

## USAGE OF PARTS REMOVED FROM AN AIRCRAFT NO LONGER IN SERVICE

### 1 Introduction

The Civil Aviation Directive SCAA CAD AIRW/10, SCAA CAD AIRW/11, SCAA CAD AIRW/10Vc and CAD AIRW/10Vd incorporate Annex I, Annex II, Annex Vc and Annex Vd (Part M, Part 145, Part CAMO and Part CAO respectively) to the European Commission Regulation (EC) No 1321/2014 of 26 November 2014, as amended, as the technical standard applicable in the Seychelles for the continuing airworthiness of aircraft and aeronautical products, parts and appliances.

This airworthiness notice sets out to introduce information and guidance to persons and organisations on the usage of parts removed from an aircraft no longer in service and parts recovered from an aircraft involved in an accident.

### 2 Procedures and policy

#### 2.1 PARTS REMOVED FROM AN AIRCRAFT NO LONGER IN SERVICE

2.2 Aircraft withdrawn from service are often used as a source of spare parts, a process sometimes described as “parting out”.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.

2.3 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) The means by which the part is removed should be in accordance with the normal maintenance data (e.g. maintenance manuals), 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 work should be carried out by appropriately qualified maintenance personnel;
- (e) All open connections should be blanked; and
- (f) A protected and enclosed quarantine storage area for the parts being removed should be provided in the immediate vicinity of the work area.

- 2.4 An assessment for condition and eventual return to service of each removed part will need to be conducted by a suitably approved organisation. The extent of the work necessary before the part is returned to service may range from a simple external visual inspection to a complete overhaul.

### 3. **PARTS RECOVERED FROM AN AIRCRAFT INVOLVED IN ACCIDENTS**

- 3.1 When an aircraft has been involved in an accident, the title to the salvage may pass from the insured owner to the other person (e.g. aircraft insurers) and this salvage may be offered for sale either complete or as separate aircraft item in an “as is, where is” condition. Though such items may not manifest any visual evidence of damage, distortion or change of characteristics, a serious airworthiness hazard could result from their use if special precautions are not taken. While some items may be totally unaffected by the accident or incident which caused the aircraft to be declared as salvage, it is essential to obtain clear evidence that this is the case. If such evidence cannot be obtained, the item shall not be returned to service.
- 3.2 Before overhaul and reinstallation can be considered, all such items must therefore be subject to competent assessment and inspection in the light of adequate knowledge of the circumstances of the accident, subsequent storage and transport conditions, and with evidence of previous operational history obtained from valid airworthiness records. Confirmation of this assessment in the form of an airworthiness release is essential.
- 3.3 In particular, if a crash load is sufficient to take any part above its proof strength, residual strains may remain which could reduce the effective strength of the item or otherwise impair its functions. Loads higher than this may cause the item to crack, with an even more dangerous potential. Further, a reduction in strength may be caused by virtue of the change of a material’s characteristics following overheating from a fire. It is therefore of the utmost importance to establish that the item is neither cracked, distorted or overheated. The degree of distortion may be difficult to assess if the precise original dimensions are not known, in which case there is no option but to reject the item. Any suggestion of overheating would be cause for a laboratory investigation into significant change of material properties.

### 4 **Effectivity**

This Notice becomes effective from the date of issue and supersedes Airworthiness Notice 22 issue 3.