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ADVISORY CIRCULARS
AIRWORTHINESS ADVISORY CIRCULAR

SUBJECT: AIRCRAFT PARTS REMOVED FROM AIRCRAFT NO LONGER IN SERVICE

INTRODUCTION

This Advisory Circular provides guidance on the acceptance of aeronautical parts removed from aircraft no longer in service and intended to be returned to service.

A. PARTS REMOVED FROM AN AIRCRAFT NO LONGER IN SERVICE

1. PROCEDURES

- 1.1. Aircraft withdrawn from service are often used as a source of spare parts, a process sometimes described as ~~parting out~~. These parts, although serviceable at the time the aircraft was placed in storage, may have been affected adversely by storage conditions, including especially environmental factors, or by the length of storage.
- 1.2. The records for the aircraft and its parts prior to the aircraft being placed into storage will need to be researched in order to ascertain the previous maintenance history, and MCAI, modification and repair status of the parts being removed. Any unusual events immediately prior to storage, e.g. heavy landings or lightning strikes, will also have to be considered when deciding on the serviceability of the parts being removed.
- 1.3. It is important that the part removal process be planned and controlled in a manner as close as possible to that adopted for routine maintenance tasks on in-service aircraft. The following points in particular should be considered:
 - a)adequate access equipment should be provided;
 - b)the means by which part is removed should be in accordance with the maintenance data (e.g. maintenance manual), using the tooling specified;
 - c)if conducted in the open, disassembly should cease during inclement weather;
 - d)all work should be carried out by appropriately qualified maintenance personnel;
 - e)all open connections should be blanked;
 - f) a protected and enclosed quarantine storage area for the parts being removed should be provided in the immediate vicinity of the work area; and
 - g)normal maintenance documentary controls should be used, e.g. the use of work sheets or cards to record component removals, and identification labels to show serviceability status.

- 1.4. An assessment for condition and eventual return to service of each removed parts will need to be conducted by a suitably approved organization. The extent of the work necessary before the part is returned to service may, depending on the factors noted in 1.1, range from a simple external visual inspection to a complete overhaul.
 - a) Check for satisfactory conditions, in particular for damage, corrosion, 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 lightening 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

- 1.5. Parts removed from serviceable aircraft or aircraft on storage that comply with manufacturer's recommended storage procedures and satisfy requirements specified in paragraph 1.4 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 serialized parts) or Log Book with 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 work card 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,

- 1.6. Parts originated from aircraft which do not comply to manufacturer's recommended storage procedure, even if it satisfy the requirements specified in paragraph 1.4, does not automatically qualify for return to service. Internal condition and degradation to internal parts and may not be visible through visual inspection. Manufacturer's recommendations must be satisfied before returning to service.

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

- 1.8. When determining the status of the part, the recommendations of the manufactures / vendors must be complied with. When in any doubt, the full recommendations specified in manufacturer's / vendors manual, must be met before returning the part to service.

2. FURTHER INFORMATION

- 2.1. 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 organization has procedures to ensure only fault free aircraft parts will be processed in accordance with paragraph 1.4.

- 2.2. Serviceable aircraft components removed from a Non-Belizean Registered aircraft may only be considered for released to service for fitment to Belizean Registered aircraft, provided:
 - a) It was issued with an Authorized Released Certificate or equivalent by an acceptable organization approved to issue such certificate and in accordance with BCAR - 145

 - b) The requirements of paragraph 1.4 and 1.5 are satisfied.

B. REQUIREMENT/ INFORMATION

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.
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 Belizean registered aircraft. Manufacture or Approve Maintenance Organization (Certificate Maintenance Facility) 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.
3. 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.