



## European Aviation Safety Agency

*Attention:  
All Foreign 145 organisations*

Cologne, 23 April 2009

Ref. Letter: EASA D(2009)/WSC/KSP/BEP/62875

**Subject: EC regulation 2042/2003 Annex II, 145A.50 Certification of Maintenance, AMC 145.A.50(a)**

**"Removal of serviceable components from aircraft and change over of serviceable components between aircraft"**

Dear Sir,

During a recent audit performed by an NAA on behalf of EASA at a foreign EASA Part 145 approved AMO a finding was raised due to non compliance of the company's MOE with the provisions of 145.A.50 and especially paragraphs 2.6.1 and 2.6.2 of the related AMC 145.A.50(a).

Further investigation revealed that a number of foreign EASA part 145 AMOs were applying the same procedure in regards to the issuance of EASA Form 1 for components removed serviceable from aircraft.

In order to ensure a uniform and compliant implementation of Part 145.A.50, EASA reminds the following:

**1. Issuance of an EASA FORM 1 for components removed serviceable from EU registered A/C:**

Regarding the removal of serviceable components from a Member State registered aircraft, paragraph 2.6.1 of AMC 145.A.50 (a) applies. The intention of this paragraph is that a Part 145 organisation may issue a Form 1 for those components only if compliance with paragraph 2.6.1 (a) to 2.6.1 (i) can be demonstrated. The organisation must define the procedure in its Maintenance Organisation Exposition.

**2. Swap/change over of serviceable components between EU registered A/C:**

When an organisation maintains a component for use by the organisation, an EASA Form 1 shall be issued. However an internal release certificate (serviceable tag) may be accepted depending upon the organisations' internal release procedures defined in the Maintenance Organisation Exposition and the contractual arrangements with the operator (see AMC 145.A.50 (a), paragraph 1.2).

Such release procedure addressed in the MOE must meet paragraph 2.6.1 of AMC 145.A.50 (a) requirements, whatever the organisation wants to issue: a Form 1 or a serviceable tag.



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### **3. Issuance of an EASA FORM 1 for components removed serviceable from a non EU registered A/C:**

Regarding the removal of serviceable components from a non Member State registered aircraft, paragraph 2.6.2 of AMC 145.A.50 (a) applies. The intention of this paragraph is that a Part 145 organisation may only issue a Form 1 for such components when this organisation has leased or loaned the component and retains the airworthiness control of the component.

When issuing an EASA Form 1 for such a component, the organisation shall also comply with paragraphs 2.6.1 (a) to 2.6.1 (i) of the AMC.145.A.50 (a). The organisation must define the procedure in its Maintenance Organisation Exposition.

### **4. Swap/change over of serviceable components between non EU registered A/C:**

When an organisation maintains a component for use by the organisation, an EASA Form 1 shall be issued. However an internal release certificate (serviceable tag) may be accepted depending upon the organisations' internal release procedures defined in the Maintenance Organisation Exposition and the contractual arrangements with the operator (see AMC 145.A.50 (a), paragraph 1.2).

Such release procedure addressed in the MOE must be based on the same condition as the issuance of the EASA Form 1 for components removed from non EU registered aircraft. That is to say compliance with paragraphs 2.6.2 and 2.6.1 (a) to 2.6.1 (i) of the AMC 145.A.50 (a), whatever the organisation wants to issue: a Form 1 or a serviceable tag.

All EASA Part 145 approved maintenance organisations are requested to review and amend their MOE procedures as necessary to fully comply with the above explanations.

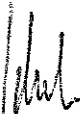
1. By 15 May 2009 the latest all Part 145 approved AMOs are requested to identify whether their MOE is compliant with the above explanations and inform their responsible EASA/NAA surveyor. If it is necessary to revise the MOE, such revisions have to be send to the responsible EASA/NAA surveyor for approval not later than 31 May 2009.

2. After 15 May 2009 no organisation shall issue an EASA Form 1/internal release tag outside the requirements of AMC 145.A.50(a) as developed above.

3. Implementation of and adherence to the fully 145.A.50 compliant MOE procedures will be subject to a conformity check during the next scheduled surveillance audit.

Please acknowledge receipt of this letter.

Yours faithfully,

  
Wilfried Schulze  
Head of Organisations