

Advisory Circular

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 maintained parts for installation on a Singapore 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 8) and updates Table 1 to include the CAANZ Form 1 issued by AMOs participating in the Technical Arrangement on Maintenance between the CAAS and CAANZ as an equivalent release document.

EFFECTIVE DATE

This Advisory Circular is effective on 6 June 2023

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 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. 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 Aircraft parts that are accompanied by the correctly completed authorised release certificates or equivalent release documents listed in Table 1 – Acceptable Parts for use on Singapore aircraft.

Types of parts	Authorised release certificates/Equivalent Release Documents
<i>Used (maintained) parts and components, excluding engines, engine modules (under C7 rating), auxiliary power units and propellers</i>	<ol style="list-style-type: none">1. Form CAAS(AW)952. Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and Transport Canada3. 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 * or issued before 1 January 2021 by an EASA Part 145 approved maintenance organisation located in the United Kingdom5. JAA Form One issued before 1 June 2009 by a JAR-145 approved maintenance organisation located in a JAA Full Member

	<p>State</p> <ol style="list-style-type: none"> 6. CAD Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and HK CAD 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 8. JCAB Form 18 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and JCAB 9. CAA Form 1 issued by a UKCAA Part 145 maintenance organisation located in the United Kingdom 10. CAANZ Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Maintenance between CAAS and CAANZ
<p><i>Used (maintained) engines, engine modules (under C7 rating), auxiliary power units and propellers</i></p>	<ol style="list-style-type: none"> 1. Form CAAS(AW)95 2. Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and Transport Canada 3. CAD Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and HK CAD 4. CASA Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and CASA 5. JCAB Form 18 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and JCAB 6. CAA Form 1 issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance

	<p>between CAAS and UKCAA</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>
<i>New aircraft parts (including engines and engine modules)</i>	<p>1. Form CAAS(AW)95</p> <p>2. Form CAAS(AW)96 – in the case of re-issued parts</p> <p>3. EASA Form 1</p> <p>4. FAA Form 8130-3</p> <p>5. JAA Form 1 issued prior to 28 November 2005</p> <p>6. CASA Form 1 where CAAS has issued an STC or STSO certificate for the article</p>
<i>Standard Parts</i>	<p>1. As specified in the CAAS Airworthiness Notice No. C42 (Acceptance of Aircraft Standard Parts by Users)</p>

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.

2.2 In addition to the new aircraft parts listed in Table 1, a new aircraft part may also be used on a Singapore-registered aircraft if the part is:

- (a) provided by a vendor listed in the illustrated parts catalogue (IPC) as approved vendor for that particular part; and
- (b) accompanied with an authorised release certificate issued by the vendor.

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 The responsibility for the use of a part that is not accompanied with an acceptable authorised release certificate lies firmly with the installer. The reliance on the certification of an approved organisation does not absolve the AMO of the responsibility for the use of a part subsequently found to be unacceptable.