

CIVIL AVIATION AUTHORITY OF NEPAL

AAC 02/2009

Date of Issue: 24th April 2009

Ref: **Guidelines for disposal of scrapped parts**

In order to prevent the chances of scrapped aircraft parts being reused, following guidelines have been formulated. This is the responsibly of all concerned to adhere to the guidelines listed below.

(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.

(2) 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 subjected to unacceptable modifications or rework that is irreversible;
- e) life-limited parts that have reached or exceeded their life limits, or have permanently missing or incomplete records;
- f) parts that cannot be returned to an airworthy condition due to exposure to extreme forces or heat (see paragraph 4.5.8 above); 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 ageing aircraft.

(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.

(4) 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.

(5) When scrapped parts are disposed of for legitimate non-flight uses, 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 a record kept of the disposition of the parts.