

AMC2 145.A.50(d)

Certification of maintenance

Endast vid specificerade tillfällen för komponenter

Presentatör

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Sektionen för teknisk operation

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Fortsättning från:

Seminarieret 2022-11-15:

- Begagnade motorer från andra system (regelverk)

P&CA TeB 2023-10-26

- Certification of maintained engines (components) from other than EASA Part 145

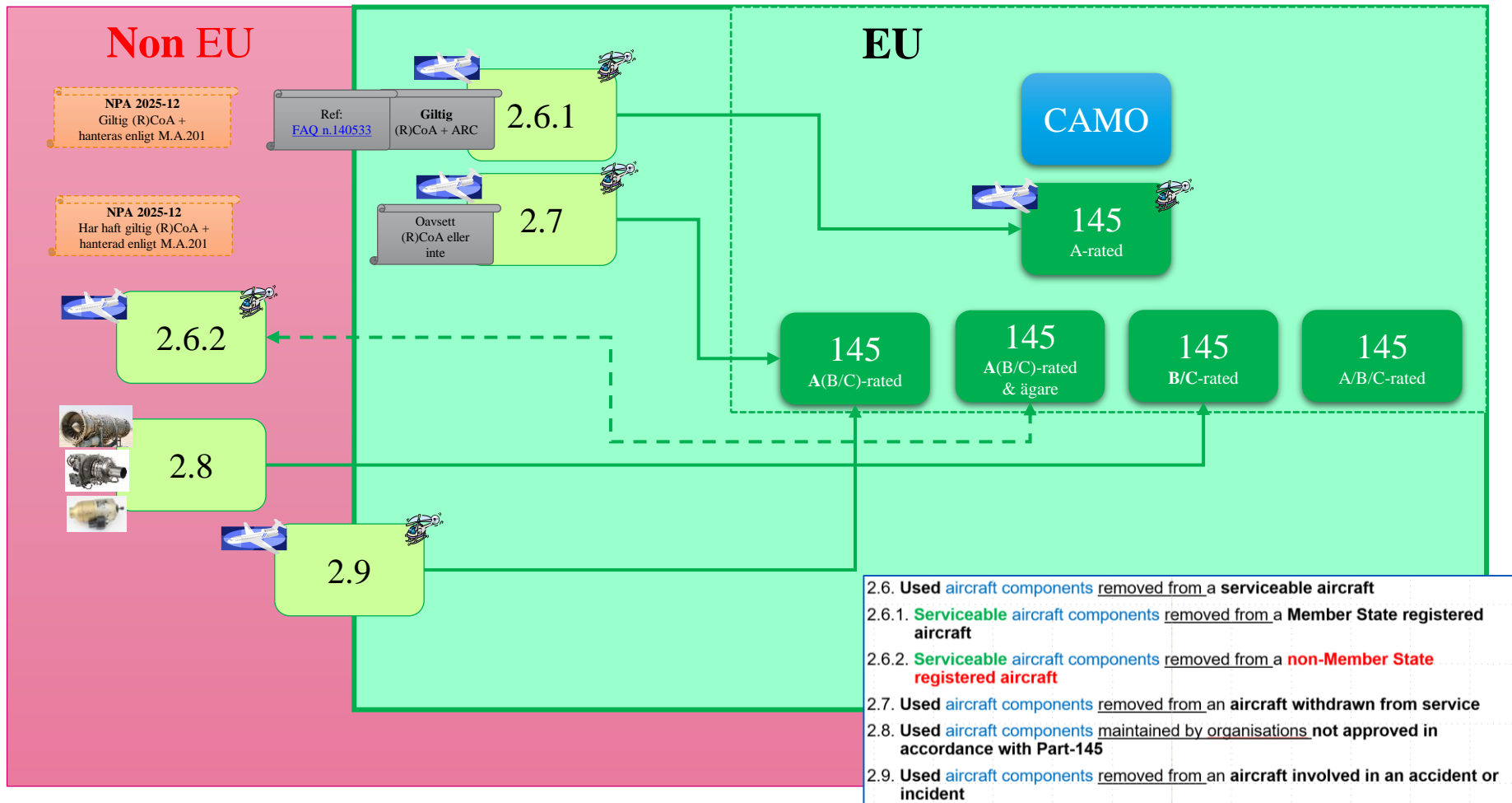
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AMC2 145.A.50(d) – Vilka tillfällen

- 2.5. New/unused aircraft components
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- 2.8. **Used aircraft components** maintained by organisations **not approved in accordance with Part-145**
- 2.9. **Used aircraft components** removed from an **aircraft involved in an accident or incident**

Vilken rating krävs för respektive (2.6 - 2.9)



”Hela” AMC’t gäller

AMC2 145.A.50(d) Certification of maintenance

1. A component which has been maintained off the aircraft needs the issuance 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.

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

2. In the case of the issue of EASA Form 1 for components in storage before Part-145 and Part-21 became effective 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in accordance with 145.A.42(a) or removed serviceable from a serviceable aircraft or an aircraft which has been withdrawn from service the following applies: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 - Removed from aircraft which have been withdrawn from service, or from aircraft which have been involved in abnormal occurrences such as accidents, incidents, heavy landings or lightning strikes.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 subparagraph 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 AMC No 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/Tested' 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 life-limited parts and time-controlled components 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.

Alltid

2.5. New/unused aircraft components
2.5.1. Any unused aircraft component in storage without an EASA Form 1 up to...

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)

2.6. Used aircraft components removed from a serviceable aircraft

2.6.1. Serviceable aircraft components removed from a Member State registered aircraft...
2.6.2. Serviceable aircraft components removed from a non-Member State registered Aircraft...

2.7. Used aircraft components removed from an aircraft withdrawn from service.

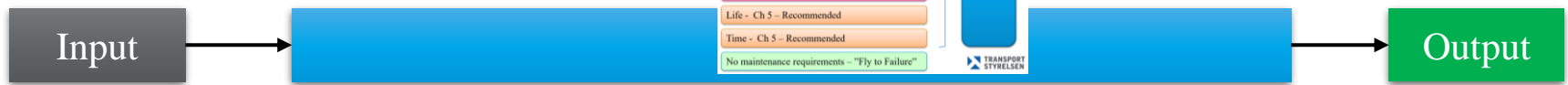
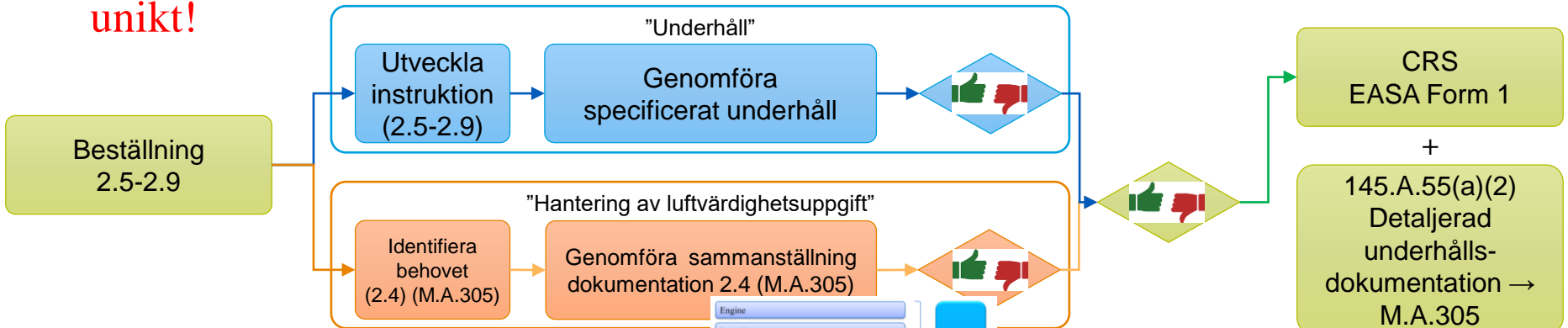
2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145.

2.9. Used aircraft components removed from an aircraft involved in an accident or incident.

2 Prosesser

2 Processer – 2.4 & 2.5-2.9

OBS:
Varje fall är
unikt!



- Engine
 - Propeller
 - LLP - Ch 4 – AL (incl removable structure components Part 2b)
 - TCC - Ch 4 – AL
 - Life - Ch 5 – Recommended
 - Time - Ch 5 – Recommended
 - No maintenance requirements – "Fly to Failure"
- ASAP
M.A.305
M.L.A.305
- TRANSPORT
STYRELSEN

Procedur:
Vem gör vad, när var och hur?



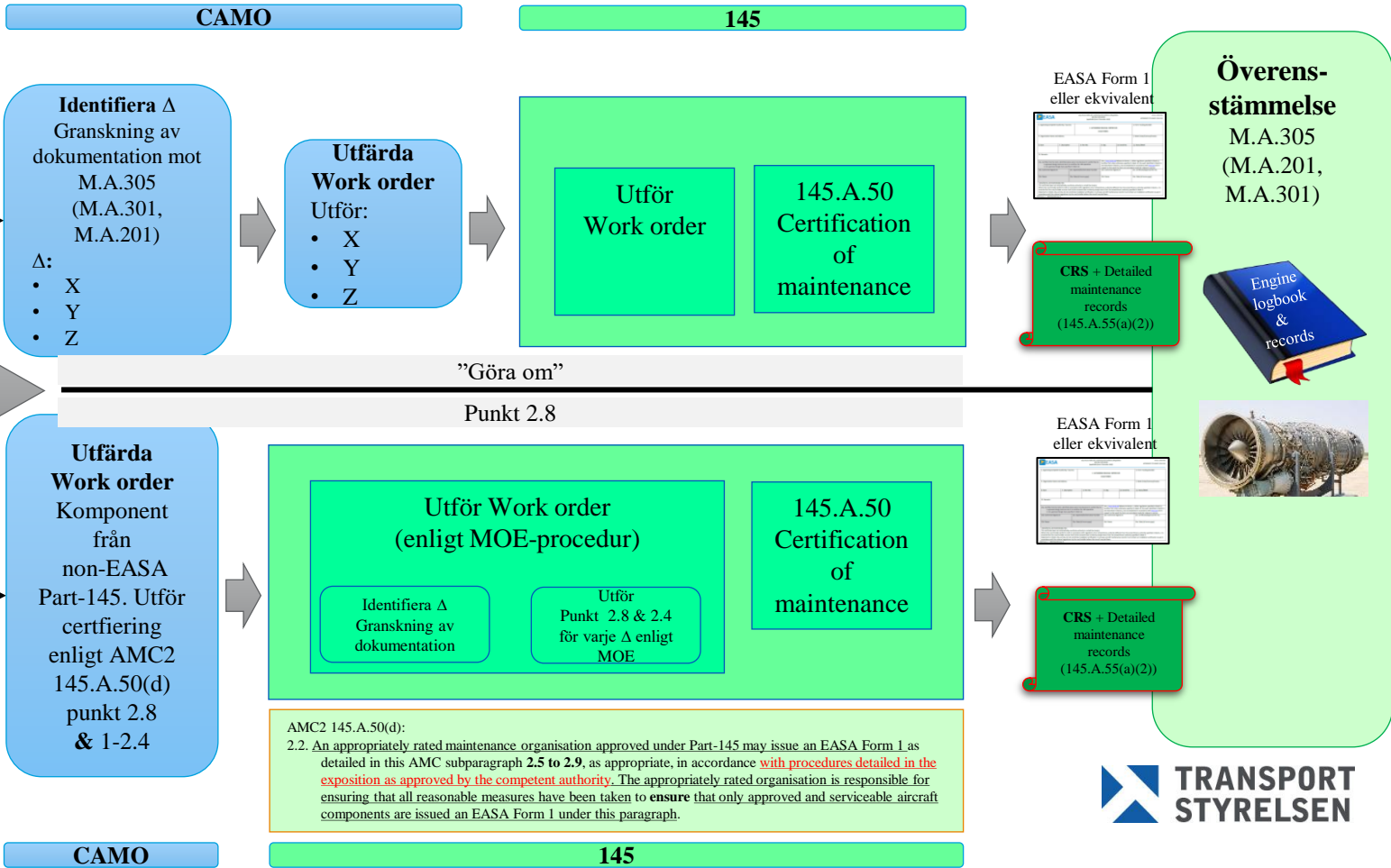
”Göra om” eller AMC2 145.A.50(d) punkt 2.8

2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145

"Göra om" eller AMC2 145.A.50(d) punkt 2.8

OBS:

Varje fall är unikt!



Non-compliant EASA Part-145




Component records (Non EU 145 CRS)

Scheduled Maintenance (AMP)
111
AD
222

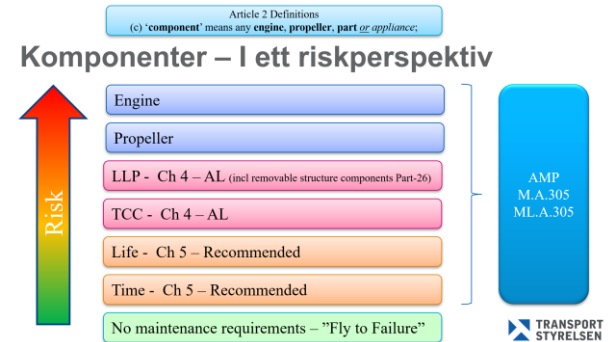
Modifications
333

Repairs
444

Other maintenance
555

Summering

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