



Guidance Letter / Commercial recognition of regulatory approved alternative materials solutions, for aircraft end of lease and transitions

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Background

IATA supports and promotes a broader adoption of regulatory approved alternative (aircraft materials) solutions for the benefit of all Airlines without discrimination.

In the context of the Aviation Supply Chain crisis, IATA has been actively engaging key Industry stakeholders, including Lessors, Airlines, MROs and DOAs.

This initiative aims to mitigate acute parts shortages, long supply lead-times, repair turnaround times, obsolescence, but while also taking into account Lessors' commercial constraints related to asset value and transferability. Another industry benefit is a clarification of existing practices.

In this context, this Guidance Letter relates to already regulatory approved alternative solutions (parts and repairs) which are commonly used in commercial redelivery of leased aircraft. Airlines are encouraged by IATA to further discuss with their Lessors for the possibility of a broader scope.

Airlines are advised to review the operations section of their lease terms, as it is understood that most agreements do not restrict the use of approved alternative solutions during operations ("quiet enjoyment").

Whereas it is of course not binding in any way, the following content is understood to be broadly supported within the Leasing community, and for consideration to be incorporated into the redelivery provisions of future aircraft lease agreements. Its content is also understood to be consistent with practices already commonly admitted in existing leasing arrangements

Guidelines

at Aircraft end of Lease and redelivery:

Item 1 – Under the provision of Item 4, regulatory approved Alternative Parts (see definition below) fitted in the following areas can remain installed on the aircraft upon aircraft redelivery:

- > *Consumables / Expendables*
- > *Cabin interior parts*
- > *Sub-assembly piece parts within airframe components*



Item 2 - All parts installed by the Type Certificate Holder (TCH) at aircraft build can remain installed at the time of redelivery.

Item 3 – Regulatory approved minor component repairs performed in compliance with either i) EASA Part 21 or ii) FAA DER instructions can be done, provided that the Lessee produces supporting evidence of an Authorized Release Certificate (ARC) being either i) an EASA Form 1, or ii) a FAA Form 8130-3.

Item 4 - Pending further Industry discussions, some Lessors still commercially exclude Alternative Parts (Item 1) at redelivery on the following: i) Engines (ATA 70), ii) APUs (ATA 49), iii) Landing Gears (ATA 32), and iv) Critical Components. This aspect is intended to be further discussed through additional Industry workshops.

Definitions

These definitions are supported by the participants for the purpose of the above statement:

Critical Component

Following the US/EU bilateral agreement, and for the purpose of this Guidance Letter, it means parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or in the Certification Maintenance Requirements (for any given aircraft, the corresponding parts list can typically be found in the maintenance and engineering manuals issued by the Aircraft Manufacturers / TCH, such as the ALS).

Alternative Parts:

For the purpose of this Guidance Letter, it means FAA PMA parts only. Regarding other categories of alternative parts approved under EASA, FAA or any other National Authorities (e.g: EASA EPAs, FAA OOPPs, TCCA PDAs, etc.), their eventual inclusion in such definition may be discussed on case by case basis between Lessees and Lessors.

Next steps

- IATA's Guidance Material document on best practices for "Lease returns" and for "PMA / Part 21 & DER repairs" will be updated to include the content of the above Letter.
- [IATA - MRO SmartHub](#) platform will be updated to connect information from the existing approved PMA database of the FAA and to provide dashboard guidance to Airlines.