GUIDANCE MATERIAL FOR THE USAGE OF PARTS REMOVED FROM AIRCRAFT NO LONGER IN SERVICE AND AIRCRAFT INVOLVED IN ACCIDENTS

Reference: ICAO Doc 9760, Part III, 9.10.8 & 9.10.9

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1. Purpose

The purpose of this Advisory Circular is to provide comprehensive guidelines to the aviation industry regarding the assessment, inspection, control, and usage of aircraft parts salvaged from aircraft permanently withdrawn from service (unserviceable) or those involved in aviation accidents or incidents.

2. Applicability

This guidance material applies to all organizations approved by the Civil Aviation Agency (CAA), specifically Air Operator Certificate (AOC) holders, Approved Maintenance Organizations (Part-145 / Part-CAO), Continuing Airworthiness Management Organizations (CAMO), and parts distributors operating within the State.

3. Parts Removed from Aircraft Permanently Withdrawn from Service

When an aircraft is permanently retired or withdrawn from service, its parts may be salvaged for reuse. However, these parts must not be installed on an active aircraft unless the following strict conditions are met:

- **Removal by Approved Organization:** The removal of the part must be performed by an appropriately approved maintenance organization (e.g., Part-145) to ensure it is not damaged during the removal process.
- **Traceability & Historical Records:** The part must have documented traceability to its last operator and aircraft. Records of the aircraft's last flight, total cycles, total hours, and storage conditions must be verified. Parts from aircraft stored in extreme environmental conditions without preservation must be treated with high scrutiny.
- **Inspection and Testing:** Before being deemed airworthy, the part must undergo a complete assessment, visual inspection, and functional testing (if applicable) against approved data (CMM, AMM) to ensure it is in a condition for safe operation.
- **Certification:** Only after successful testing and evaluation can an Authorized Release Certificate (e.g., EASA Form 1) be issued, stating the origin of the part in the remarks section.

4. Parts Removed from Aircraft Involved in Accidents or Incidents

Parts removed from an aircraft involved in an accident or serious incident present a significant safety risk due to the potential for hidden damage resulting from extreme physical stress, severe structural forces, sudden deceleration, or exposure to fire and extreme heat. The following procedures are mandatory:

- **Immediate Quarantine:** All such parts must be immediately isolated in a quarantine area and tagged as 'unserviceable'.

- **OEM / TC Holder Involvement:** Standard maintenance manual (CMM) inspections are insufficient for accident-related parts. The Type Certificate (TC) Holder or Original Equipment Manufacturer (OEM) must be contacted to provide specific instructions for evaluating the part.
- **Specialized Testing (NDT):** The part must be subjected to specialized Non-Destructive Testing (NDT) as mandated by the TC holder to detect internal fractures, stress fatigue, or heat damage.
- **Release to Service:** These parts cannot be certified as airworthy without explicit written approval or evaluation reports from the TC Holder/OEM confirming their structural integrity.

5. **Mutilation and Disposal of Unsalvageable Parts**

Any parts assessed and deemed unairworthy, beyond economical repair, or which have reached their life limit must be permanently removed from the aviation supply chain.

To prevent these parts from being fraudulently resold or re-entering the market as suspected unapproved parts (SUP), the organization must perform permanent mutilation prior to disposal. Acceptable methods include:

- Grinding, cutting, or deep milling of critical structural surfaces.
- Complete destruction of the data plate and serial number.
- Melting or crushing of the component.

Note: Simply applying a red tag, painting, or marking 'scrap' is NOT considered adequate mutilation.

6. **Record Keeping**

Approved organizations must retain all records related to the assessment, testing, release, or mutilation of parts salvaged from retired or accident-involved aircraft for a minimum of 3 years. These records are subject to regular audits by the Civil Aviation Agency.