

# Advisory Circular

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## ACCEPTABILITY OF MAINTAINED PARTS

GENERAL.....	1
PURPOSE .....	1
APPLICABILITY .....	1
CANCELLATION.....	1
EFFECTIVE DATE .....	1
REFERENCES.....	1
1 INTRODUCTION .....	2
2 ACCEPTABLE PARTS .....	2
3 INSTALLER'S RESPONSIBILITIES.....	4
4 OTHER REGULATORY GUIDANCE ON AIRCRAFT PARTS.....	4

### 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 (AC) 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 authorised release certificates.

### APPLICABILITY

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

### CANCELLATION

This AC supersedes AC 145-3 (Rev 6) dated 5 May 2020. This revision 7 includes the acceptance of parts released with CAA Form 1 issued by UKCAA for use on Singapore aircraft.

### EFFECTIVE DATE

This Advisory Circular is effective on 1 January 2021.

### 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 authorised release certificates or equivalent release documents listed in Table 1 – Acceptable Parts are acceptable for use on Singapore aircraft.

Types of parts	Authorised release certificates/Equivalent Release Documents
<i>Used (maintained) parts and components, excluding engines, engine modules and auxiliary power units</i>	<ol style="list-style-type: none"><li>1. Form CAAS(AW)95</li><li>2. Form One issued by an organisation accepted by the Authority under the Technical Arrangement on Aviation Maintenance between CAAS and Transport Canada</li><li>3. FAA Form 8130-3 issued by a FAR-145 repair station located in the United States</li><li>4. 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 Kingdom</li><li>5. JAA Form One issued before 1 June 2009 by a JAR-145 approved maintenance organisation located in a JAA Full Member</li></ol>

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

**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, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, and Switzerland.

### **3 INSTALLER'S RESPONSIBILITIES**

3.1 The installer must be authorised by a SAR-145 AMO to install the part on an aircraft or aircraft component and issue a certificate of release of service for the installation. The installer 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 authorised release certificate.

Note: The existence of an authorised release certificate 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 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 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 Table 1 – Documents for New Aircraft Parts 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 (Acceptance of Aircraft Standard Parts by Users).
- 4.3 AC 145-6 provides guidance regarding using parts removed from an aircraft and the proper disposal of scrap parts.