

0 INTRODUCTION

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This edition completely replaces all previous editions.

The term “**Dassault Aviation Business Services SA**” will be use during any EASA Part 145 activity such as on/within Maintenance Work Package, Purchase Orders, invoices, Certification, approved manuals and procedures. The term “**DABS**” will be use in this manual.

0.2 Purpose

This Procedure gives an overview and additional information for the release to service. It specifies:

- Format to establish a CRS for aircraft and component
- Content of CRS
- Forms and stamps used

0.3 Scope

This procedure is applicable to all release to service issued by Dassault Aviation Business Services SA.

0.4 References

- Regulation: EASA 145.A.50 and FAR 43.9/43.11
- MOE (DA-0100)
- DA-0110

0.5 Abbreviations and Definitions

CRS	Certificate of release to service
ICA	Instruction for Continuing airworthiness

1 GENERAL

1.1 Responsibility

Persons authorised by the AMO to approve for return to service and issue a certificate of release to service (CRS) shall be certificated under EASA and listed on the Roster (DA-0103).

Privileges for certifying staff are described in DA-0201.

A CRS shall be issued by appropriately authorised certifying staff on behalf of DABS when it has been verified that all maintenance ordered has been properly carried out by DABS in accordance with the MOE, taking into account the availability and use of the maintenance data specified and that there are no non-compliances which are to endanger flight safety.

1.2 Release to service for aircraft

A release to service shall meet the requirements of 145.A.50 and additional requirements coming from additional regulation i.a.w aircraft registration.

The certifying staffs are personnel who are authorised to return to service Aircraft or Component for which the AMO is rated after maintenance, overhauls, and repairs have been completed.

Return to service and Release certificate must be signed and stamped with each certifying staffs' stamp.

The release to service is issued before flight after completion of any maintenance and/or defect rectification.

a) Defect rectification / data base update

Release to Service is issued and stamped into the Aircraft Flight technical Log after limited Line maintenance work, defect rectification and when maintenance items are deferred from the Flight Tech Log to the HIL.

b) Scheduled maintenance

Release to Service is issued into a certificate of release to service (CRS) when scheduled maintenance, inspections, modifications and/or repair have been performed.

Release to Service is also stamped into the Flight Tech Log.

1.3 Release to service for component - Authorised release certificate

a) EASA Form 1

An authorised release certificate/airworthiness approval tag - EASA Form 1- is issued by the Shop certifying staff at the completion of maintenance on an aircraft component in accordance with the capability list (DA-0105).

It constitutes the aircraft components certificate of release to service after maintenance in the workshops.

The original accompanies the part/component. One copy is filed in the workshop and another copy is retained with the Work Report.

b) DABS Aircraft company Components Work Report

A work report instead of an EASA Form 1, can be issued by the shop certifying staff at the completion of maintenance on components, which are Removed / Installed on the same aircraft maintained by DABS facility.

c) Robbery parts

Where a bilateral agreement exists: As repair station or approved maintenance organisation by external authorities, DABS may issue an EASA Form 1 single release in case of robbery parts.

- Box "other regulations specified in block 12" must be ticked,
- The regulations of the other airworthiness authority(ies) must be identified in block 12

Where a bilateral agreement did not exist: As approved maintenance organisation by external authorities, DABS may issue a NAA form in lieu of the EASA Form 1 in case of robbery parts.

2 RELEASE DESCRIPTION – CONTENT

Refer to MOE §2.16

2.1 Release content

The certifying staff issuing "release to service" uses his **Personal Stamp**, as described in §4.3, showing the company's name, EASA Part-145 approval number as well as the name and internal Authorisation number of the undersigning person and his full signature.

The date, when the maintenance was carried out, has to be noted.

Form of Maintenance Release/Approval for Return to Service is either a **Certificate of Release to Service** (CRS) for Aircraft, Engine or APU with respect to the work performed either a **Form 1** for components and i.a.w capability list Rating (DA-0105). The content of release shall include:

- Description of the work or type of inspection performed and list of Parts replaced/ repaired;
 - Date the Aircraft, Engine or Part is approved for return to service and the total landing and time in service as appropriate;
 - Name of the person who is approving for return to service as authorised by the AMO. Only a Certifying staff with appropriate internal authorisation could release an Aircraft, an Engine or a Part. The roster detailed type of authorisation given;
 - Cross reference to the Customer's Maintenance Program reference and revision, as appropriate in case of scheduled maintenance;
 - Cross reference to Purchase Order from Customer;
 - Cross reference to Work Report, containing full details of work carried out, including Manufacturers / operators Instructions;
 - Location where the maintenance was carried out;
 - Stamp and Signature held by the Certifying staff; and
 - AMO Certificate number;
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- A reference to any life or overhaul limitation in terms of date/flying hours/cycles/landings, etc. as appropriate has to be included in case of release certificate for component.

The Certifying staff will then determine if an unairworthy condition exists. If the customer elects to work a discrepancy that is closed out, the discrepancy shall be rewritten as a new task order.

If an aircraft, following inspection, is not approved for return to service because it does not meet the applicable type certificate data, airworthiness directives (AD) or other data upon which airworthiness depends, the owner/operators shall be given a signed and dated list of those discrepancies and the aircraft will not be approved for return to service.

Following major repair or alterations, the certifying staff is responsible to ensure all required ICA are available (flight manual supplements, weight and balance supplements, and maintenance manual supplements).

2.2 Release statement

2.2.1 EASA registered Aircraft

It contains the EASA reference (**CH.145.0248**) and the following statement:

The undersigned 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.

Location	Company Name	EASA Approval	Name Stamp and Signature
	Dassault Aviation Business Services SA	CH.145.0248	

In case of an alternate abbreviated CRS statement is used in Aircraft Flight technical Log ("Part 145.A.50 release to service"), it shall be verified that the full text of release is written. If not, a stamp with full text need to be added.

2.2.2 Non- EASA registered Aircraft

It contains the EASA reference and the NAA reference and the following statement:

*The undersigned certifies that the work specified except as otherwise specified was carried out in accordance with the **current NAA regulation*** and in respect to that work, the aircraft/aircraft component is considered ready for release to service.*

*** Text differs i.a.w regulation – refer to chapter 5.**

2.2.3 EASA Form 1 for maintenance on Component

It contains the following statement:

"Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part 145 and in respect to that the work the items are considered ready for release to service."

Note In case of Work is performed on a component removed and fitted on the same aircraft i.a.w aircraft data (AMM) and without using the shop facility, an EASA Form 1 may not be necessary.

2.2.4 NDT works

Release after NDT work is issued on an **EASA Form 1** (component) **or** in an appropriate report **DA-0113** (work on aircraft) by NDT personnel qualified in accordance with 145.A.30(f) (EN 4179).

"Release" of works after **maintenance on aircraft for another AMO** is issued by qualified Certifying Staff. Release is signed in **Task Cards** and in **Work release**. The aircraft is released by the AMO with appropriately qualified B1 or C certifying staff as applicable.

Work release shall contain the release statement in compliance with 145.A.50.

2.3 Component removed serviceable from aircraft

2.3.1 Component removed for accessibility

These components which are reinstalled in the same aircraft, shall be identified with a **Blue identification** tag (refer to paragraph 4.5) and/or temporarily be stored in a tray marked with the registration number of the aircraft to prevent them from damage and contamination.

It is not necessary to recertify such components before reinstallation.

A function check has to be carried out upon installation.

2.3.2 Component removed for re-installation in other aircraft

Components removed serviceable from aircraft for storage and /or reinstallation in another aircraft at **DABS** shall be tested and recertified by authorised certifying staff and or outside contractors.

The aircraft component may only be deemed serviceable if the last flight operation with the aircraft component fitted was both fault free. In addition the A/C component should be inspected for satisfactory condition such damage, corrosion leakage and compliance with additional manufacturers maintenance instructions.

The A/C record should be checked concerning any unusual events such as involvement in accidents, incidents, heavy landings, lightning strikes, extreme stress, temperatures, immersion or other, which could affect the component operation.

EASA Form 1 or equivalent release certificate in regards to the registration of the aircraft shall be issued and attached to the component before storage in the serviceable parts stock and /or installation in an aircraft.

2.3.3 Component removed for sales/Stock or Use as Loaner /Exchange

Serviceable components removed from aircraft and which are assigned to be sent out to another customer / operator, have to be tested and recertified by **DABS** authorised certifying staff within the scope of their personal licence or by another approved facility.

EASA Form 1 has to be filled and attached to the component.

2.4 Exception

2.4.1 Works by Organisation not approved to EASA Part-145

In this case, the scope of works is limited to complete specialised maintenance services on Aircraft, engine or component, such as minor repairs modifications, minor works, cabin refurbishing, sheet metal work and repair.

In any case, **DABS** is fully responsible to supervise and control all works carrying out. **DABS** has to make sure that the sub-contractor work does not exceed the authorised type of work.

The certifying staffs are also responsible to issue the Release to service and /or **EASA Form 1**.

2.4.2 Works not completed

If for whatever reason it is not possible to carry out the complete work instructions, then this should be reported to the operator who will determine the deferment of such incomplete work.

Such deferment should be specified on Certificate of Release to Service identifying the limitation for such deferment and the defects not rectified. *

*The following text could be used in addition:

List of discrepancies found during this maintenance has been provided to the customer who will investigate and correct them.

*Additional work/test need to be performed. Customer informed with attached list of differed work.
Further investigation and actions will be taken by the customer.*

2.4.3 Aircraft not Airworthy

The undersigned certifies that the work specified except as otherwise specified was carried out in accordance with EASA Part-145.

The mentioned aircraft is NOT APPROVED for return to service because of attached list of discrepancies and/or unairworthy items provided to the Customer. *

*The following text could be used in addition:

This approval is limited to demonstration of compliance purposes only, pending the approval of EASA STC (or minor change) Project Nr. XXX".

Refer to approved flight conditions reference Nr yyy to fly only under Permit to Fly" Nr zzz.

Not eligible for installation on in-service type-certificated aircraft,

Work / Installation of SB {xxx} conforms to design data; pending approval under EASA STC (or minor change) project Nr {xxx} / pending acceptance under NAA authority.

2.4.4 Permit to fly

The undersigned certifies that the work specified except as otherwise specified was carried out in accordance with EASA Part-145.

The mentioned aircraft is considered ready for release to service for intended flight and under conditions specified on Permit to Fly referenced above.

List of discrepancies / unairworthy items provided to the Customer.

Specified approved flight conditions shall be complied.

2.4.5 Engine not Airworthy

The undersigned certifies that the work specified except as otherwise specified was carried out in accordance with EASA Part-145.

The item is NOT considered ready for release to service.

2.4.6 Component with not appropriate certificate

When an aircraft is grounded at a location other than the Geneva base due to the non-availability of an aircraft component with the appropriate release certificate, it is permissible to temporarily fit an aircraft component without the appropriate release certificate for a maximum of **30 flight hours** or until the aircraft first returns to the main Line Station or main maintenance Base, subject to the **DABS** agreement.

An "**A/C CRS remote decision**" Form (Refer to DA-0132) is issued by the Technical department. Original form will be filled in the A/C record with the original WO.

2.4.7 Single Event Authorisation (SEA)

Refer to MOE §2.16.4.9

One-off authorisation / Single Event Authorisation - SEA i.a.w Part-145A.30(j) 5.

When an aircraft is grounded at a location other than the Geneva base due to a defect was unexpected and where no Part-145 organisation or appropriate Certifying Staff are available to issue a CRS for a task on an aircraft type, DABS, **as contracted organisation**, may issue a one-off certification authorisation. A one-off authorisation "SEA Form" (**DA-0131**) is delivered by **SQ department**.

The **SQ department** may issue a SEA form:

- To one of DABS Certifying Staff holding equivalent type authorisations on aircraft of similar technology, construction and systems; or
- To any person with five years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type.

DABS shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organisation.

Process is described in MOE §2.16.4.9.

All One-off Certification Authorisations (SEA) will be reported to the NAA within 7 days of issue.

3 APPENDIX - FORMS

3.1 Personal stamp

Certifying staff:

Dassault Aviation Business Services SA Name 66 B1/B2/C - reference licence

Technical department:


Dassault Aviation Business Services SA Technical services Name

3.2 Release to service text for aircraft

All release shall be signed by certifying staff as follow

Maintenance Organisation: Dassault Aviation Business Services SA	EASA Approval: CH.145.0248 NAA Approval:
Release text	
Date (dd/mm/yy): Location:	Name / Stamp / Sign:

3.3 Release certificate form for component

1. Approving Competent Authority / Country FOCA - Federal Office of Civil Aviation Switzerland		2. AUTHORISED RELEASE CERTIFICATE EASA FORM 1			3. Form Tracking Number Shop_2022-XXX	
4. Organisation Name and Address:  Dassault Aviation Business Services SA 20 Chemin des Papillons, P.O. BOX 36 CH-1215 GENEVA 15 AIRPORT, SWITZERLAND		Location: DABS Geneva Geneva Airport Switzerland		5. Work Order/Contract/Invoice Nb: xxxx/xxxx		
6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. QUANTITY	10. SERIAL NUMBER	11. STATUS / WORK	
					<input type="checkbox"/> OVERHAULED <input type="checkbox"/> INSPECTED / TESTED <input type="checkbox"/> MODIFIED <input type="checkbox"/> REPAIRED	
12. REMARKS						
13a. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in a condition for safe operation <input type="checkbox"/> non-approved design data specified in block 12			14a. <input checked="" type="checkbox"/> Part-145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.			
13b. Authorised Signature		13c. Approval/ Authorisation Number		14b. Authorised Signature / Stamp		
				14c. Certificate/Approval Ref. No. CH.145.0248		
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		
				14e. Date (dd/mm/yyyy) : dd mmm. 2021		
USER/INSTALLER RESPONSIBILITIES This certificate does not automatically constitute authority to install the item(s). Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1. Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						