

ML.A.501 Classification and installation

Regulation (EU) 2019/1383

1. Unless otherwise specified in Subpart F of Annex I (Part-M), Annex II (Part-145), Annex Vd (Part-CAO) to this Regulation and Annex I (Part-21) to Regulation (EU) No 748/2012, component may be fitted only if all of the following conditions are met:
 1. it is in a satisfactory condition;
 2. has been appropriately released to service using an EASA Form 1 as set out in Appendix II of Annex I (Part-M), or equivalent;
 3. has been marked in accordance with Subpart Q of Annex I (Part-21) to Regulation (EU) No 748/2012.
2. Prior to the installation of a component on an aircraft, the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted if different modifications or AD configurations are applicable.
3. Standard parts shall only be fitted to an aircraft or component when the maintenance data specifies those particular standard parts. Standard parts shall only be fitted when accompanied by evidence of conformity to the applicable standard and has appropriate traceability.
4. Raw or consumable material shall only be used on an aircraft or component provided that:
 1. the aircraft or component manufacturer allows for the use of raw or consumable material in relevant maintenance data or as specified in Subpart F of Annex I (Part-M), Annex II (Part-145) or Annex Vd (Part-CAO).
 2. such material meets the required material specification and has appropriate traceability.
 3. such material is accompanied by documentation clearly relating to the particular material and containing a conformity-to-specification statement as well as the manufacturing and supplier source.
5. In case of balloons, where different combinations of baskets, burners and fuel cylinders are possible for a particular envelope, the person installing them shall ensure that:
 1. the basket, burner and/or fuel cylinders are eligible for installation according to the TCDS or other documents referred to in the TCDS;
 2. the basket, burner and/or fuel cylinders are in serviceable condition and have the appropriate maintenance records.

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Components accepted by the owner in accordance with 21.A.307(c) of Part 21, or standard parts are eligible for installation without an EASA Form 1.

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EASA FORM 1 OR EQUIVALENT

A document equivalent to an EASA Form 1 may be:

1. a release document issued by an organisation under the terms of a bilateral agreement signed by the European Union;
2. a release document issued by an organisation approved under the terms of a JAA bilateral agreement until superseded by the corresponding agreement signed by the European Union;
3. a JAA Form One issued prior to 28 November 2004 by a JAR 145 organisation approved by a JAA Full Member State;
4. in the case of new aircraft components that were released from manufacturing prior to the Part 21 compliance date, a JAA Form One issued by a JAR 21 organisation approved by a JAA Full Member State within the JAA mutual recognition system;
5. a JAA Form One issued prior to 28 September 2005 by a production organisation approved by a competent authority in accordance with its national regulations;
6. a JAA Form One issued prior to 28 September 2008 by a maintenance organisation approved by a competent authority in accordance with its national regulations;
7. a release document acceptable to a competent authority according to the provisions of a bilateral agreement between the competent authority and a third country until superseded by the corresponding agreement signed by the European Union. This provision is valid provided the above agreements between the competent authority and a third country are notified to the European Commission and to the other competent authorities in accordance with Article 68 of Regulation (EU) 2018/1139; and
8. a release document issued under the conditions described in Article 4(4) of Regulation (EU) No 1321/2014.

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BALLOONS

Baskets, burners and fuel cylinders are components which are often interchanged between different balloons. Furthermore, they are often removed/installed by the pilot-owner (or by other persons when such removal/installation is not considered maintenance because the task is described in the AFM).

As a consequence, an EASA Form 1 does not need to be issued when these components are removed in serviceable condition from a balloon, and can be installed on another balloon as long as the person performing the installation has access to the appropriate maintenance records necessary to establish their serviceable condition. In particular, due attention should be paid to the inspection dates of the various components.

This does not supersede the requirement to release any maintenance performed on such components either on an EASA Form 1 or equivalent or on the balloon maintenance log book, as applicable.

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