

## **BOGUS/ UNAPPROVED PARTS REPORTING**

### **1. Introduction**

- 1.1 The DCA has always been concerned about the possibility of unapproved parts being used on aircrafts.
- 1.2 In addition to manufacturing and marketing unapproved parts, falsification of release documentation is also a problem.
- 1.3 Installing unapproved parts onto aircraft has serious airworthiness implications.

### **2. Unapproved Parts**

- 2.1 An unapproved part is a part or material intended for installation on a type certificated product/aircraft, which has been neither manufactured according to approved procedures, nor conforms to an approved type design or which fails to conform to declared specifications or accepted industry standards (i.e. standard parts).
- 2.2 Unapproved parts include, but are not limited to:
  - (a) 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.
  - (b) 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 stockists, by the type certificate holder, who alone has production approval, e.g. production overruns.
  - (c) 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.

### **3. Additional Information**

- 3.1 The US FAA has issued an advisory circular AC 21-29C providing information and guidance to the aviation community for detecting and reporting suspected unapproved aircraft parts and procedures for referral of such reports to the appropriate FAA office.

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- 3.2 Because of the increased activity being undertaken in the United States against suspected unapproved parts, it is likely that the vendors of these parts will direct their activities towards other parts of the world, because of the reduced risk of detection.

#### **4. Compliance**

- 4.1 Aerospace industry users are reminded that it is possible to confuse a stockist's certification with an original manufacturer's certification. Therefore, great care is necessary when assessing incoming documentation in relation to the terms of the original order.
- 4.2 DCA stresses that the approved stockists must operate in a responsible manner, and supply satisfactory parts.
- 4.3 Any evidence of unapproved parts must be immediately reported to Airworthiness Division of the Department of Civil Aviation, Myanmar and Type Certificate holders. Operators and Approved Maintenance Organizations are required to set up a System in the Maintenance Control Manual to report to Type Certificate holders and State of Registry 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 should be easy and available at all reasonable times.
- 4.4 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 and (if applicable) serial numbers; particular colors, markings, dimensions and features common to the unapproved part which distinguish it from the genuine item; and the nature of any accompanying documentation.
- 4.5 At any time a part is deemed to be suspect, it and any accompanying documentation 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.
- 4.6 Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system, unless certified life limits have been extended or a repair solution has been approved.