



EASA rules require that removed aircraft parts must be deemed in satisfactory condition, properly documented (usually with EASA Form 1), and installed according to approved maintenance data. Components from aircraft withdrawn from service require Part-145 maintenance organization assessment for re-installation. Unserviceable parts must be segregated from serviceable ones.

Key EASA requirements for the use of removed parts include:

- **Documentation:** Serviceable components removed from an aircraft (e.g., for storage or sale) require an EASA Form 1 issued by a Part-145 organization following a satisfactory inspection.
- **Eligibility Check:** Before installation, the maintenance organization must ensure the part is eligible for that specific aircraft, considering modifications and Airworthiness Directives (ADs).
- **Parts from Retired Aircraft:** Components from aircraft withdrawn from service can only be re-installed if the dismantling is controlled by a Part-145 organization, which validates their airworthiness.
- **Unserviceable/Unsalvageable Parts:** These must be clearly identified, segregated, and cannot re-enter the supply system without authorized repair or certification.
- **Modification/Repairs:** If a component was removed due to a defect, it must undergo workshop maintenance, not just a visual check, before reuse.

Key References:

- **EASA Part-145.A.50:** Rules for component installation and certification.
- **EASA Part-M Subpart E:** Requirements for the management of components.
- **AMC2 145.A.50(d):** Procedures for handling removed serviceable components.