

A/C registration	Release Statement used	Approval reference used	EASA position	Conclusion
A/C covered by the Basic Regulation (BR)	<p>EASA release statement: <i>"Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 and in respect to that work the aircraft/aircraft component is considered ready for release to service"</i></p>	EASA. 145.XXXX	This is the release expected for aircraft covered by Basic Regulation.	Compulsory
<p>Practice 1. A/C not covered by the BR</p>	<p>EASA release statement: <i>"Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 and in respect to that work the aircraft/aircraft component is considered ready for release to service"</i></p>	EASA. 145.XXXX	<p>This release is issued outside the privileges granted by the EASA Part-145 approval. (The EASA inspector shall raise a finding against EASA Part 145.A.50 requirements)</p>	The organisation has used EASA procedures on aircraft not covered by the Basic Regulation (and not allowed by the MOE)
<p>Practice 2a. A/C not covered by the BR</p>	<p>The SoR release statement refers to the aviation code of the SoR, which is also called "Part-145" Example: <i>"Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 under the national aviation law of the SoR (name) and in respect to that work the aircraft/aircraft component is considered ready for release to service"</i></p>	SoR Number	No objections from EASA	The CRS falls under the SoR responsibility
<p>Practice 2b. A/C not covered by the BR</p>	<p>The SoR release statement refers to the aviation code of the SoR, which is not called "Part-145" Example: <i>"Certifies that the work specified, except as otherwise specified, was carried out in accordance with (Aviation Code of the SoR) and in respect to that work the aircraft/aircraft component is considered ready for release to service"</i></p>	SoR Number	No objections from EASA	The CRS falls under the SoR responsibility

Annex to the letter reference EASA D (2013) KSP/MGO/ABR/145NAAs/51975

<p>Practice 3a. A/C not covered by the BR</p>	<p>The SoR release statement refers to the aviation code of the SoR, which is <u>also</u> called "Part-145"</p> <p>Example: "Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 <u>under the national aviation law of the SoR (name) and in recognition of the organisation's EASA Part-145 approval, and in respect to that work the aircraft/aircraft component is considered ready for release to service"</u></p> <p>Signed: EASA.145.XXXX</p>	<p>EASA. 145.XXXX</p>	<p>No objections from EASA as long as the release statement clearly identifies that this is a release under the aviation law of the SoR and as long as the AMO provides evidence that the SoR laws allow this practice and the use of the EASA approval number</p> <p>(if those conditions are not met findings shall be raised)</p>	<p>The CRS falls under the SoR responsibility</p>
<p>Practice 3b. A/C not covered by the BR</p>	<p>The SoR release statement refers to the aviation code of the SoR, which is <u>not</u> called "Part-145"</p> <p>Example: "Certifies that the work specified, except as otherwise specified, was carried out in accordance with (<u>Aviation Code of the SoR</u>) and in recognition of the <u>organisation's EASA Part-145 approval, and in respect to that work the aircraft/aircraft component is considered ready for release to service"</u></p> <p>Signed: EASA.145.XXXX</p>	<p>EASA. 145.XXXX</p>	<p>No objections from EASA as long as the AMO provides evidence that the SoR laws allow this practice and the use of the EASA approval number</p> <p>(if those conditions are not met findings shall be raised)</p>	<p>The CRS falls under the SoR responsibility</p>