1 INTRODUCTION

1.1 This Notice provides guidance on the acceptance of aeronautical part removed from aircraft no longer in service and intended to be returned to service.

1.2 The end user is responsible to ensure that aeronautical part installed onto an aircraft is an approved part. Approved part is one that meets approved design data applicable to that part, which has been manufactured and subsequently maintained in accordance with the requirements of the State of Design, Manufacture or Registry as applicable.

2 PROCEDURES

2.1 DCA recognizes that aircraft withdrawn from use is often used as source of spare parts. Caution must be exercised where these parts, although serviceable at the time the aircraft was placed on storage, may have been affected adversely by storage conditions, including environmental factors or by the length of storage. The part may exhibit satisfactorily external appearance but internal conditions or degradation may not be visible through normal visual inspection.

2.2 The process of removal of part from these aircraft must be planned, controlled and documented in a manner as closed as possible to that adopted for routine maintenance tasks on in-service aircraft. The process should take into account the following points:

   a) the means by which part is removed should be in accordance with the maintenance data (e.g. maintenance manual), using the tooling specified;
   b) adequate access equipment should be provided;
   c) if conducted in the open, disassembly should cease during inclement weather;
   d) all works should be carried out by appropriately qualified personnel;
   e) all open connections should be blanked; and
   f) a protected and enclosed quarantine storage areas for parts being removed should be provided in the vicinity of the work area.

2.3 An assessment of condition and eventual return to service of each removed part must be conducted by a suitably qualified organisation. The extent of the work required before part is returned to service may, depending on factors mentioned in paragraph 2.1, range from simple external visual inspection to a complete overhaul. The following factors must be ensured before part is considered for returned to service:

   a) Checked for satisfactory conditions, in particular for damage, corrosion, damage and compliance with any manufacturers maintenance instructions.
   b) Part life (TBO / Retirements life / Shelf life) is not exceeded.
   c) Previous maintenance history can be verified from the records, and particularly for serialized component, maintenance history card must be available.
   d) Modification standards, including status of SB and AD compliance can be determined.
   e) Does not associate with any known defect or involvement in incidents, accidents, heavy landing or lightning strikes. Under no circumstances, part is release to service if it has been subjected to extreme of stress, temperature or immersion which could affect its operation.
   f) Does not carry any outstanding maintenance action.
   g) An acceptance test should be available for all components that are subjected to acceptance testing after manufacturing or maintenance, as appropriate.

2.4 Parts removed from serviceable aircraft or aircraft on storage that comply with manufacturer's recommended storage procedures and satisfy requirements specified in paragraph 2.3 should be acceptable for return to service. The part must be properly identified, tagged and adequate entries must be made on the Component History card (for serialised parts) or Log Book on the following:

   a) detail description of the part,
   b) actions taken in determining the status of the part as serviceable,
   c) list of applicable SB, AD or repair carried out (if applicable),
   d) reference to workcard or worksheets or any incoming document,
   e) aircraft from which the part is removed,
   f) detail life used (for life limited parts, being any combination of fatigue, overhaul or storage life)
   g) who carried out the certification and date and the organization,
2.5 Part originated from aircraft which do not comply to manufacturer's recommended storage procedure, even if it satisfy the requirements specified in paragraph 2.3, does not automatically qualify for return to service. Internal condition and degradation to internal parts and may not be visible through visual inspection. Manufacturers recommendations must be satisfied before returning to service.

2.6 Parts removed from aircraft which has doubtful maintenance records, must undergo recertification to meet the manufacturers recommendations before returning to service.

2.7 When determining the status of the part, the recommendations of the manufactures / vendors must be complied. When in any doubt, the full recommendations specified in manufacturers’ / vendors’ manual, must be met before returning the part to service.

3. REQUIREMENTS

3.1 Economic advantage shall not outweigh the requirements to maintain the airworthiness of the aircraft. Owners/operators are therefore encouraged to discuss with DCA when intending to put any aircraft on storage programs or to reactivate thereafter.

3.2 It is the responsibility of the end user to ensure that parts installed on an aircraft are serviceable and adequate certification exists to confirm the status of airworthiness before the part is released to service on Malaysian registered aircraft. DCA holds maintenance organisation/LAME who issue the certification on the parts, responsible for being satisfied that all reasonable measures have been taken to ensure only genuine approved and serviceable parts are accepted in accordance with these procedures.

4. FURTHER INFORMATION

4.1 The aircraft parts may only be deemed serviceable if the last flight operation with the aircraft parts fitted was fault free and within 6 months prior to the issue date of the removal/certification. However, the 6 months limit will not apply when the approved maintenance organisation has procedures to ensure only fault free aircraft parts will be processed in accordance with this paragraph 2.3.

4.2 Serviceable aircraft components removed from a Non-Malaysian Registered aircraft may only be considered for released to service for fitment to Malaysian Registered aircraft, provided:

a) It was issued with an Authorised Released Certificate or equivalent by an acceptable organisation approved to issue such certificate and in accordance with sub-paragraph 4.2.2

b) The requirements of paragraph 2.3 and 2.4 are satisfied.

DIRECTOR GENERAL
DEPARTMENT OF CIVIL AVIATION
MALAYSIA