

ML.A.502 Component maintenance

Regulation (EU) 2021/700

- (a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of that Annex. This maintenance is not eligible for the issuance of an EASA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft release requirements.

- (b) Components shall be released in accordance with the following table:

	Released using an EASA Form 1 (as set out in Appendix II of Annex I (Part-M))	Released at aircraft level per point ML.A.801 (not possible to issue an EASA Form 1)
Components maintained in accordance with component maintenance data (data issued by the component manufacturer)		
Maintenance other than overhaul	Engine-rated (for engine) or component-rated (for other components) maintenance organisations	(i) Aircraft-rated maintenance organisations; and/or (ii) independent certifying staff
Overhaul of components other than engines and propellers	Component-rated maintenance organisations	Not possible
Overhaul of engines and propellers for CS-VLA, CS-22 and LSA aircraft	Engine-rated (for engine) or component-rated (for propeller) maintenance organisations	(iii) Aircraft-rated maintenance organisations; and/or (iv) independent certifying staff
Overhaul of engines and propellers for other than CS- VLA, CS-22 and LSA aircraft	Engine-rated (for engine) or component-rated (for propeller) maintenance organisations	Not possible
Components maintained in accordance with aircraft maintenance data (data issued by the aircraft manufacturer)		
All components and all types of maintenance	Engine-rated (for engine) or component-rated (for other components) maintenance organisations	– Aircraft-rated maintenance organisations; and/or – independent certifying staff

- (c) Components which are referred to in points (b)(3) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 may be maintained by any person or organisation. In such case, by way of derogation from point (b), the maintenance of those components shall be released with a “declaration of maintenance accomplished” issued by the person or organisation that performed the maintenance. The “declaration of maintenance accomplished” shall contain at least basic details of the maintenance carried out, the date on which the maintenance was completed, and the identification of the organisation or person that issues it. It shall be considered a maintenance record and equivalent to an EASA Form 1 in respect of the maintained component.

GM1 ML.A.502 Component maintenance

ED Decision 2020/002/R

COMPONENT MAINTENANCE BY INDEPENDENT CERTIFYING STAFF

The cases where the independent certifying staff can release component maintenance are only valid when the independent certifying staff is allowed, according to [ML.A.201](#), to carry out maintenance (refer to [GM1 ML.A.201](#)) and when he or she is competent for such component maintenance.

As an example, in accordance with [ML.A.201\(e\)](#), the independent certifying staff cannot carry out maintenance when the balloon is operated under Subpart-ADD.

GM1 ML.A.502(c) Component maintenance

ED Decision 2021/009/R

A ‘declaration of maintenance accomplished’ is a certificate prepared in any shape/form by the person or organisation that performed any maintenance on the component covered by the certificate and subject to conditions in [ML.A.502\(c\)](#). This person or organisation does not need an approval to perform maintenance in accordance with Regulation (EU) No 1321/2014. In order for the component to be eligible for installation with a ‘declaration of maintenance accomplished’, this declaration, together with other records, should allow the determination that the component was first installed as ‘new’, as a component referred to in [ML.A.502\(c\)](#). Such a component should not be installed in an aircraft if there is information on the certificate which is not readable or not understandable or states that the component is not in a satisfactory condition for operation.

ML.A.503 Service-life-limited components

Regulation (EU) 2019/1383

- (a) The term ‘service life-limited components’ contains the following components:
 - (1) components subject to a certified life limit after which the components should be retired, and;
 - (2) components subject to a service life limit after which the components shall undergo maintenance to restore their serviceability.
- (b) Installed service-life-limited components shall not exceed the approved service life limit as specified in the AMP and ADs, except as provided for in point [ML.A.504\(c\)](#).
- (c) The approved service life is expressed in calendar time, flight hours, landings or cycles, as appropriate.
- (d) At the end of the approved service life limit, the component must be removed from the aircraft for maintenance, or for disposal in the case of components with a certified life limit.

ML.A.504 Control of unserviceable components

Regulation (EU) 2019/1383

- (a) A component shall be considered unserviceable in any of the following circumstances:
 - (1) expiry of the component’s service life limit as defined in the AMP;
 - (2) non-compliance with the applicable ADs and other continued-airworthiness requirement mandated by the Agency;

- (3) absence of the necessary information to determine the airworthiness status of the component or its eligibility for installation;
 - (4) evidence of component defects or malfunctions;
 - (5) component involvement in an incident or accident likely to affect its serviceability.
- (b) Unserviceable components shall be identified as one of the following:
- (1) unserviceable and stored in a secure location under the control of an approved maintenance organisation or independent certifying staff until a decision is made on the future status of such components;
 - (2) unserviceable by the person or organisation that declared the component unserviceable, and its custody shall be transferred to the aircraft owner after documenting such transfer in aircraft maintenance record system referred to in point [ML.A.305](#).
- (c) Components which have reached their certified life limit or contain a non-repairable defect or malfunction shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved in accordance with point [ML.A.304](#).
- (d) Any person or organisation responsible pursuant to point [ML.A.201](#) shall in the case of an unsalvageable component, as provided for in point (c), take one of the following actions:
- (1) retain such component in a location referred to in point (b)(1);
 - (2) arrange for the component to be mutilated in a manner that ensures that it is beyond economic salvage or repair before relinquishing responsibility for such a component.
- (e) Notwithstanding point (d), a person or organisation responsible pursuant to point [ML.A.201](#) may transfer responsibility of components classified as unsalvageable without mutilation to an organisation for training or research.