

Aircraft Parting - Dismantling for Spares



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The Parting here does not generate a Form 1?

Parting of Aircraft

- Increasing activity
- Parts are going back into supply chain
- What regulations apply?
- What oversight do we have?

Parting of Aircraft

Covered by Part 145.A.50 - AMC No2 to 145.A.50(d)

2.7. Used aircraft components removed from an aircraft withdrawn from service.

Serviceable aircraft components removed from a Member State **registered aircraft** withdrawn from service may be issued with an EASA Form 1 by a maintenance organisation approved under Part-145 subject to compliance with this subparagraph.

The intent of 'registered' is to indicate the aircraft has been subject to the EU Aviation Safety System – it has, or has had a European C of A.

Parting of Aircraft

2.7 (a) Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a **maintenance activity** and should be accomplished under the control of an organisation approved under Part-145 (A rating) employing procedures approved by the competent authority.

This is so the Parts removed can be inspected by the 145 and issued with a Form 1 providing **all the records are available as necessary**. Usually released 'Inspected tested,' block 12 should detail as much information as necessary. Compliance with paragraph 2.5 & 2.6 is required.

However.....

In the majority of cases Part 145s are not involved in the parting. The components are then sent to a workshop, the following paragraph then applies.

2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145. For used components maintained by a maintenance organisation not approved under Part-145, due care should be taken before acceptance of such components. In such cases a appropriately rated maintenance organisation approved under Part-145 should establish satisfactory conditions by.....
This would also apply to parts from non EU aircraft, whether they are removed by a Part 145 or not

Parting of Aircraft

The parts go to an appropriately rated Part 145 organisation with a C / B rating.

What goes on the repair order?

What goes on the Form 1?

Parting of Aircraft

M.A.201 Responsibilities

The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:

1. the aircraft is maintained in an airworthy condition, and;
2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;
3. the airworthiness certificate remains valid, and;
4. the maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in point M.A.302.

Parting of Aircraft

M.A.201 Responsibilities

How much oversight is the Part M having over the providence of the parts it uses?

Their oversight of their suppliers is our way in.

However according to one major supplier they never get visited by European companies?