

What are the component release documents acceptable for installing such component (on aircraft or on a higher assembly) and releasing associated maintenance under EASA Part-145 regulation?

This table is provided FOR REFERENCE ONLY,  
the acceptance of these release documents may be subject to specific conditions expressed in the applicable regulation or agreement (e.g. TIP/MAG)

EASA Part-145 approved organisation located in:	Component coming from EU system		Component coming from US system		Component coming from Canadian system		Component coming from Brazilian system		Component coming from other third country system	
	New	Used	New	Used	New	Used	New	Used	New	Used
EU	EASA Form 1 NEW	EASA Form 1 SINGLE [EASA]	FAA Form 8130-3 NEW	FAA Form 8130-3 DUAL [EASA & FAA]	TCCA Form One NEW	TCCA Form One DUAL [EASA & TCCA]	ANAC Form F-100-01 (Form SEGV00 003) NEW	ANAC Form F-100-01 (Form SEGV00 003) DUAL [ANAC & EASA]	In general not accepted, specific cases are listed on EASA website <a href="#">Click here</a>	Not accepted
		EASA Form 1 DUAL [EASA & FAA or EASA & TCCA or EASA & ANAC]								
		EASA Form 1 TRIPLE [EASA & FAA & TCCA]								
USA	EASA Form 1 NEW	EASA Form 1 SINGLE [EASA]	FAA Form 8130-3 NEW	FAA Form 8130-3 DUAL [EASA & FAA]	TCCA Form One NEW	TCCA Form One DUAL [EASA & TCCA]	ANAC Form F-100-01 (Form SEGV00 003) NEW	ANAC Form F-100-01 (Form SEGV00 003) DUAL [ANAC & EASA]	In general not accepted, specific cases are listed on EASA website <a href="#">Click here</a>	Not accepted
		EASA Form 1 DUAL [EASA & FAA or EASA & TCCA or EASA & ANAC]								
		EASA Form 1 TRIPLE [EASA & FAA & TCCA]								
Canada	EASA Form 1 NEW	EASA Form 1 SINGLE [EASA]	FAA Form 8130-3 NEW	FAA Form 8130-3 DUAL [EASA & FAA]	TCCA Form One NEW	TCCA Form One DUAL [EASA & TCCA]	ANAC Form F-100-01 (Form SEGV00 003) NEW	ANAC Form F-100-01 (Form SEGV00 003) DUAL [ANAC & EASA]	In general not accepted, specific cases are listed on EASA website <a href="#">Click here</a>	Not accepted
		EASA Form 1 DUAL [EASA & FAA or EASA & TCCA or EASA & ANAC]								
		EASA Form 1 TRIPLE [EASA & FAA & TCCA]								
Brazil	EASA Form 1 NEW	EASA Form 1 SINGLE [EASA]	FAA Form 8130-3 NEW	FAA Form 8130-3 DUAL [EASA & FAA]	TCCA Form One NEW	TCCA Form One DUAL [EASA & TCCA]	ANAC Form F-100-01 (Form SEGV00 003) NEW	ANAC Form F-100-01 (Form SEGV00 003) DUAL [ANAC & EASA]	In general not accepted, specific cases are listed on EASA website <a href="#">Click here</a>	Not accepted
		EASA Form 1 DUAL [EASA & FAA or EASA & TCCA or EASA & ANAC]								
		EASA Form 1 TRIPLE [EASA & FAA & TCCA]								
Other third country	EASA Form 1 NEW	EASA Form 1 SINGLE [EASA]	FAA Form 8130-3 NEW	FAA Form 8130-3 DUAL [EASA & FAA]	TCCA Form One NEW	TCCA Form One DUAL [EASA & TCCA]	ANAC Form F-100-01 (Form SEGV00 003) NEW	ANAC Form F-100-01 (Form SEGV00 003) DUAL [ANAC & EASA]	In general not accepted, specific cases are listed on EASA website <a href="#">Click here</a>	Not accepted
		EASA Form 1 DUAL [EASA & FAA or EASA & TCCA or EASA & ANAC]								
		EASA Form 1 TRIPLE [EASA & FAA & TCCA]								

**Caution:**

Components referred to in 21.A.307(c) of Annex I (Part-21) to Reg. (EU) 748/2012 (for ELA1 or ELA2 aircraft) are not subject to this FAQ: they shall only be accepted if considered eligible for installation by the aircraft owner in its own aircraft. Standard parts are not subject to this FAQ: they shall be accompanied by an evidence of conformity (e.g. Certificate of Conformity (CoC)) traceable to the applicable standard [see AMC M.A.501(c) to Annex I (Part-M) to Reg. (EU) 1321/2014]

**Notes:**

JAA Form One issued prior to 28 November 2004 by a JAR 145 organisation approved by a JAA Full Member State is considered equivalent to an EASA Form 1 (used component)  
JAA Form One issued prior to 28 September 2005 by a production organisation approved by a competent authority in accordance with its national regulations is considered equivalent to an EASA Form 1 (new component)  
FAA Form 8130-3 stating compliance with EU Regulation only and issued by organisation located in the US may be acceptable under specific condition expressed in the EU - USA Bilateral agreement.  
For the specific case of rebuilt engine/component, please refer to FAQ n.43771 [FAQ n.43771](#)

**References**

EU - USA Bilateral agreement <https://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa>  
EU - Canada Bilateral agreement <https://www.easa.europa.eu/document-library/bilateral-agreements/eu-canada>  
EU - Brazil Bilateral agreement <https://www.easa.europa.eu/document-library/bilateral-agreements/eu-brazil>

**Convention used in the table:**

Used component: **Reg. authority Form SINGLE/DUAL/TRIPLE [Reg. framework(s) under which the component maintenance is released]** Form has been issued under a maintenance approval, i.e. signed on the right hand side of the document  
Example: 'FAA Form 8130-3 DUAL [EASA & FAA]' means a Form 8130-3 containing FAA and EASA release.

New component **Reg. authority Form NEW** Form has been issued under a production approval, i.e. signed on the left hand side of the document

**Definitions:**

For the purpose of this FAQ, the following definitions are used:

'Component' means any engine, propeller, part or appliance (Article 2(c) of Reg. (EU) 1321/2014)

SINGLE release means the component maintenance has been released under one regulatory framework only

DUAL release means the component maintenance has been released concurrently under two regulatory frameworks

TRIPLE release means the component maintenance has been released concurrently under three regulatory frameworks (today limited to EASA Form 1 released under FAA and EASA and TCCA reg. frameworks)

'Component coming from the EU system' (resp. 'US system', 'Canadian system', etc.) means the component maintenance/manufacturing has been released with the form specified by the EU regulatory framework (resp. US, Canadian, etc.) by an organisation approved under such regulatory framework. It does not mean that this organisation is located in EU (resp. US, Canada, etc.).