

# Advisory Circular

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## ACCEPTABILITY OF AIRCRAFT PARTS

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### 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 AC is issued to provide information on the acceptability of new and used parts for installation on a Singapore-registered aircraft.

### APPLICABILITY

This AC applies to SAR-145 approved maintenance organisations (AMOs), and operators of Singapore-registered aircraft.

### CANCELLATION

This AC supersedes AC 145-3 (Rev 10). This revision updates Table 1 on acceptable parts and clarifies the intended use of Authorised Release Certificates issued under the respective maintenance technical arrangements.

### EFFECTIVE DATE

This Advisory Circular is effective on 6 March 2026.

### REFERENCES

- ANO paragraphs 8A and 10
- SAR-145

# 1 INTRODUCTION

1.1 The Air Navigation Order states that a person must not install or place on board for use in a Singapore-registered aircraft any instrument or item of equipment that has been overhauled, repaired, modified or inspected unless, at the time of such installation or placement on board, there is in force in respect of the instrument or item of equipment (as applicable) –

- (a) a certificate of release to service issued in accordance with this paragraph; or
- (b) an equivalent release document,

that relates to the overhaul, repair, modification or inspection (as the case may be) of the instrument or item of equipment, as applicable.

1.2 In the case of parts, this certificate of release to service is usually in the form of an Authorised Release Certificate (ARC). It is the responsibility of the operator of Singapore-registered aircraft and SAR-145 AMO performing the installation of the part on a Singapore-registered aircraft to ensure that the part is accompanied by correct documentation and is fit for installation on the aircraft.

# 2 ACCEPTABLE PARTS

2.1 Aircraft parts accompanied by properly completed authorised release certificates or equivalent release documents listed in Table 1 are acceptable for use on Singapore-registered aircraft.

2.2 The AMO and the operator of a Singapore-registered aircraft, when procuring a part (new or used) or engaging an organisation to maintain or manufacture a part (such as for purpose of a modification or a repair), should ascertain that the approval of the organisation issuing the ARC remains valid and any limitations that may have been added are acceptable to CAAS.

2.3 CAAS accepts maintenance approvals granted by EASA and FAA to their respective maintenance organisations based within their territories. Consequently, CAAS accepts the Authorised Release Certificates (ARCs)—specifically, FAA Form 8130-3 and EASA Form 1—as equivalent release documents for used (maintained) aircraft parts and components (excluding engines, auxiliary power units, and propellers) to be installed on Singapore-registered aircraft.

Types of parts	ARC/Equivalent Release Documents
Used (maintained) parts and components, excluding engines, auxiliary power units and propellers	<ol style="list-style-type: none"> <li>1. Form CAAS(AW)95</li> <li>2. Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and Transport Canada  <i>The following statement should be written in the ARC: "Released under the terms of the Canada-Singapore TA-M"</i></li> <li>3. FAA Form 8130-3 issued by a FAR-145 repair station</li> </ol>

Types of parts	ARC/Equivalent Release Documents
	<p>located in the United States</p> <p>4. EASA Form 1 issued by an EASA Part 145 approved maintenance organisation located in an EASA Member State* or issued before 1 January 2021 by an EASA Part 145 approved maintenance organisation located in the United Kingdom</p> <p>5. JAA Form One issued before 1 June 2009 by a JAR-145 approved maintenance organisation located in a JAA Full Member State</p> <p><i>Note: This does not apply to engine modules.</i></p> <p>6. CAD Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and HK CAD</p> <p><i>The following statement should be written in the ARC: "Released under the provisions of the TA between CAAS and CAD Hong Kong"</i></p> <p>7. CASA Form 1 issued before 1 July 2014 by a CASR Part 145 approved maintenance organisation located in Australia, or issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and CASA</p> <p><i>The following statement should be written in the ARC: "Released under the terms of the CAAS and CASA TA-M"</i></p> <p>8. JCAB Form 18 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and JCAB</p> <p><i>The following statement should be written in the ARC: "Released under the terms of the CAAS and JCAB TA-M"</i></p> <p>9. CAA Form 1 issued by a UKCAA Part 145 maintenance organisation located in the United Kingdom</p> <p>10. CAANZ Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and CAANZ</p> <p><i>The following statement should be written in the ARC: "Released under the provisions of the TA-M between CAANZ and CAAS"</i></p>
Used (maintained) engines, auxiliary power units and propellers	<p>1. Form CAAS(AW)95</p> <p>2. Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and Transport Canada</p> <p><i>The following statement should be written in the ARC: "Released under the terms of the Canada-Singapore TA-M"</i></p>

Types of parts	ARC/Equivalent Release Documents
	<p>3. CAD Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and HK CAD</p> <p><i>The following statement should be written in the ARC: "Released under the provisions of the TA between CAAS and CAD Hong Kong"</i></p> <p>4. CASA Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and CASA</p> <p><i>The following statement should be written in the ARC: "Released under the terms of the CAAS and CASA TA-M"</i></p> <p>5. JCAB Form 18 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and JCAB</p> <p><i>The following statement should be written in the ARC: "Released under the terms of the CAAS and JCAB TA-M"</i></p> <p>6. CAA Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and UKCAA</p> <p><i>The following statement should be written in the ARC (effective 1 Jan 2025): "Released in accordance with the TA-M between UKCAA and CAAS"</i></p> <p>7. CAANZ Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Maintenance between CAAS and CAANZ</p> <p><i>The following statement should be written in the ARC: "Released under the provisions of the TA-M between CAANZ and CAAS"</i></p>
New parts identified in the illustrated parts catalogue (IPC) or equivalent document	<p>An ARC issued by:</p> <ol style="list-style-type: none"> <li>1. the aircraft, engine or propeller manufacturer; or</li> <li>2. a supplier identified by the aircraft, engine or propeller manufacturer in the illustrated parts catalogue (IPC) or equivalent document.</li> </ol>
New parts for a modification or repair design identified in the IPC Supplement or equivalent document (Example: Service Bulletin, modification)	<ol style="list-style-type: none"> <li>1. Form CAAS(AW)95;</li> <li>2. The following ARCs issued by a relevant supplier accepted by CAAS under a Technical Arrangement on Airworthiness Certification: <ul style="list-style-type: none"> <li>• FAA 8130-3</li> <li>• EASA Form 1</li> <li>• CASA Form 1</li> <li>• UK CAA Form 1</li> </ul> </li> </ol>

Types of parts	ARC/Equivalent Release Documents
bulletin, etc.)	<ul style="list-style-type: none"> <li>• TCCA Form 1</li> <li>• ANAC Form F-100-01 (SEGV00 003)</li> </ul>
Standard Parts	<ol style="list-style-type: none"> <li>1. As specified in the CAAS Airworthiness Notice No. C42 (Acceptance of Aircraft Standard Parts by Users)</li> </ol>

**Table 1 – Acceptable Parts**

\* EASA Member States are Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, and Switzerland.

### **3 INSTALLER’S RESPONSIBILITIES**

- 3.1 The SAR-145 AMO should ensure that a person (also known as “installer”) is authorised by the AMO to install the part onto an aircraft or aircraft component and issue a certificate of release to service for the installation. The installer must ensure that the part is acceptable for fitment onto the aircraft or aircraft component.
- 3.2 The installer must determine the part’s eligibility for installation per the applicable maintenance data and ensure that the item is serviceable and unused since the issuance of the authorised release certificate.
- 3.3 The installer must ensure that the part is to the acceptable design and modification standard for fitment. Other than performing an inspection, the installer should assess the documentation accompanying the part to ensure compliance with maintenance quality standards, airworthiness directives, and life limitations. A part accompanied by an incorrectly completed authorised release certificate should be regarded as a suspected unapproved part.
- 3.4 The installer should also be aware of situations where a part should be considered unacceptable and removed from service, such as:
  - (a) In the case of life-limited parts, the status of the part cannot be established, and the historical records are not available;
  - (b) The part cannot be traced back to the manufacturer or certificated maintenance organisation that performed work on the part; or
  - (c) A serialised item is not identified with the genuine manufacturer’s data plate or other markings.
- 3.5 A form CAAS(AW)95 with a release statement issued under a maintenance technical arrangement between CAAS and a foreign authority is provided to satisfy the requirements of the arrangement and is intended for use on aeronautical products under the jurisdiction of the foreign authority.

- 3.6 The reliance on the certification of an approved organisation does not absolve the AMO or installer of the responsibility for the use of a part subsequently found to be unacceptable.