

STATE OF LIBYA
MINISTRY OF TRANSPORT
CIVIL AVIATION AUTHORITY



دولة ليبيا
وزارة المواصلات
مصلحة الطيران المدني

Advisory Circular

LYCAA – AC - AIR -007- Rev00

Guidelines for the Use of Removed Parts and the Disposal of Scrap Parts

Approved by:

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President of the Libyan Civil Aviation Authority



Published by the Libyan Civil Aviation Authority

1. PURPOSE

This Advisory Circular (AC) is issued to provide guidance and information on:

- The proper usage of aircraft parts removed from serviceable aircraft,
- Aircraft parts taken from aircraft withdrawn from service, or
- Parts recovered from aircraft involved in accidents, intended to be returned to service.

Additionally, it addresses the proper disposal of scrap parts.

APPLICABILITY

This Advisory Circular is issued for application to LYCAA PART-145 approved maintenance organizations, AOC holders, LYCAA PART-M organizations, and owners/operators of aircraft registered in the State of Libya.

2. REFERENCES:

Libyan Airworthiness Regulations.

LYCAR PART 145.A.50 (d): Certification of Maintenance

3. DUE DATE FOR THIS AC:

This Advisory Circular will enter into force on the date of its signature

4. USED AIRCRAFT PARTS REMOVED FROM A SERVICEABLE AIRCRAFT

When an aircraft is grounded due to the non-availability of a part, it is allowable to install a serviceable part removed from another Libyan registered aircraft, subject to the 'donor' aircraft meeting the eligibility requirements in paragraph (4.1) of this Advisory Circular.

It is the responsibility of the aircraft maintenance organization to determine if they may issue such a serviceable release certificate (or serviceable Tag) following an inspection of the removed part, under those requirements.

The Operator shall notify the Libyan Civil Aviation Authority within 72 hours of the installation date of the used parts, providing the supporting documents.

4.1 ELIGIBILITY REQUIREMENTS DONOR AND RECIPIENT AIRCRAFT

The eligibility requirements for a used part (donor aircraft) are as follows:

- (a) The aircraft must be on the Libya register; and

(b) The aircraft must be in an airworthy condition or in a controlled maintenance environment undergoing maintenance;

The recipient aircraft of a parts robbery must be on the Libya register and operated by the same operator (Same AOC) as the donor aircraft.

4.1.1 The aircraft maintenance organization should issue a Serviceable label (Robbery Tag or LYCAA Form1) to all serviceable aircraft parts removed from a Libyan registered aircraft subject to compliance with the following:

- a) The donor and recipient aircraft meet the eligibility requirements of this document outlined in paragraph 3 above;
- b) The maintenance organization shall ensure that the part is removed from the donor aircraft, in accordance with approved maintenance data, by an appropriately qualified person, and using the tools and equipment specified;
- c) The last flight operation with the part fitted revealed no faults on that part or the related aircraft system;
- d) The aircraft part shall be inspected for, satisfactory condition including, damage, corrosion or leakage and compliance with any additional manufacturer's maintenance instructions and the requirements of the aircraft's maintenance programme;
- e) The aircraft records shall be reviewed for any unusual events that could affect the serviceability of the part, such as involvement in accidents, incidents, heavy landings or lightning strikes. A serviceable label shall not be issued, if it is suspected that a part has been subjected to extremes of stress, temperatures or immersion which could affect its operation;
- f) A maintenance history record including flight hours/cycles/landings as applicable must be available for all used serialised aircraft parts including details of scheduled maintenance requirements derived from the donors aircraft maintenance programme and maintenance planning schedule;
- g) Compliance shall be established with any continued airworthiness instructions (ICA) for applicable modifications and repairs for the robbed part by incorporating the ICAs into the recipient's aircraft maintenance programme and maintenance planning schedule;

- h) Any service life limited parts shall be determined and their service life remaining should be transferred to the recipient aircraft records; and
- i) Compliance with applicable Airworthiness Directives shall be established and/or maintained particularly where non-terminating action had previously been taken;
- j) Where applicable, mandatory reporting such as CPCP and SSID records shall be transferred including any pending actions associated with a modification or supplemental inspection regime; and
- k) A modification status review shall be undertaken of the recipient aircraft and part to ensure eligibility for fitment;
- l) The inspection and functional test section of the aircraft maintenance manual may not address sufficient verification that the used aircraft part and associated system is functioning correctly. Consideration shall be given to undertaking component/system functionality testing that ordinarily mitigated in the maintenance manual by simple high level part testing such as BITE in the case where a newly overhauled part is to be installed;
- m) Under no circumstances shall a donor aircraft be fitted with an unserviceable part in replacement for such removed to service another aircraft. The aircraft maintenance organisation shall document the removal of the part in the donor aircraft's Technical Log.

4.1.2 Parts removed under this process are not intended for Storage however, where a part is removed and cannot to be installed directly to the recipient aircraft, appropriate actions shall be carried out with regard to transit and storage in accordance with the manufacturer's recommendations. The following requirements shall be followed:

- a) Parts shall be stored in accordance with the manufacturer's recommendations;
- b) Parts requiring lubrication shall be lubricated prior to placing it in stores, and any previously applied lubricants must be fully purged; and
- c) Any parts removed that have a storage life, shall have the storage life applied.

The storage life of any parts should start from the date of the donor aircraft's last flight.

The storage conditions of the part shall be taken into account when determining whether a part has exceeded its storage life, because the manufacturer's storage lives are normally based on the premise that the part is stored in ideal conditions.

5. USED AIRCRAFT PARTS REMOVED FROM AN AIRCRAFT WITHDRAWN FROM SERVICE.

Prior to the installation of used aircraft parts removed from an aircraft withdrawn from service, the Operator shall submit a request along with the supporting documents to the Libyan Civil Aviation Authority.

Serviceable aircraft Parts removed from a Libyan registered aircraft withdrawn from service may be issued with an LYCAA Form 1 or equivalent by a maintenance organization approved under LYCAR. 145 subjects to compliance with this subparagraph.

- 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 LYCAR.145, employing procedures approved by the LYCAA.
- b) To be eligible for installation, components removed from such aircraft may be issued with an LYCAA Form 1 or equivalent by an appropriately rated organization following a satisfactory assessment. Appropriately rated means an organisation with an approval class rating for the type of component or for the product in which it may be installed.
- c) As a minimum, the assessment will need to satisfy the standards set out in AMC 2.145.A.50 (d) paragraphs 2.5 and 2.6 as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.
- d) Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should ensure that the manner in which the components were removed and stored are compatible with the standards required by LYCAR. 145.
- e) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

- f) All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.
- g) Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process.
- h) Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.
- i) Suitable LYCAR.145 facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be in accordance with the manufacturer's recommendations.
- j) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

6. USED AIRCRAFT PARTS REMOVED FROM AN AIRCRAFT INVOLVED IN AN ACCIDENT OR INCIDENT.

Such parts should only be issued with an LYCAA Form 1 or equivalent when processed in accordance with paragraph 4 and a specific work order including all additional necessary tests and inspections deemed necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block 12.

Prior to the installation of used aircraft parts removed from an aircraft involved in an accident or incident, the Operator shall submit a request along with the supporting documents to the Libyan Civil Aviation Authority.

7. RESPONSIBILITIES:

The Operator should furnish to the maintenance organization data required of paragraph 4.

The Operator shall notify or request acceptance from the LYCAA and submit the following supporting documents:

- Justification for the request (AOG, unavailability of spares, etc.)
- Risk Assessment
- Serviceable Tag or LYCAA Form 1 or equivalent (containing all relevant information)
- Evidence of compliance with paragraph 7 of this Advisory Circular

The maintenance organization should ensure suitable arrangements are in place to secure necessary data from the Operator.

The maintenance organization should ensure that the operator's maintenance records readily identify details of used aircraft parts.

The Operator must be provided with copies of all maintenance records and certificates related to the used aircraft part.

The Maintenance Organization shall establish approved procedures for the installation of used parts within its MOE or Supplement (for Foreign AMOs) to issue a Serviceable Tag (or the equivalent LYCAA Form 1). These procedures must be developed in accordance with LYCAR.145.A.50(d) and this Advisory Circular, and they must be approved by the LYCAA.

The Approved Maintenance Organization shall verify, prior to issuing a Serviceable Tag (or LYCAA Form 1), that the Operator has obtained acceptance from the LYCAA.

The Operator shall ensure that the approved procedure is fully followed and documented.

8. CERTIFICATE OF RELEASE TO SERVICE

The aircraft maintenance organization shall issue a Certificate of Release to Service (CRS) for all maintenance actions associated with these requirements in accordance with LYCAA Part-145.

Note: If a part is installed without LYCAA Notification or Acceptance, the maintenance work shall be considered incomplete, and the CRS shall not be issued.

9. DISPOSAL OF SCRAP PARTS AND MATERIALS

9.1 Those responsible for the disposal of scrapped aircraft parts and materials should consider the possibility of such parts and materials being misrepresented and sold as serviceable at a later date. Caution should be exercised to ensure that the following types of parts and materials are disposed of in a controlled manner that does not allow them to be returned to service:

- (a) Parts with non-repairable defects, whether visible or not to the naked eye;
- (b) Parts that are not within the specifications set forth by the approved design, and cannot be Brought into conformity with applicable specifications;
- (c) Parts and materials for which further processing or rework cannot make them eligible For certification under an approved system;
- (d) Parts are subjected to unacceptable modifications or rework that is irreversible;
- (e) Life-limited parts that have reached or exceeded their life limits, or have missing or incomplete records;
- (f) Parts that cannot be returned to an airworthy condition due to exposure to extreme forces or heat; and
- (g) Principal structural elements removed from a high cycle aircraft for which conformity cannot Be accomplished by complying with the mandatory requirements applicable to aging aircraft.

9.2 Scrapped parts should always be segregated from serviceable parts and when eventually disposed of should be mutilated or clearly and permanently marked. This should be accomplished in such a manner that the parts become unusable for their original intended use and unable to be reworked or camouflaged to provide the appearance of being serviceable.

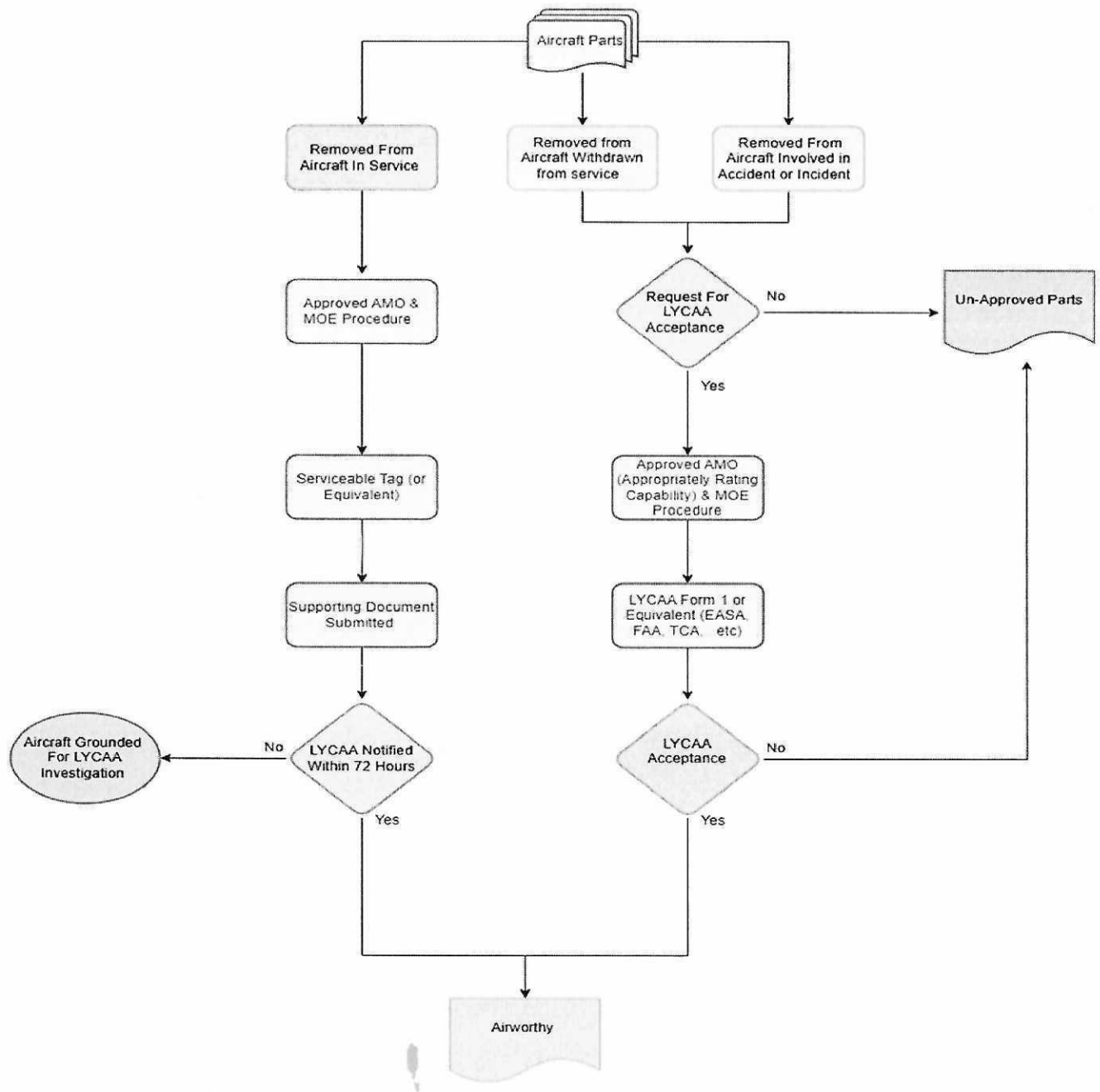
9.3 Scrapping of parts and materials may not be appropriate in certain cases when there is an ongoing evaluation process to determine whether a part or material may be restored to an airworthy condition.

Examples of these cases include the extension of life limits, the re-establishment of in-service history records, or the approval of new repair methods and technologies. In these cases, such parts should be segregated from serviceable parts until the decision has been made as to whether these parts can be restored to an airworthy condition, or be scrapped.

9.4 When scrapped parts are disposed of for legitimate non-flight use, such as training and education aids, research and development, or for non-aviation applications, mutilation is often not appropriate. In such cases, the parts should be permanently marked indicating that they are not serviceable; alternatively, the original part number or data plate information can be removed or record kept of the disposition of parts.

10. REPORTING:

All parts removed from an aircraft that do not meet the airworthiness requirements shall be considered unairworthy and must be reported as Suspected parts { with MSN and Serial Number } to the LYCAA at air@flightsafety.com and fsd@caa.gov.ly



Use of Removed Parts Flow Chart -Fig.01-