
DEPARTMENT OF CIVIL AVIATION
Airworthiness Notices

A/39

PARTS REMOVED FROM AN AIRCRAFT NO LONGER IN SERVICE

1. In Myanmar, due to the various circumstances, some aircraft have been left for a long time without having proper maintenance and some aircraft are withdrawn from service. This airworthiness notice is to provide the guidance to persons involved in maintenance.
2. Aircraft withdrawn from service are often used as a source of spare parts, a process sometimes described as “parting out”. These parts, although serviceable at the time the aircraft was placed in storage, may have been affected adversely by storage conditions, including especially environmental factors, or by the length of storage.
3. The records for the aircraft and its parts prior to the aircraft being placed into storage will need to be researched in order to ascertain the previous maintenance history, and airworthiness directive, modification and repair status of the parts being removed. Any unusual events immediately prior to storage, e.g. heavy landings or lightning strikes, will also have to be considered when deciding on the serviceability of the parts being removed.
4. It is important that the part removal process be planned and controlled in a manner as close as possible to that adopted for routine maintenance tasks on in-service aircraft. The following points in particular should be considered:
 - a) the means by which the part is removed should be in accordance with the normal maintenance data (e.g. maintenance manuals), using the tooling specified;
 - b) adequate access equipment should be provided;
 - c) if conducted in the open, disassembly should cease during inclement weather;
 - d) all work should be carried out by appropriately qualified maintenance personnel;
 - e) all open connections should be blanked; and
 - f) a protected and enclosed quarantine storage area for the parts being removed should be provided in the immediate vicinity of the work area and
 - g) normal maintenance documentary controls should be used, e.g. the use of work sheets or cards to record component removals, and label identification to show serviceability status.
5. An assessment for condition and eventual return to service of each removed part will need to be conducted by a suitably approved organization. The extent of the work necessary before the part is returned to service is range from a simple external visual inspection to a complete overhaul.