



**SUBJECT : EASA Form 1 with single "other" release only  
Issue 1 - 01 JUL 2015**

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Date: 29 JUN 2015	Date: 30 JUN 2015
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**This note is for information only and does not take precedence on the official regulations.**

This note cancels and replaces the note *EASA Form 1 with single FAA / FAR 145 release*.  
The purpose is to give more general comment (FAA/TCCA and ANAC) in one single note.

**TO :** BE.145.xx; BE.MG.xx; BE.MF.xx approved organisations

**SITUATION :**

- 1/ Several Bilateral Agreements on Safety in Aviation (BASA) (#) between the European Union and third countries have entered into force in the past years. The BASA's deal with – among others – the maintenance of aircraft and aircraft components.  
  
 (#) As of 17 JUN 2015:
  - BASA EU/USA (FAA)
  - BASA EU-Canada (TCCA)
  - BASA EU-Brazil (ANAC)
- 2/ The BASA's have no direct impact on European Maintenance Organisations, unless an organisation has an FAA or TCCA or ANAC Repair Station Certificate and an EASA Part-145 Maintenance Organisation Certificate (BE.145.xx).
- 3/ One of the BASA's consequences will be that the European organisations concerned by the BASA will issue their certificate of release to service for used components on an EASA Form 1 only, even for those components that are eligible to be released only under a TCCA or FAA or ANAC approval.
- 4/ This means that, in some cases (\*), an EASA Form 1 with single FAA / TCCA / ANAC release can be issued (i.e. : the check box "145.A.50" is not ticked in block 14; the check box "other regulation(s) in block 12" is ticked in block 14 and there is a proper "FAA/TCCA/ANAC Release sentence" in the block 12).

(\*) examples :  
repair data or one sub-assy approved only under other country system, but not under EASA.

- 5/ Therefore, the BCAA draws your attention on the fact that:
- An EASA Form 1 does not automatically contain an EASA 145.A.50 Release to Service.
  - In order to determine the actual validity of the release, proper attention has to be paid on the check boxes contained in the Block 14.
- 6/ This will have an indirect impact on all EASA Part-145 and Part M Subpart F Maintenance organisations (especially for the department responsible for the acceptance of components, but also for staff responsible for installation) and for Part-M Subpart G CAMO (especially for the department responsible for the follow-up of components installed on an aircraft).
- 7/ NOTE:  
Dual release means "At least EASA release + another release (FAA or TCCA or ANAC)  
Triple release means "At least EASA release + 2 other releases (FAA or TCCA or ANAC)

#### CONCLUSIONS :

It should be clear to all that the **EASA Form 1 is just a template** of a form and that the actual information of compliance with a given maintenance regulation is contained in Block 14, which indicates to what regulation(s) the Release to Service of the work identified in Block 11 and described in Block 12 is performed.

Consequently, an EASA Form 1 does not automatically contain an EASA 145.A.50 Release to Service. In order to determine the **actual validity of the release**, proper attention has to be paid on the **check boxes contained in the Block 14** ("Part-145.A.50 Release" checkbox and "Other regulation as defined in block 12" checkbox).

#### NOTE:

Please also note that, by symmetry of the BASA, some FAA / TCCA / ANAC forms contain a single release EASA 145.A.50 just as well.

#### RECOMMENDATIONS :

The BCAA recommends that an organisation approved under Part-145, Part-M Subpart F or Part-M Subpart G takes appropriate measures in order to **inform its personnel** about the possibility to receive EASA Form 1 without a 145.A.50 CRS; and about the necessity to verify carefully the check boxes in the Block 14 of an EASA Form 1.

#### REGULATORY REF. :

The Bilateral Agreements (along with their respective guidance material) can be found on [EASA website](#) under "International Cooperation / Bilateral Co-operation / Bilateral Agreements / ..."