AC 1-6 (Rev 0)
2 December 2025

Civil Aviation Authority of Singapore

Advisory Circular

ACCEPTABILITY OF SERVICEABLE AIRCRAFT PARTS REMOVED FROM SINGAPORE AIRCRAFT

GENERAL
Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 11 of the Air Navigation Act 1966 (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE
This Advisory Circular provides guidance for transferring a serviceable aircraft part between aircraft within the same operator's fleet.

APPLICABILITY
This AC applies to an operator of a Singapore-registered aircraft.

CANCELLATION
This is the first AC issued on the subject.

EFFECTIVE DATE
This AC is effective from 2 December 2025.

REFERENCES
Nil.

1 CONDITIONS FOR AIRCRAFT PART CANNIBALISATION

1.1 For purpose of paragraph 10(1) of the ANO, a certificate of release to service or an equivalent release document in respect of an aircraft part installed or placed on board for use in a Singapore aircraft remains in force when an aircraft part is removed from one Singapore aircraft (donor aircraft) and installed onto another Singapore aircraft (recipient aircraft), provided it is performed in accordance with a procedure that satisfies certain conditions. This process is commonly known as aircraft part cannibalisation.

1.2 Aircraft parts that are eligible for part cannibalisation include line replaceable units (e.g. flight computers, pumps, panels) and do not extend to standard parts and consumables such as bolts, nuts, and packings.

1.3 The conditions referred to in paragraph 1.1 are as follows:

a. Aircraft eligibility
Both the donor and recipient aircraft must have a valid Certificate of Airworthiness This ensures parts that are removed and installed have been maintained or preserved in accordance with approved maintenance schedules and requirements.

b. Part compatibility
The aircraft part to be cannibalised must be compatible with the configuration of the recipient aircraft, as verified against the Illustrated Parts Catalog or approved maintenance data.

c. Approved cannibalisation procedure
The cannibalisation is to be carried out in accordance with a procedure approved by CAAS in the operator's Maintenance Control Manual (MCM) (refer to section 2 of this AC). If the operator does not have an MCM, written approval must be obtained from CAAS prior to any cannibalisation.

d. Serviceability verification
The serviceability of the aircraft part must be verified prior to removal to minimise the risk of transferring a defective part. This can be achieved by reviewing operational records from the latest three flight segments with the aircraft part installed and in operation, and ensuring no faults have been recorded for the part or its associated systems.

No scheduled maintenance (i.e. scheduled inspections, repairs and overhaul) may be performed on the part after removal to ensure that the part's serviceability status remains unchanged. ***Upon installation*** of the cannibalised part, functional and operational checks must be completed on both the part and its associated aircraft systems, where applicable, in accordance with approved maintenance data to verify serviceability.

e. Maintenance tracking
All applicable maintenance parameters (e.g. accumulated flight hours and cycles, time/cycle since overhaul) and maintenance requirements for the cannibalised part must continue to be tracked in the operator's Maintenance Information System (MIS). All actions related to the cannibalisation process must be documented in the maintenance records and the MIS must be updated accordingly to ensure accurate tracking of mandatory maintenance requirements and service history. For life-

limited parts, the MIS must also record and monitor flight hours, cycles, and life-limit thresholds.

1.4 A cannibalised aircraft part must not be returned to the store as available inventory for use on any other aircraft in the operator's fleet.

2 AIRCRAFT PART CANNIBALISATION PROCEDURE

2.1 Figure 1 illustrates the overall aircraft part cannibalisation procedure mentioned in paragraph 1.2(c). The cannibalisation of aircraft parts is typically handled by an operator's authorised AMO. Operators may perform part or all of the cannibalisation process, provided they hold approval to perform maintenance on their own aircraft fleet under an approved MCM.

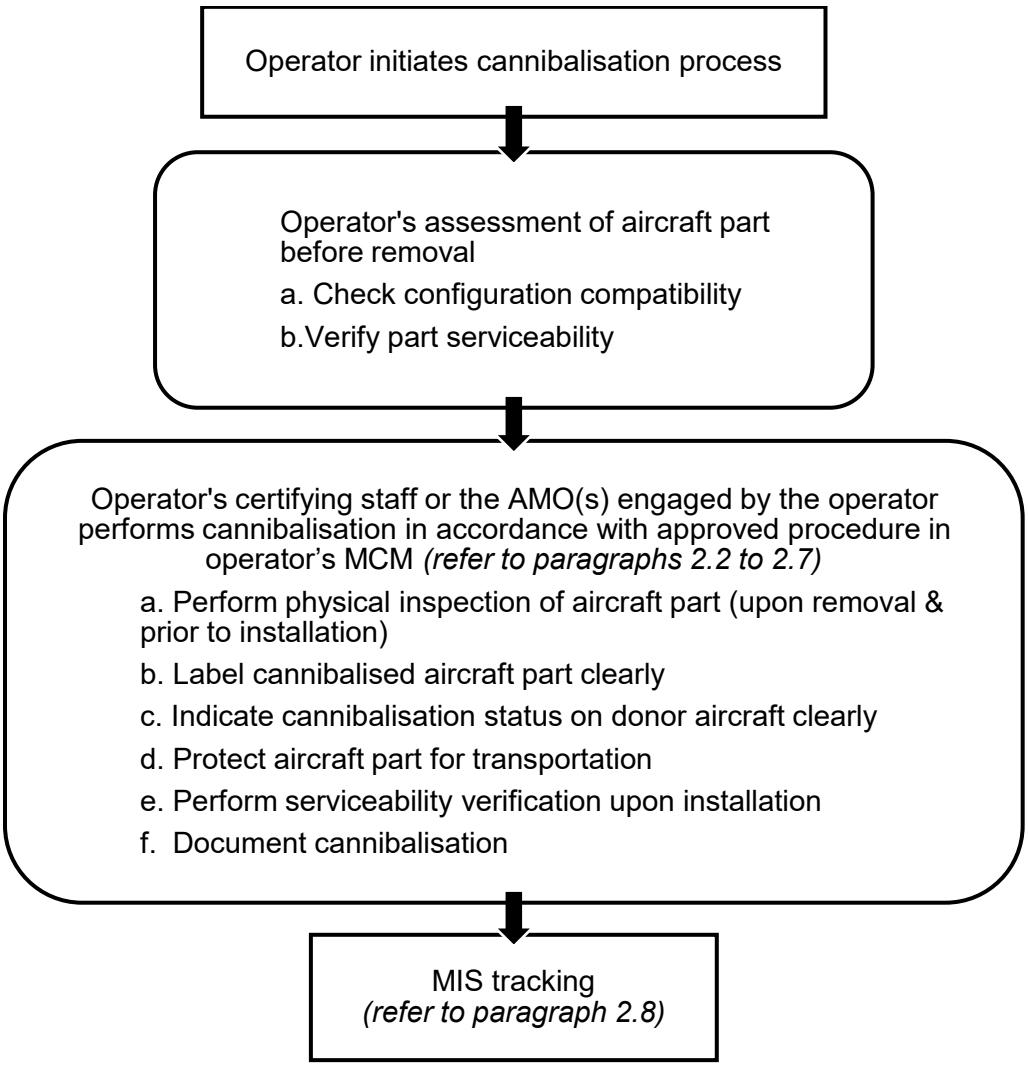

Figure 1: Flowchart of cannibalisation procedure

2.2 Physical inspection (upon removal and prior to installation)

The operator must ensure that cannibalised aircraft part is inspected and confirmed to be in good condition upon removal from the donor aircraft by the operator's certifying staff or the AMO performing the removal, and prior to installation on the recipient aircraft by the operator's certifying staff or the AMO performing the installation.

2.3 Clear labelling of aircraft part

The operator must ensure that the operator's certifying staff or AMO performing the removal clearly labels the cannibalised aircraft part with the following details upon removal from donor aircraft and remain so labelled until installation on the recipient aircraft, including during transit:

a. full aircraft part description, part number and serial number (where applicable);

b. identification details of both donor and recipient aircraft (registration marks and manufacturer serial numbers);

c. a certification statement confirming satisfactory inspection of the cannibalised part after removal;

d. work order (e.g. task cards, technical logs) reference numbers for both removal and installation of the cannibalised part;

e. name and authorisation number of maintenance personnel responsible for the removal, inspection, and installation of the cannibalised part; and

f. dates of removal, inspection, and installation.

2.4 Clear indication of cannibalisation status of donor aircraft

The operator must ensure that the cannibalisation status of the donor aircraft is clearly indicated by placing visible labels both in the aircraft cockpit and at the aircraft part removal location by the operator's certifying staff or the AMO performing the removal of the aircraft part.

2.5 Protective measures for aircraft part

The operator must ensure that the aircraft part is adequately protected upon removal and during transport from the donor to the recipient aircraft, by the operator's certifying staff or the AMO performing the removal of the aircraft part. Protection measures must mitigate environmental hazards such as electrostatic discharge, moisture, and temperature fluctuations. All openings on the part must be sealed with appropriate blanking devices, critical surfaces protected, and any special handling requirements clearly marked on the packaging to ensure the airworthiness and prevent any damage.

2.6 Serviceability verification upon installation

The operator must ensure that the required functional and operational tests are performed to verify the serviceability of both the cannibalised part and its associated aircraft systems upon installation, by the operator's certifying staff or the AMO performing the installation of the aircraft part. If the tests cannot be completed at the time of installation, the outstanding tests must be documented in the recipient aircraft's outstanding tasks list and completed prior to the aircraft's next flight.

2.7 Documentation of cannibalisation

The operator must ensure the cannibalisation (from removal to installation) of the aircraft part is properly documented, including the maintenance data used, functional and operational test results, measurements, adjustments, and any other procedures as applicable.

2.8 MIS tracking for cannibalised part

a. The operator must ensure that its MIS provides comprehensive tracking of all required maintenance parameters for the cannibalised part. Where applicable, this includes:

   i. accumulated flight hours and cycles since installation on the operator's aircraft;

   ii. time or cycles since last overhaul;

   iii. scheduled maintenance tasks and inspection intervals; and

   iv. current life status of life-limited parts.

b. Following installation on the recipient aircraft, the operator must ensure its MIS continue to monitor all applicable maintenance thresholds and life limits to ensure continued airworthiness and compliance with regulatory requirements. This is particularly critical for aircraft parts that are subjected to multiple life-limiting factors.

c. The operator must ensure its MIS maintain accurate records of:

   i. applicable airworthiness directives;

   ii. applicable inspection requirements;

   iii. modification status;

   iv. service bulletin incorporation; and

   v. applicable repair history and associated limitations.

d. All associated documentation must be properly transferred and linked to the recipient aircraft to maintain full traceability throughout the cannibalised part's service life. For life-limited parts, the operator must ensure the complete service history of the cannibalised part is tracked and documented, both prior to and following cannibalisation.