UNAPPROVED AIRCRAFT PARTS

1.0 PURPOSE

This Order provides guidance and information to be used by Airworthiness Inspectors on reporting of unapproved aircraft parts when evaluating an operator’s Maintenance support.

2.0 REFERENCES

2.1 Civil Aviation (Air Operator Certification and Administration) Regulations as amended
2.2 Civil Aviation (Approved Maintenance Organization) Regulations as amended.
2.3 Civil Aviation (Operation of Aircraft) Regulations as amended
2.4 Civil Aviation (Airworthiness) Regulation as amended

3.0 GUIDANCE AND PROCEDURES

3.1 General Information

Although there is no regulatory requirement for the Industry to report bogus or un-approved parts to the Authority, it is required, the industry to consult this Authority when in doubt.

3.2 Verification - When a report of suspected bogus parts is received, inspectors shall establish exactly why such parts are suspected of being bogus or un-approved prior to forwarding such reports to other authorities. A traceability check must be done to establish the source of the part and to verify authenticity of the associated documentation and shipment details (where applicable).

3.3. Reporting Findings – If there is evidence to prove the part is not genuine or if the part is suspected of being un-approved, inspectors shall note down all relevant details in standardized reporting format that will include the following;

   a) Source of information on suspected bogus part
   b) Specific location where part was found.
   c) Details of suspected part (i.e. part number, serial number) etc
   d) particular colors, markings, dimensions and features common to the unapproved part which distinguish it from the genuine item; and the nature of any accompanying documentation.
   e) Information on how part was accepted into the AMO system (where applicable)
   f) Corresponding reference in manufacturer’s Illustrated Parts Catalogue (IPC) on the genuine part details
3.4 Using the information gathered inspectors should make an analysis and provide details to the Airworthiness Manager. Where it is very evident the part is un-approved, it should be immediately isolated for safety reasons. Even in cases where there is doubt on the origins of a part, it should be removed from service and isolated until a conclusion is reached.

3.5 The Airworthiness Manager shall ensure findings relating to un-approved or bogus parts are reported to:

   a) State of Design
   b) Type Certificate Holder
   c) State of Registry

3.6 Reporting may be done by electronic mail (e-mail), fax of any other means viewed to be most appropriate. For record and follow-up purposes, reporting must be in writing at all times.

3.7 If there is reason to believe these parts could have been acquired from a bogus parts distributor or from a source that may continue to supply suspected parts, the Airworthiness manager shall ensure this is communicated to the industry through the most appropriate means and without delay.

3.9 A successful reporting system should accept false alarms and the wasted effort they generate in the knowledge that to discourage them might eventually lead to the suppression of a genuine report.

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Civil Aviation Authority