



Advisory Circular

AC-AW-012

June 2018

SUBJECT: PARTS REMOVAL

DATE: June 2018

PURPOSE

This advisory circular (AC) is issued to provide guidance information on the removal of aircraft components from an aircraft no longer in service or an aircraft involved in an accident or incident.

SECTION 1

Used Aircraft Components removed from an Aircraft withdrawn from service

Serviceable aircraft components removed from aircraft withdrawn from service are to comply with the subparagraphs below:

- 1.1 Aircraft withdrawn are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organization approved under GCAA Part 6, employing procedures approved by the Authority.
- 1.2 To be eligible for installation, components removed from such aircraft may be issued with a serviceable tag or equivalent following a satisfactory assessment.
- 1.3 As a minimum, the assessment will need to satisfy standards set out below as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.
 - 1.3.1 New/unused aircraft components
 - a) Any unused aircraft component in storage without a serviceable tag or equivalent that was manufactured by an organization acceptable to the Authority at that time may be issued with a serviceable tag or equivalent.

- b) An acceptance test report or statement should be available for all used and unused components that are subjected to acceptance testing after manufacturing or maintenance as appropriate.
- c) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition or in absence of specific storage instructions that aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.
- d) The storage life used of any storage life-limited parts should be established.
- e) If it is not possible to established satisfactory compliance with conditions specified in subparagraphs 1.3.1 (a) to (d) inclusive, the aircraft component should be disassembled when the Engineering and Maintenance Division (EMD) has the approved ratings and capabilities to disassemble the said component and subjected the component to a check for incorporated airworthiness directives, repairs and modifications and inspected/tested in accordance with the maintenance data to establish satisfactory condition, and if relevant, all seals, lubricants and life-limited parts should be replaced. Upon satisfactory completion after reassembly, a serviceable tag or equivalent shall be issued stating what was carried out and the reference of the maintenance data included.

1.3.2 *Preliminary Check.* Serviceable aircraft components removed from a Malaysia registered aircraft may be issued a serviceable tag or equivalent subject to compliance below:

- a) EMD shall ensure that the component was removed from the aircraft by an Approved Maintenance Organization of a Gambian aircraft mechanic appropriately type certificated for that particular aircraft type.
- b) The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.
- c) The aircraft component shall be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional manufacturer's maintenance instructions.
- d) The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft components such as involvement in accidents, incidents, heavy landings or lightning strikes. A serviceable tag or equivalent shall not be issued if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could affect its operation.



1.3.3 *Used aircraft components removed from a serviceable aircraft.* Serviceable aircraft components removed from a serviceable aircraft may be issued a serviceable tag or equivalent subject to compliance with below:

- a) After performing the above preliminary procedures in subparagraph 1.3.2, a list of all fault free component is to be raised.

NOTE: *Fault free in this context means the component is free from leakage, damage, corrosion and is functionally and operationally checked out to be satisfactory.*

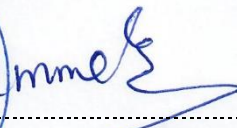

- b) A maintenance history record shall be available for all used serialized aircraft components.
- c) Compliance with known modifications and repairs shall be established.
- d) The flight hours/cycles/landings as applicable of any service life limited parts including time since overhaul shall be established.
- e) Compliance with known applicable airworthiness directives shall be established.
- f) Upon satisfactory compliance with conditions specified in subparagraphs 1.3.3 (a) to (e) inclusive, serviceable tag or equivalent may be issued and shall contain all the required information including the aircraft from which the aircraft component was removed.
- 1.4 Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organization responsible for certifying any removed component should ensure that the manner in which the components were removed and stored are compatible with the standards required by GCAR Part 6.
- 1.5 A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated GCAR Part 6 organization under the supervision of certifying staff who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.
- 1.6 All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.
- 1.7 Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

- 1.8 Suitable GCAR Part 6 facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be in accordance with the manufacturer's recommendations.

SECTION 2

Used aircraft components removed from an Aircraft Involved in an Accident or Incident

Such components should only be issued with a serviceable tag or equivalent when processed in accordance with Section 1 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the Type Certificate holder or original manufacturer as appropriate.

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