

**AIRCRAFT ENGINES, ENGINE MODULES, APUS AND PROPELLERS  
OBTAINED FROM SOURCES NOT UNDER THE AIRWORTHINESS  
CONTROL OF STATE OF DESIGN**

**1. General**

Where aircraft engines, engine modules, APUs and propellers (hereafter called Power-plants) which have been overhauled, repaired or operated by organizations not under the airworthiness control of the State of Design are obtained for use in aircraft for which a Myanmar certificate of airworthiness is held or required, If the following facts (paragraph 1.1 to 1.3) can be established and the appropriate procedures of paragraphs 1.4 to 1.6 completed, the item may be regarded as having been operated, overhauled, repaired or modified in a manner, and with material of a type approved by the State of Design. Paragraphs 2.1 and 2.2 are appropriate to 'pool', 'lease', 'loan' or 'power-by-the-hour' power-plant in a similar way. The appropriate methods of signifying that items have been accepted under this Notice are prescribed in paragraph 3.

1.1 The power-plant shall be of a type approved by the State of Design, and the constructor shall, at the time of the original build, have been acceptable for the purpose to the DCA.

1.2 The build standard shall be acceptable to the DCA, i.e.

- (a) A list of any modifications or repair schemes not approved by the original constructor shall be provided to the DCA, which will determine whether any further investigation is required.
- (b) Where military types are similar to a civil equivalent and have been modified to comply with civil requirements, this shall have been done in conjunction with the constructor in each particular case, unless agreed otherwise with the DCA.
- (c) All applicable Airworthiness Directives shall have been accomplished, including Airworthiness Directives of the State of Design.
- (d) The last overhaul and any subsequent repairs shall have been undertaken to a specification and by an organization or person, acceptable to the DCA. Where an appropriate arrangement exists between the DCA and the responsible authority, overhaul and repair organizations appropriately authorized by that authority would be acceptable to the DCA.

1.3 In all cases, it shall be established, by the methods of (a) or (b) below, that the power plant has not become unserviceable as a result of operational abuse, inadequate maintenance or unsuitable storage. Log books alone must not be regarded as sufficient evidence of serviceability because they do not always provide a complete record of defects and work carried out.

- (a) It may be possible to make this judgments from the knowledge of the previous users. Where an appropriate arrangement exists between the DCA and the responsible authority, a statement certifying serviceability issued by an

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organization appropriately authorized by that authority will be acceptable. Failing this, reference shall be made to the DCA, which will make a decision taking into account, such information as may be available from the responsible authority, the constructor and the previous operator.

- (b) Where adequate assurance cannot be obtained under the methods of (a), the item shall be dismantled sufficiently (taking into account any recommendations issued by the constructor) to enable a judgment to be reached based on the revealed condition. If necessary, rectification action shall be taken before the item is regarded as complying with this paragraph 1.3. If it cannot be established that the engine power-plant are accurate and complete, all life limited parts must be scrapped. In addition, reference must be made to the DCA for a decision on whether any other parts should be scrapped in the absence of satisfactory records.

1.4 Where an assembly is broken down for use as individual parts, a statement of acceptability, in which the source of supply is indicated, shall be included in the release documents. Such a certification can be given by any organization or person who can sign a statement in accordance with paragraph 3 of this Notice. In addition, the holder of an aircraft maintenance engineer's licence endorsed in Category "C" for the type of engine, may certify such spare parts as his licence permits him to dismantle, assemble and incorporate in engines.

1.5 Civil identification plates shall be fitted, where applicable, and log books or their equivalent, as appropriate, shall be issued. Original or certified true copies of any necessary documents (modification standard, test results) arising from construction or previous overhaul shall be provided with the release documents.

1.6 A statement of any limitations (overhaul periods, time used of any retirement or ultimate Scrap lives) shall be provided with the release documents.

## **2. Power-Plants**

2.1 *Pool Power-plants*: engines interchanged between certain participating airlines on a temporary basis limited to a maximum of 200 hours. The use of pool power-plants, for the limited purpose and period covered by the definition, is permitted provided:

- (a) The conditions relating to airworthiness, which must apply for a pooling agreement to be entered into, are laid down in advance by the operator, agreed by DCA and lodged permanently in some suitable record of procedures.
- (b) The conditions require consideration not only of the local history of the engine but of the source of engine overhaul and repair where this is other than by the pool partner.
- (c) Applicable mandatory directives, instructions and notices are met.
- (d) Myanmar operator obtains from the overseas operator a signed statement certifying the power-plant is airworthy when released on loan, declaring any restrictions in cycles or hours, etc., relating to inspection, replacement, or overhaul as necessary

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to maintain the airworthiness of the item during the period of loan.

2.2 Lease/Loan/power-by-the-hour engines: engines which are supplied to operators under various agreements for long-term periods, usually from the manufacturer or his agent, but which are not necessarily newly overhauled when supplied. Where a power-plant is obtained from the original manufacturer or a DCA approved overhaul organization for long term loan or 'power-by-the-hour' lease and has been operated by a non-Myanmar operator since the last time the engine was available to the manufacturer/overhauler for an assessment similar to that detailed in paragraph 1.3(b), it will be acceptable for the serviceability of the power-plant to be confirmed as the manufacturer/overhauler or his authorized representative must issue certification of serviceability, having been satisfied at least that:

- (a) The previous operator has declared the power-plant to be serviceable at the time of removal, or has stated known defects.
- (b) Any outstanding defects have been rectified.
- (c) All defects which were recorded during the term of the previous lease appear to have been rectified satisfactorily.
- (d) The power-plant's performance is satisfactory (This may be by reference to the previous operator's logged data where this is suitable).
- (e) The power-plant has been stored satisfactorily and has not become deficient since removal from the aircraft due to the removal of any components.
- (f) The status of all life-limited components in the engine is clearly defined.
- (g) Inspection of the power-plant by the manufacturer or his authorized representative to a published schedule has been carried out to the extent necessary to confirm and certify that the power-plant is serviceable at the time of dispatch.
- (h) All applicable Airworthiness Directives of the State of Design have been accomplished.

3. The Statement(s) for the actual stripping, rectification and rebuilding carried out shall be entered in the applicable engine or propeller log book, to enable Certificates of Release to Service to be issued and shall be signed either by an organization accepted by the DCA for the construction or overhaul, or by a licensed aircraft maintenance engineer accepted by DCA for the overhaul, of the item concerned.

The statement "Part ... S/N ... has been accepted under procedure complying with this Airworthiness Notice" shall be signed by the person issuing the Certificate of Release to Service for the installation of the item concerned.