

Advisory Circular

ACCEPTABILITY OF MAINTAINED PARTS

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GENERAL

Pursuant to paragraph 88B of the Air Navigation Order, the Director-General of the Civil Aviation Authority of Singapore (DGCA) may, from time to time, issue advisory circulars (ACs) on any aspect of safety in civil aviation. This AC contains information about standards, practices and procedures acceptable to the Civil Aviation Authority of Singapore (CAAS). 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 maintained parts for installation on a Singapore aircraft. This revision updates the table of acceptable parts (Table 1- Acceptable Parts) with regards to the acceptance of parts accompanied by the correctly completed maintenance release documents such as the CAAS (AW95), Transport Canada Form One, Hong Kong CAD Form One, FAA Form 8130-3, EASA Form 1, JAA Form One and CASA Form 1 and JCAB Form-18.

APPLICABILITY

This AC applies to SAR-145 approved maintenance organisations (AMO) and Singapore AOC Holders.

CANCELLATION

This AC supersedes AC 145-3(5) dated 30 October 2013.

EFFECTIVE DATE

This Advisory Circular is effective on 5 May 2020.

REFERENCES

- ANO paragraphs 8A and 10
- SAR-145.1

1 INTRODUCTION

1.1 Paragraph 10(1) of the Air Navigation Order states that a person must not install or place on board for use in a Singapore aircraft any instrument or item of equipment that has been overhauled, repaired 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. It is the responsibility of the AOC Holder and SAR-145 AMO performing the installation of the part on a Singapore aircraft to ensure that the part is accompanied by correct documentation and is fit for installation on the aircraft.

2 ACCEPTABLE PARTS

2.1 Only aircraft parts accompanied by the correctly completed maintenance release documents or equivalent release documents listed in Table 1- Acceptable Parts are acceptable for use on Singapore aircraft.

Types of parts	Maintenance Release Documents/Equivalent Release Documents
<i>Used (maintained) parts and components, excluding engines, engine modules and auxiliary power units</i>	<ol style="list-style-type: none">1. CAAS(AW)952. Transport Canada Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between TCCA and CAAS3. FAA Form 8130-3 issued by a FAR-145 repair station located in the United States4. EASA Form 1 issued by an EASA Part 145 approved maintenance organisation located in an EASA Member State *5. JAA Form One issued before 1 June 2009 by a JAR-145 approved maintenance organisation located in a JAA Full Member State6. HK CAD Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and HK CAD7. CASA Form 1 issued before 1 July 2014 by a CASR Part 145 approved maintenance organisation located in Australia, or issued by

	<p>an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and CASA</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>Used (maintained) engines, engine modules, auxiliary power units and propellers</i></p>	<p>1. CAAS(AW)95</p> <p>2. Transport Canada Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between TCCA and CAAS</p> <p>3. HK 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>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>5. JCAB Form-18 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and JCAB</p>

Table 1 – Acceptable Parts

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

3 INSTALLER'S RESPONSIBILITIES

3.1 The installer must be a SAR-145 AMO authorised to issue a certificate of release to service for the installation of the part on an aircraft or aircraft component, and must ensure that the part is acceptable for fitment onto the aircraft or aircraft component in accordance with SAR-145.1.

3.2 The installer must determine the part's eligibility for installation and ensure that the item is serviceable and unused since the issue of the maintenance release document.

Note: The existence of a maintenance release document alone does not automatically constitute authority to install the part.

3.3 The installer must ensure that the part is to the acceptable design and modification standard for fitment in accordance with SAR-145.1. 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 maintenance release document 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
 - (c) A serialised item is not identified with the genuine manufacturer's data plate or other markings
- 3.5 The responsibility for the use of a part that is not accompanied with an acceptable maintenance release document lies firmly with the installer. The reliance on the certification of an approved organisation does not absolve the installer of the responsibility for the use of a part subsequently found to be unacceptable.

4 OTHER REGULATORY GUIDANCE ON AIRCRAFT PARTS

- 4.1 All users and installers are to refer to SAR 145 Sub-Part D Appendix 1 for information on the required certification for new aircraft parts.
- 4.2 Information and guidance on Standard Parts which are used on the aircraft and aircraft parts are provided in CAAS Airworthiness Notice No.C42.
- 4.3 AC 145-6 provides guidance regarding using parts removed from an aircraft and the proper disposal of scrap parts.