

## **BOGUS/ UNAPPROVED PARTS REPORTING**

### **1. Introduction**

- 1.1 Sub rule (b) of Myanmar Aircraft Rule 99 requires that all materials used in those parts of an aircraft which are essential for its safe operation shall conform to approved specifications. This notice gives in detail regarding the approved and unapproved parts, supporting documents for approved parts, precautions to prevent inadvertent acceptance of unapproved parts and reporting the same if received.
- 1.2. The need to ensure that parts installed on an aircraft meet the design specification and are serviceable is self-evident. The installation of any part failing to meet the intended design requirements degrades those requirements, leading to a degradation of airworthiness.
- 1.3. It is essential that for the purposes of continuing airworthiness a system of control exists which ensures that only parts meeting the approved design data applicable to a particular aircraft are installed on that aircraft. This notice is in conformance with the ICAO Document 9760 – Airworthiness Manual and provides guidance for the establishment of such a system. All maintenance organization/operator should define the detailed procedure in their exposition as per guideline provided in this notice.

### **2. Approved Parts**

- 2.1 An approved part is one meeting approved design data applicable to that part and which has been manufactured and subsequently maintained in accordance with the requirements of the State of Design, Manufacture or Registry, as applicable.
- 2.2 Standard parts such as fasteners are considered as approved parts when in accordance with an international or national or industry accepted standard and when referenced in the type design of the particular aircraft.

### **3. Unapproved Parts**

- 3.1 Parts not meeting the criteria described in 2.1 and 2.2 are considered to be unapproved. Unapproved parts also include those parts improperly returned to service, for example:
  - (a) parts supplied directly to the user by a subcontractor not entitled to do so;
  - (b) parts maintained or approved for return to service by a person or organization not approved to do so;
  - (c) parts not maintained in accordance with the requirements of the applicable approved data; and

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- (d) parts having reached their life limit, including, if applicable, any shelf-life limit.
- (e) parts specified in the illustrated parts catalogues (IPC) of a type certificated aircraft, but which have been manufactured, reclaimed or reworked and then marked by an authorized source and provided with documents which indicated falsely that the parts are genuine and conform to the approved type design, or meet a particular industry standard and are offered for use as conforming with an aircraft manufacturer's authorized IPC.
- (f) parts shipped directly to users by manufacturers, suppliers, or distributors who do not themselves hold appropriate production approvals for the parts, and have not been authorized to make direct shipments to users or stockiest by the type certificate holder, who alone has production approval, e.g. production overruns.
- (g) parts which have not been maintained, overhauled or repaired in accordance with the requirements of approved airworthiness data and statutory requirements, or that have been maintained, overhauled or repaired by persons not authorized to perform and certify these functions.

#### **4. Supporting Documentation**

- 4.1 A documentation process providing written evidence of the acceptability of a part is an essential element of any system designed to ensure that only approved parts are installed on an aircraft. Such a process is intended to provide all relevant information, concerning the part to which it refers, sufficient to enable a potential installer to readily ascertain its status.
- 4.2 Such documents (for example the FAA Form 8130-3, EASA Form One and the AWD Form One) will contain information relating to:
  - (a) the authority under which it is issued;
  - (b) reference identification for the purposes of traceability;
  - (c) name, address and approval reference of the issuing organization;
  - (d) work order, contract or invoice number;
  - (e) quantity, description, part number and, if applicable, serial number of the part;
  - (f) relevant information concerning any life limitations, compliance or non-compliance with any airworthiness directives, etc.;
  - (g) the signature and approval reference of the person issuing the document; and
  - (h) whether the part is new or used.
- 4.3 Any part not accompanied by the appropriate documentation would be considered to be unapproved.

## **5. Precautions to Prevent the Inadvertent Acceptance of Unapproved Parts**

- 5.1 Documentary evidence of compliance with an approved process will not in itself provide a guarantee against the installation of unapproved parts if the original supplier of such parts knowingly provides false information or otherwise sets out to deceive.
- 5.2 It is always necessary to have secondary defences in place designed to give early warning of unapproved parts prior to their release for installation. The primary defence in such cases is a strong, well-informed and alert parts ordering and receiving system which, through auditing and reports, establishes a satisfactory level of confidence in its parts suppliers and which:
- (a) ensures a continual correlation between parts ordered and parts received;
  - (b) is alert to any unauthorized alterations to supporting documentation and to any inability of the supplier to supply the required documentation;
  - (c) is aware if a quoted price for the part is significantly lower than that quoted by other suppliers;
  - (d) is aware that delivery times are significantly shorter than those quoted by other suppliers; and
  - (e) is aware of parts packaging methods used by approved parts manufacturers, maintenance organizations and distributors, and can detect deviations from these methods.
- 5.3 Organizations, particularly approved maintenance organizations and operators, should ensure that all those staff who have routine contact with parts, including especially buyers, stores staff, mechanics and certifying staff, are fully aware of the dangers posed by unapproved parts and also the likely sources. Approved maintenance organizations and operators will also need to ensure that their parts suppliers are fully integrated into the reporting network, and audits will be necessary among staff at intervals to ensure that all remain vigilant to the problem.

## **6. Unapproved Parts Reporting**

- 6.1 Systems used by end users, to report to the Manufacturer / Type Certificate holders and DCA Myanmar, are intended to provide widespread warning of the detection of unapproved parts so that operators of similar equipment can be made aware as soon as possible. In view of the likely random appearance of unapproved parts, access to a reporting system must be easy and available at all reasonable times. It follows that publicity for the reporting system (and the programmes generally) should be widespread.

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- 6.2 In order to obtain as much information as possible from a report of a suspected unapproved part, it is necessary to have a standardized reporting format. Information required will include part description and from where received; part number and (if applicable) serial number; particular colours, markings, dimensions and features common to the unapproved part which distinguish it from the genuine item; and the nature of any accompanying documentation.
- 6.3 At any time a part is deemed to be suspect, it and the accompanying documentation, if any, should be quarantined immediately and held until the body responsible for processing the reports is satisfied that the evidence is no longer required or until the authenticity of the part has been established.
- 6.4 Some reports of suspected unapproved parts will eventually turn out to be false as further information becomes available in the form of supporting documentation etc. A successful reporting system should accept such false alarms and the wasted effort they generate in the knowledge that to discourage them might eventually lead to the suppression of a genuine report.
- 6.5 Suspected unapproved parts should be reported in the format given in Appendix 1 and furnished the required information. The completed form can be sent to the address listed below:

Director (Airworthiness)  
Airworthiness Division  
Department of Civil Aviation  
Yangon International Airport, Yangon, 11021  
Tel: 95-1-533003  
95-1-533014  
Fax: 95-1-533 016

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Appendix-1

<b>SUSPECTED UNAPPROVED PARTS REPORT</b>	
1. Date the part was discovered:	2. Part name:
3. Part number:	4. Part serial number:
5. Quantity:	6. Assembly name:  Assembly number:
7. Aircraft make & model:	8. Aircraft system/ATA chapter
9. Name, address and description of company or person who supplied or repaired the parts:	
10. Check one of the following applicable to the company or person who supplied or repaired this parts: i.e. air operator/ certifying staff/ supplier/ manufacturer/ distributor/ repair station/ unknown	
11. Name and address of company or person where the part was discovered:	
12. Date of this report:	
13. Name, address of the reporter/ operator/ organization	
14. <input type="checkbox"/> Check this box if you have attached additional information	

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(Signature)

Responsible Manager