

Miscellaneous

No: 1538 Correction

UK Regulation (EU) 2018/1139

Publication date: 04 April 2022

General Exemption E5676

Use of EASA Form 1 issued by Maintenance Organisations located outside of the UK, other than in Switzerland

Background

- 1) This Exemption has 2 Parts.
- 2) **PART 1** - The purpose of Part 1 is to enable organisations (whose principal place of business is outside the UK) that benefit from a UK approval treated as if it was issued by the CAA, (i.e. benefit from the *savings and transitional provisions*) to issue EASA Form 1s rather than UK CAA Forms 1s **provided that** those organisations have applied for an approval actually issued by the CAA by 31 March 2022, and **only until** the organisation issuing the Form 1 has been issued with an actual UK approval. After the issuing organisation has been issued with an actual UK approval it cannot make use of this exemption. Once an organisation has an actual UK approval issued by the CAA the approval treated as if it were issued by the CAA (that existed as a result of the *savings and transitional provisions*) is automatically cancelled. From that point, the organisation cannot make use of this exemption and must issue a UK CAA Form 1.
- 3) Part 1 of the Exemption is intended to allow time for affected organisations to apply for a CAA approval if they wish to continue to support aircraft registered in the United Kingdom aircraft after 01 April 2022.
- 4) **PART 2** - The purpose of Part 2 is to enable organisations that hold UK approvals (and are therefore required by retained EU (now UK) law to fit only components released on UK CAA Form 1s) to fit components released on EASA Form 1s **provided that** the organisation that released the component on an EASA Form 1 has its principal place of business outside the UK (other than in Switzerland)¹, has applied for a UK approval on or before 01 April 2022 and **further provided that** the organisation that released the component had not been issued with an actual UK approval on or before the date of release of the component.

¹ See No. 1539 for organisations whose principal place of business is in Switzerland

5) The following table clarifies this:

Date of Issue of EASA Form 1	Can it be fitted on a UK aircraft by a UK approved organisation
On or before 31 March 2022	Yes
01 April 2022 – 31 December 2022 (both dates inclusive)	Yes, but only if the issuing organisation has applied (on or before 31 March 2022) for, but has not yet been issued with, a UK CAA approval
01 January 2023 onwards	No

6) For clarity purposes,

- a) a component released on an EASA Form 1 on or before 31 December 2020 remains valid for fitting on a UK registered aircraft (as a consequence of savings and transitional provisions, as defined below);
- b) a component released on an EASA Form 1 between 01 January 2021 and 31 March 2022 (both dates inclusive) remains valid for fitting on a UK registered aircraft after the expiration of this exemption subject to the terms of that individual release;
- c) a component released on an EASA Form 1 on or after 01 April 2022 by an organisation that has applied for a UK approval but has not, at the date of the release, been issued with an actual UK approval, remains valid for fitting on a UK registered aircraft after the expiration of this exemption, subject to the terms of that individual release.

7) The following table clarifies this:

Date of issue of EASA form 1	Can the part be fitted on a UK aircraft <u>even after 31 December 2022</u>
On or before 31 March 2022	Yes
01 April 2022 – 31 December 2022	Yes, provided that at the date it was issued the issuing organisation did not hold a UK approval but had applied for a UK approval
01 January 2023 onwards	No