in storage prior to Part-145, Part-M and Part-21 and not released on an EASA Form 1 or equivalent in accordance with M.A.501(a) or removed serviceable from active

aircraft which have been withdrawn from service, this paragraph provides additional guidance regarding the conditions under which an EASA Form 1 may be issued .

2.1 An EASA Form 1 may be issued for an aircraft component which has been:

- released without an EASA Form 1 or equivalent.
- Used on an aircraft and removed in a serviceable condition. Examples include leased and loaned aircraft components.
- Removed from aircraft which have been withdrawn from service, or from aircraft which have been involved in abnormal occurrences such as accidents, incidents, heavy landings or lightning strikes.
- Components maintained by an unapproved organisation.

2.2 An appropriately rated ~~M.A~~ Part-M Subpart F maintenance organisation may issue an EASA Form 1 as detailed in this AMC sub-paragraph 2.5 to 2.9, as appropriate, in accordance with procedures detailed in the manual as approved by the ~~c~~Competent ~~a~~Authority. The appropriately rated ~~M.A~~ Part-M Subpart F maintenance organisation is responsible for ensuring that all reasonable measures have been taken to ensure that only approved and serviceable aircraft components are issued an EASA Form 1 under this paragraph.

2.3. For the purposes of this paragraph 2 only, appropriately rated means an organisation with an approval class rating for the type of component or for the product in which it may be installed.

2.4. An EASA Form 1 issued in accordance with this paragraph 2 should be issued by signing in block ~~20~~ 14b and stating "Inspected" in block ~~12~~ 11. In addition, block ~~13~~ 12 should specify:

2.4.1. when the last maintenance was carried out and by whom;

2.4.2. if the component is unused, when the component was manufactured and by whom with a cross reference to any original documentation which should be included with the Form;

2.4.3. a list of all airworthiness directives, repairs and modifications known to have been incorporated. If no airworthiness directives or repairs or modifications are known to be incorporated then this should be so stated

2.4.4. detail of life used for service life limited parts being any combination of fatigue, overhaul or storage life;

2.4.5. for any aircraft component having its own maintenance history record, reference to the particular maintenance history record as long as the record contains the details that would otherwise be required in block ~~13~~ 12. The maintenance history record and acceptance test report or statement, if applicable, should be attached to the EASA Form 1.

2.5. New / unused aircraft components

2.5.1 Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part-21 that was manufactured by an organisation acceptable to the ~~c~~Competent ~~a~~Authority at the time may be issued an EASA Form 1 by an appropriately rated maintenance organisation approved under ~~M.A~~ Part-M Subpart F. The EASA Form 1 should be issued in accordance with the following subparagraphs which should be included in a procedure within the maintenance organisation manual.

Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this paragraph represents a maintenance release under ~~M.A~~ Part-M Subpart F and not a production release under Part-21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers own production line.

(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subjected to acceptance testing after manufacturing or maintenance as appropriate.

(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition or in the absence of specific storage instructions the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.

(c) The storage life used of any storage life limited parts should be established.

2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in subparagraph 2.5.1 (a) to (c) inclusive the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated airworthiness directives, repairs and modifications and inspected/tested in accordance with the ~~manufacturers~~ maintenance ~~instructions~~ data to establish satisfactory condition and, if relevant, all seals, lubricants and life limited parts replaced. On satisfactory completion after reassembly an EASA Form 1 may be issued stating what was carried out and the reference of the ~~manufacturers~~ maintenance ~~instructions~~ data included.

2.6. Used aircraft components removed from a serviceable aircraft.

2.6.1. Serviceable aircraft components removed from a Member State registered aircraft may be issued an EASA Form 1 by an appropriately rated organisation subject to compliance with this subparagraph.

(a) The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.

(b) The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.

(c) The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional ~~manufacturer's~~ maintenance ~~instructions~~ data.

(d) The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this paragraph 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could effect its operation.

(e) A maintenance history record should be available for all used serialised aircraft components.

(f) Compliance with known modifications and repairs should be established.

(g) The flight hours/cycles/landings as applicable of any service life limited parts including time since overhaul should be established.

(h) Compliance with known applicable airworthiness directives should be established.

(i) Subject to satisfactory compliance with this subparagraph 2.6.1 an EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.6.2. Serviceable aircraft components removed from a non Member State registered aircraft may only be issued an EASA Form 1 if the components are leased or loaned from the maintenance organisation approved under ~~M.A~~ Part-M Subpart F who retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.7. Used aircraft components removed from an aircraft withdrawn from service. Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued an EASA Form 1 by a maintenance organisation approved under ~~M.A~~ Part-M Subpart F subject to compliance with this sub paragraph.

(a) Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under ~~M.A~~ Part-M. Subpart F, employing procedures approved by the ~~c~~Competent ~~a~~Authority.

(b) To be eligible for installation components removed from such aircraft may be issued with an EASA Form 1 by an appropriately rated organisation following a satisfactory assessment.

(c) As a minimum the assessment will need to satisfy the standards set out in paragraphs 2.5 and 2.6 as appropriate. This should where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.

(d) Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should satisfy itself that the manner in which the components were removed and stored are compatible with the standards required by ~~M.A~~ Part-M Subpart F.

(e) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff, who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

(f) All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.

(g) Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

(h) Suitable ~~M.A~~ Part-M Subpart F facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility subsequent disassembly (if required) and storage of the components should be in accordance with manufacturer's recommendations.

2.8. Used aircraft components maintained by organisations not approved in accordance with ~~M.A~~ Part-M Subpart F.

For used components maintained by a maintenance organisation unapproved under Part-M Subpart F, due care should be exercised before acceptance of such components. In such cases an appropriately rated maintenance organisation approved under ~~p~~Part-145 should establish satisfactory conditions by:

(a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data,

(b) replacing of all service life limit components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition,

(c) reassembling and testing as necessary the component,

(d) completing all certification requirements as specified in M.A.613.

2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections made necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block ~~13~~ 12.

3. A certificate should not be issued for any component when it is known that the component is unserviceable except in the case of an component undergoing a series of maintenance processes at several approved maintenance organisations and the component needs a certificate for the previous maintenance process carried out for the next approved maintenance organisation to accept the component for subsequent maintenance processes. A clear statement of limitation should be endorsed in block ~~13~~ 12.

4. The certificate is to be used for export/import purposes, as well as for domestic purposes, and serves as an official certificate for components from the manufacturer/maintenance organisation to users. The certificate is not a delivery or shipping note. It should only be issued by organisations approved by a ~~c~~Competent ~~a~~Authority or the Agency as applicable within the scope of the approval.

Insert the following new AMC M.A.613(b)

AMC M.A.613 (b) Component certificate of release to service

1. The following formats of an issued EASA Form 1 or equivalent certificate are acceptable:

- A paper certificate bearing a signature (both originals and copies are accepted);
- A paper certificate bearing an electronic signature (printed from electronically stored data) if the signature procedure conforms to Part-M Appendix II or Part-21, Appendix I or, in cases of equivalent certificates, conforms to the requirements of the issuing NAA;
- An electronically generated, signed and forwarded EASA Form 1 or equivalent when complying with the following subparagraph 2.

2. Computer generated signature and electronic exchange of the EASA form 1

a) Submission to the Competent Authority

Any applicant intending to implement a computer generated signature procedure to issue EASA Form 1 and/or to exchange electronically such data contained on the EASA Form 1, must document it and submit it to the Competent Authority as part of the documents attached with its exposition and dealing with the issue of airworthiness data.

b) Characteristics of the computer generated signature system

The electronic system must:
- guarantee secure access for each certifying staff;
- provide for a "personal" signature, identifying the signatory. The signature should be generated only in presence of the signatory;
- ensure integrity and accuracy of the data certified by the signature of the Form and be able to show evidence of the authenticity of the EASA Form 1 (recording and record keeping) with suitable security, safeguards and backups;
- be active only at the location where the part is being released with an EASA Form 1;
- not permit to sign a blank form;
- provide a high degree of assurance that the data has not been modified after signature (if modification is necessary after issuance, i.e., re-certification of a part), a new form with a new number and reference to the initial issuance should be made;

The applicant is reminded that additional national and/or European requirements may need to be satisfied when operating computer generated signature systems. Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.

The computer generated signature system must be based on a policy and management structure, such as:

- Administrators, signatories;
- Scope of authorisation, rights;
- Password, authentication, protections;
- Track changes;
- Minimum blocks to be completed;
- Archives;
- Etc.

c) Characteristics of the computer generated signature

Each computer generated signature should clearly identify the signatory according to the system. A computer generated signature is defined as an electronically generated value based on a cryptographic algorithm and appended to data in a way to enable the verification of the data's source and integrity.

The computer generated signature is allowed to take any form when it is displayed or printed, such as a representation of the hand-written signature of the person signing (i.e. scanned signature) or their name.

In addition to facilitate understanding and acceptance of the EASA Form 1 released with a computer generated signature the following statement should be printed in Block 14b:

"Electronic Signature on File".

When it is necessary to print the electronic form, the EASA Form 1 should fit the general format as specified in appendix II to PART M. A watermark-type "PRINTED FROM ELECTRONIC FILE" must be printed on document.

d) Electronic exchange of the electronic EASA Form 1

The electronic exchange of the electronic EASA Form 1 should be based on a voluntary basis.
Both parties (issuer and receiver) should agree on the fact that the EASA Form 1 should be electronically transferred.
As soon as the receiver is not capable of receiving electronically the document, the process should come back to the paper process.
The applicant is reminded that additional national and/or European requirements may need to be satisfied when operating the electronic exchange of the electronic EASA Form 1. Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.
A standard format for the exchange of electronic EASA Form 1 providing the minimum requirements for digital security when issuing and receiving the electronic EASA Form 1 data, should satisfy the officially recognized standard, such as:

- High level of digital security; the data must be protected, unaltered or uncorrupted;
- Any change should be traceable;
- Confidentiality based on a policy and a management structure (Administrators, signatories, scope of authorisation, rights, password, authentication, protections, track changes, minimum information to be given, archives, etc.);
- Traceability of data back to its source.

When it is necessary to print the electronic form, refer to the subparagraph 2 here above.

When needed for an electronic EASA Form 1 or its exchange, additional data necessary for the electronic format (manufacturer, customer identification code etc.) may be added to the printed copies of EASA Form 1 without precluding from filling out, issuing, printing or reading such document. This additional data should be provided only in block 12 unless it is necessary to include it in another block to clarify the contents of that block. As example, a hyperlink to a workshop report or inspection when electronically available may be added in block 12 of the EASA Form 1 for traceability, record-keeping or for any purpose giving additional/valuable information or better understanding about the airworthiness status of the equipment.
Once an electronic signature has been applied to the data, any modifications to the electronic form should render the data invalid to any computer application processing the electronic file.

Trading partners wishing to exchange EASA Form 1 electronically should do so in accordance with these means of compliance stated in this document. It is recommended that they use an established, common, industry method such as Air Transport Association (ATA) Spec 2000 Chapter 16.

III. Annex II Acceptable Means of Compliance to Part-145

AMC 145.A.42(a) (1) Acceptance of components

1. An EASA Form 1 is acceptable when issued by an EASA Part-21 Production or Part-145 Maintenance organisation.

2. An equivalent document to an EASA Form 1 may be:

….

3. The following formats of a received EASA Form 1 or equivalent certificate are acceptable:

- A paper certificate bearing a signature (both originals and copies are accepted);
- A paper certificate bearing an electronic signature (printed from electronically stored data) if the signature procedure conforms to Part-M Appendix II or Part 21, Appendix I or, in cases of equivalent certificates, conforms to the requirements of the issuing NAA;

- An electronically generated, signed and forwarded EASA Form 1 or equivalent.

AMC 145.A.42(a) (5) Acceptance of components

Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemicals dyes and sealants etc.

Raw material is any material that requires further work to make it into a component part of the aircraft such as metals, plastics, wood, fabric etc.

Material both raw and consumable should only be accepted when satisfied that it is to the required specification. To be satisfied, the material and or its packaging should be marked with the specification and where appropriate the batch number.

Documentation accompanying all material should clearly relate to the particular material and contain a conformity statement plus both the manufacturing and supplier source. Some material is subject to special conditions such as storage condition or life limitation etc. and this should be included on the documentation and/or material packaging.

EASA Form 1 or equivalent should not be issued for such material and therefore none should be expected. The material specification is normally identified in the TC holder's data except in the case where the Agency or the Competent Authority has agreed otherwise.

AMC 145.A.42(b) Acceptance of components

The EASA Form 1 or equivalent identifies the ~~eligibility~~ ~~and~~ status of an aircraft component. Block ~~13~~ 12"Remarks" on the EASA Form ~~One~~ 1 in some cases contains vital airworthiness related information which may need appropriate and necessary actions.

….

AMC 145.A.50(a) Certification of maintenance

~~1. A component which has been maintained off the aircraft needs the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft when such action occurs. In the case of base maintenance this takes the form of a separate task sign off for the maintenance and installation tasks.~~

~~1.2. When an organisation maintains a component for use by the organisation, an EASA Form 1 may not be necessary depending upon the organisations' internal release procedures defined in the maintenance organisation exposition.~~

~~1.3~~. "Hazard seriously the flight safety" means any instances where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An airworthiness directive overdue for compliance is also considered a hazard to flight safety.

~~2. In the case of the issue of EASA Form 1 for components in storage prior to Part-145 and Part-21 and not released on an EASA Form 1 or equivalent in accordance with 145.A.42(a) or removed serviceable from a serviceable aircraft or an aircraft which have been withdrawn from service the following applies.~~

~~2.1 An EASA Form 1 may be issued for an aircraft component which has been:~~

- ~~Maintained before Part-145 became effective or manufactured before Part-21 became effective.~~
- ~~Used on an aircraft and removed in a serviceable condition. Examples include leased and loaned aircraft components.~~
- ~~Removed from aircraft which have been withdrawn from service, or from aircraft which have been involved in abnormal occurrences such as accidents, incidents, heavy landings or lightning strikes.~~
- ~~Components maintained by an unapproved organisation.~~

~~2.2. An appropriately rated maintenance organisation approved under Part-145 may issue an EASA Form 1 as detailed in this AMC sub-paragraph 2.5 to 2.9, as appropriate, in accordance with procedures detailed in the exposition as approved by the competent authority. The appropriately rated~~

~~organisation is responsible for ensuring that all reasonable measures have been taken to ensure that only approved and serviceable aircraft components are issued an EASA Form 1 under this paragraph.~~

~~2.3. For the purposes of this paragraph 2 only, appropriately rated means an organisation with an approval class rating for the type of component or for the product in which it may be installed.~~

~~2.4. An EASA Form 1 issued in accordance with this paragraph 2 should be issued by signing in block 20 and stating "Inspected" in block 12. In addition, block 13 should specify:~~

~~2.4.1. When the last maintenance was carried out and by whom.~~

~~2.4.2. If the component is unused, when the component was manufactured and by whom with a cross reference to any original documentation which should be included with the Form.~~

~~2.4.3. A list of all airworthiness directives, repairs and modifications known to have been incorporated. If no airworthiness directives or repairs or modifications are known to be incorporated then this should be so stated.~~

~~2.4.4. Detail of life used for service life limited parts being any combination of fatigue, overhaul or storage life.~~

~~2.4.5. For any aircraft component having its own maintenance history record, reference to the particular maintenance history record as long as the record contains the details that would otherwise be required in block 13. The maintenance history record and acceptance test report or statement, if applicable, should be attached to the EASA Form 1.~~

~~2.5. New / unused aircraft components~~

~~2.5.1 Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part-21 that was manufactured by an organisation acceptable to the competent authority at the time may be issued an EASA Form 1 by an appropriately rated maintenance organisation approved under Part-145. The EASA Form 1 should be issued in accordance with the following subparagraphs which should be included in a procedure within the maintenance organisation manual.~~

~~Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this paragraph represents a maintenance release under Part-145 and not a production release under Part-21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers own production line.~~

~~(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subjected to acceptance testing after manufacturing or maintenance as appropriate.~~

~~(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition or in the absence of specific storage instructions the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.~~

~~(c) The storage life used of any storage life limited parts should be established.~~

~~2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in subparagraph 2.5.1 (a) to (c) inclusive the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated airworthiness directives, repairs and modifications and inspected/tested in accordance with the manufacturers maintenance instructions to establish satisfactory condition and, if relevant, all seals, lubricants and life limited parts replaced. On satisfactory completion after reassembly an EASA Form 1 may be issued stating what was carried out and the reference of the manufacturers maintenance instructions included.~~

~~2.6. Used aircraft components removed from a serviceable aircraft.~~

~~2.6.1. Serviceable aircraft components removed from a Member State registered aircraft may be issued an EASA Form 1 by an appropriately rated organisation subject to compliance with this subparagraph.~~

~~a. The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.~~

~~b. The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.~~

~~c. The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional manufacturers maintenance instructions .~~

~~d. The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this paragraph 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could effect its operation.~~

~~e. A maintenance history record should be available for all used serialised aircraft components.~~

~~f. Compliance with known modifications and repairs should be established.~~

~~g. The flight hours/cycles/landings as applicable of any service life limited parts including time since overhaul should be established.~~

~~h. Compliance with known applicable airworthiness directives should be established.~~

~~i. Subject to satisfactory compliance with this subparagraph 2.6.1 an EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.~~

~~2.6.2. Serviceable aircraft components removed from a non Member State registered aircraft may only be issued an EASA Form 1 if the components are leased or loaned from the maintenance organisation approved under Part-145 who retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.~~

~~2.7. Used aircraft components removed from an aircraft withdrawn from service. Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued an EASA Form 1 by a maintenance organisation approved under Part-145 subject to compliance with this sub paragraph.~~

~~a. Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under Part-145, employing procedures approved by the competent authority.~~

~~b. To be eligible for installation components removed from such aircraft may be issued with an EASA Form 1 by an appropriately rated organisation following a satisfactory assessment.~~

~~c. As a minimum the assessment will need to satisfy the standards set out in paragraphs 2.5 and 2.6 as appropriate. This should where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.~~

~~d. Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should satisfy itself that the manner in which the components were removed and stored are compatible with the standards required by Part-145.~~

~~e. A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff, who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.~~

~~f. All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.~~

~~g. Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.~~

~~h. Suitable Part-145 facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility subsequent disassembly (if required) and storage of the components should be in accordance with manufacturer's recommendations.~~

~~2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145. For used components maintained by a maintenance organisation unapproved under Part-145, due care should be exercised before acceptance of such components. In such cases an appropriately rated maintenance organisation approved under part-145 should establish satisfactory conditions by:~~

~~a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data,~~

~~b) replacing of all service life limit components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition,~~

~~c) reassembling and testing as necessary the component,~~

~~d) completing all certification requirements as specified in 145.A.50.~~

~~2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections made necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block 13.~~

AMC145.A.50(b) Certification of maintenance

1. The certificate of release to service should contain the following statement:
'Certifies that the work specified except as otherwise specified was carried out in accordance with Part-145 and in respect to that work the aircraft/aircraft component is considered ready for release to service'.

2. The certificate of release to service should relate to the task specified in the ~~manufacturer's~~ TC holder's or operator's instructions or the aircraft maintenance program which itself may cross-refer to maintenance data ~~a manufacturer's/operator's instruction in a maintenance manual, service bulletin etc.~~

3. The date such maintenance was carried out should include when the maintenance took place relative to any life or overhaul limitation in terms of date/flying hours/cycles/landings etc., as appropriate.

4. When extensive maintenance has been carried out, it is acceptable for the certificate of release to service to summarise the maintenance so long as there is a unique cross-reference to the work-pack containing full details of maintenance carried out. Dimensional information should be retained in the work-pack record.

5. ~~The person issuing the certificate of release to service should use his normal signature except in the case where computer release to service system is used. In this latter case the competent authority will need to be satisfied that only the particular person can electronically issue the release to service. One such method of compliance is the use of a magnetic or optical personal card in conjunction with a personal identity number (PIN) known only to the individual which is keyed into the computer. An additional certification stamp is optional.~~ "Hazard seriously the flight safety" means any instances where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An airworthiness directive overdue for compliance is also considered a hazard to flight safety.

AMC No. 1 to 145.A.50(d) Certification of maintenance

1. The purpose of the certificate is to release assemblies/items/components/parts (hereafter referred to as 'item(s)') after maintenance and to release maintenance work carried out on such items

under the approval of a ~~c~~Competent ~~a~~Authority and to allow items removed from one aircraft/aircraft component to be fitted to another aircraft/aircraft component.

The certificate used for release of items is called the ~~referenced~~ EASA Form 1 ~~is called the authorised release certificate~~.

The certificate is to be used for export/import purposes, as well as for domestic purposes, and serves as an official certificate for items from the manufacturer/maintenance organisation to users. The certificate is not a delivery or shipping note.

It can only be issued by organisations approved by the particular ~~c~~Competent ~~a~~Authority within the scope of the approval.

The certificate may be used as a rotable tag by utilising the available space on the reverse side of the certificate for any additional information and de~~i~~spatching the item with two copies of the certificate so that one copy may be eventually returned with the item to the maintenance organisation. The alternative solution is to use existing rotable tags and also supply a copy of the certificate.

Under no circumstances may a certificate be issued for any item when it is known that the item has a defect considered a serious hazard to flight safety.

A certificate should not be issued for any item when it is known that the item is unserviceable except in the case of an item undergoing a series of maintenance processes at several maintenance organisations approved under Part-145 and the item needs a certificate for the previous maintenance process carried out for the next maintenance organisation approved under Part-145 to accept the item for subsequent maintenance processes. As mentioned for Block ~~13~~12, a clear statement of limitation should be endorsed in Block ~~1312~~.

NOTE: Aircraft may not be released using the certificate.

2. The following formats of an issued EASA Form 1 or equivalent certificate are acceptable:

- A paper certificate bearing a signature (both originals and copies are accepted);
- A paper certificate bearing an electronic signature (printed from electronically stored data) if the signature procedure conforms to Part-M Appendix II or Part 21, Appendix I or, in cases of equivalent certificates, conforms to the requirements of the issuing NAA;
- An electronically generated, signed and forwarded EASA Form 1 or equivalent when complying with the following subparagraph 3.

3. Computer generated signature and electronic exchange of the EASA Form 1

a) Submission to the Competent Authority

Any applicant intending to implement a computer generated signature procedure to issue EASA Form 1and/or to exchange electronically such data contained on the EASA Form 1, must document it and submit it to the Competent Authority as part of the documents attached with its exposition and dealing with the issue of airworthiness data.

b) Characteristics of the computer generated signature system

The electronic system must:
- guarantee secure access for each certifying staff;
- provide for a "personal" signature, identifying the signatory. The signature should be generated only in presence of the signatory;
- ensure integrity and accuracy of the data certified by the signature of the Form and be able to show evidence of the authenticity of the EASA Form 1 (recording and record keeping) with suitable security, safeguards and backups;
- be active only at the location where the part is being released with an EASA Form 1;
- not permit to sign a blank form;
- provide a high degree of assurance that the data has not been modified after signature (if modification is necessary after issuance, i.e., re-certification of a part), a new form with a new number and reference to the initial issuance should be made;

The applicant is reminded that additional national and/or European requirements may need to be satisfied when operating computer generated signature systems. Directive 1999/93/EC of the

European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.
The computer generated signature system must be based on a policy and management structure, such as:

- Administrators, signatories;
- Scope of authorisation, rights;
- Password, authentication, protections;
- Track changes;
- Minimum blocks to be completed;
- Archives;
- Etc.

c) Characteristics of the computer generated signature

Each computer generated signature should clearly identify the signatory according to the system. A computer generated signature is defined as an electronically generated value based on a cryptographic algorithm and appended to data in a way to enable the verification of the data's source and integrity.

The computer generated signature is allowed to take any form when it is displayed or printed, such as a representation of the hand-written signature of the person signing (i.e. scanned signature) or their name.

In addition to facilitate understanding and acceptance of the EASA Form 1 released with a computer generated signature the following statement should be printed in Block 14b:

"Electronic Signature on File".

When it is necessary to print the electronic form, the EASA Form 1 should fit the general format as specified in Appendix I to Part 145. A watermark-type "PRINTED FROM ELECTRONIC FILE" must be printed on document.

d) Electronic exchange of the electronic EASA Form 1

The electronic exchange of the electronic EASA Form 1 should be based on a voluntary basis.
Both parties (issuer and receiver) should agree on the fact that the EASA Form 1 should be electronically transferred.
As soon as the receiver is not capable of receiving electronically the document, the process should come back to the paper process.
The applicant is reminded that additional national and/or European requirements may need to be satisfied when operating the electronic exchange of the electronic EASA Form 1. Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures may constitute a reference.
A standard format for the exchange of electronic EASA Form 1 providing the minimum requirements for digital security when issuing and receiving the electronic EASA Form 1 data, should satisfy the officially recognized standard, such as:

- High level of digital security; the data must be protected, unaltered or uncorrupted;
- Any change should be traceable;
- Confidentiality based on a policy and a management structure (administrators, signatories, scope of authorisation, rights, password, authentication, protections, track changes, minimum information to be given, archives, etc.);
- Traceability of data back to its source.

When it is necessary to print the electronic form, refer to the subparagraph 3 here above.

When needed for the electronic authorisation certificate or its exchange, additional data necessary for the electronic format (manufacturer, customer identification code etc.) may be added to the printed copies of EASA Form 1 without precluding from filling out, issuing, printing or reading such document. This additional data should be provided only in block 12 unless it is necessary to include it in another block to clarify the contents of that block. As example, a hyperlink to a workshop report or inspection when electronically available may be added in block 12 of the EASA Form 1 for traceability, record-keeping or for any purpose giving additional/valuable information or better understanding about the airworthiness status of the equipment.

Once an electronic signature has been applied to the data, any modifications to the electronic form should render the data invalid to any computer application processing the electronic file.

Trading partners wishing to exchange EASA Form 1 electronically should do so in accordance with these means of compliance stated in this document. It is recommended that they use an established, common, industry method such as Air Transport Association (ATA) Spec 2000 Chapter 16.

AMC No. 2 to 145.A.50(d) Certification of maintenance

1. A component which has been maintained off the aircraft needs the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft when such action occurs.

1.2. When an organisation maintains a component for use by the same organisation, an EASA Form 1 may not be necessary depending upon the organisations' internal release procedures defined in the maintenance organisation exposition.

1.3. “Hazard seriously the flight safety” means any instances where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency system or total system failure. An airworthiness directive overdue for compliance is also considered a hazard to flight safety.

2. In the case of the issue of EASA Form 1 for components in storage prior to Part-145 and Part-21 and not released on an EASA Form 1 or equivalent in accordance with 145.A.42(a) or removed serviceable from a serviceable aircraft or an aircraft which have been withdrawn from service the following applies:

2.1. An EASA Form 1 may be issued for an aircraft component which has been:

- Maintained before Part-145 became effective or manufactured before Part-21 became effective.
- Used on an aircraft and removed in a serviceable condition. Examples include leased and loaned aircraft components.
- Removed from aircraft which have been withdrawn from service, or from aircraft which have been involved in abnormal occurrences such as accidents, incidents, heavy landings or lightning strikes.
- Maintained by an unapproved organisation.

2.2. An appropriately rated maintenance organisation approved under Part-145 may issue an EASA Form 1 as detailed in this AMC sub-paragraph 2.5 to 2.9, as appropriate, in accordance with procedures detailed in the exposition as approved by the Competent Authority. The appropriately rated organisation is responsible for ensuring that all reasonable measures have been taken to ensure that only approved and serviceable aircraft components are issued an EASA Form 1 under this paragraph.

2.3. For the purposes of this paragraph 2 only, appropriately rated means an organisation with an approval class rating for the type of component or for the product in which it may be installed.

2.4. An EASA Form 1 issued in accordance with this paragraph 2 should be issued by signing in block 14b and stating "Inspected" in block 11. In addition, block 12 should specify:

2.4.1. When the last maintenance was carried out and by whom.

2.4.2. If the component is unused, when the component was manufactured and by whom with a cross reference to any original documentation which should be included with the Form.

2.4.3. A list of all airworthiness directives, repairs and modifications known to have been incorporated. If no airworthiness directives or repairs or modifications are known to be incorporated then this should be so stated.

2.4.4. Detail of life used for service life limited parts being any combination of fatigue, overhaul or storage life.

2.4.5. For any aircraft component having its own maintenance history record, reference to the particular maintenance history record as long as the record contains the details that would otherwise

be required in block 12. The maintenance history record and acceptance test report or statement, if applicable, should be attached to the EASA Form 1.

2.5. New/unused aircraft components.

2.5.1 Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part-21 that was manufactured by an organisation acceptable to the Competent Authority at the time may be issued an EASA Form 1 by an appropriately rated maintenance organisation approved under Part-145. The EASA Form 1 should be issued in accordance with the following subparagraphs which should be included in a procedure within the maintenance organisation manual.

Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this paragraph represents a maintenance release under Part-145 and not a production release under Part-21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers own production line.

(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subjected to acceptance testing after manufacturing or maintenance as appropriate.

(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition or in the absence of specific storage instructions the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.

(c) The storage life used of any storage life limited parts should be established.

2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in subparagraph 2.5.1 (a) to (c) inclusive the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated airworthiness directives, repairs and modifications and inspected/tested in accordance with the maintenance data to establish satisfactory condition and, if relevant, all seals, lubricants and life limited parts replaced. On satisfactory completion after reassembly an EASA Form 1 may be issued stating what was carried out and the reference of the maintenance data included.

2.6. Used aircraft components removed from a serviceable aircraft.

2.6.1. Serviceable aircraft components removed from a Member State registered aircraft may be issued an EASA Form 1 by an appropriately rated organisation subject to compliance with this subparagraph.

a. The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.

b. The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.

c. The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional maintenance data.

d. The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this paragraph 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could effect its operation.

e. A maintenance history record should be available for all used serialised aircraft components.

f. Compliance with known modifications and repairs should be established.

g. The flight hours/cycles/landings as applicable of any service life limited parts including time since overhaul should be established.

h. Compliance with known applicable airworthiness directives should be established.

i. Subject to satisfactory compliance with this subparagraph 2.6.1 an EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.6.2. Serviceable aircraft components removed from a non Member State registered aircraft may only be issued an EASA Form 1 if the components are leased or loaned from the maintenance organisation approved under Part-145 who retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.7. Used aircraft components removed from an aircraft withdrawn from service. Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued an EASA Form 1 by a maintenance organisation approved under Part-145 subject to compliance with this sub paragraph.

a. Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under Part-145, employing procedures approved by the Competent Authority.

b. To be eligible for installation components removed from such aircraft may be issued with an EASA Form 1 by an appropriately rated organisation following a satisfactory assessment.

c. As a minimum the assessment will need to satisfy the standards set out in paragraphs 2.5 and 2.6 as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.

d. Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should satisfy itself that the manner in which the components were removed and stored are compatible with the standards required by Part-145.

e. A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff, who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

f. All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.

g. Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

h. Suitable Part-145 facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be in accordance with manufacturer's recommendations.

2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145. For used components maintained by a maintenance organisation unapproved under Part-145, due care should be exercised before acceptance of such components. In such cases an appropriately rated maintenance organisation approved under Part-145 should establish satisfactory conditions by:

a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data;

b) replacing of all service life limit components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition;

c) reassembling and testing as necessary the component;

d) completing all certification requirements as specified in 145.A.50.

2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections made necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block 12.