

FIJI AERONAUTICAL INFORMATION CIRCULAR



ISO 9001/2008 CERTIFIED

Civil Aviation Authority of Fiji
Private Bag (NAP0354), Nadi Airport
Republic of Fiji
Tel: (679) 6721 555; Fax (679) 6721 500
Website: www.caaf.org.fj

AIC 03/17
Effective
28 APR 2017
AIRW

This AIC replaces AIC 03/99, which is hereby cancelled.

THE ACCEPTANCE OF AIRCRAFT COMPONENTS AND MATERIAL

1. INTRODUCTION

- 1.1 The purpose of this AIC is to provide guidance on the acceptance of aircraft components and material to the person issuing the Certificate of Release to Service for installation, so that responsibilities under the Air Navigation Regulations and ANR145C may be satisfied in a manner acceptable to the Civil Aviation Authority of Fiji.
- 1.2 The Civil Aviation Authority of Fiji in exercise of its powers under the provisions of sections 146 (1) (2) (3) and (4) of the Fiji Air Navigation Regulations 1981, appropriately issues guidance in the provision of accepting aircraft components and material.
- 1.3 This AIC is applicable to new and used aircraft components, and material intended for use in aircraft issued with a Certificate of Airworthiness pursuant to ANR 13.
- 1.4 A component received in accordance with this AIC should also have its eligibility for an individual aircraft established by the end user, considering any special conditions, aircraft and component technical publications, and additional requirements for example, applicability for ETOPS, AWO, RVSM and RNP operations etc.

2. DEFINITIONS

- 2.1 For the purpose of this AIC the following definitions apply:
 - a] **Aircraft component** means any new or used part of an aircraft including a complete power-plant, and any operations or emergency equipment.
 - b] **Standard parts** are defined as those parts identified as such by the Type Certificate (TC) holder or parts made to a national or international specification, unless the part/parts are the subject of

specific product approvals, such as Technical Standard Order (TSO) or UK CAA Equipment Approval.

NOTE: This AIC does not apply to standard parts, although it is recommended that such parts should be accompanied by a statement of conformity.

- c] **Material** means consumable material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes, sealant, etc. **Raw material** is any material that requires further work to make it into a component part of the aircraft such as metals, plastics, wood, fabric, etc.

- d] **Critical Component** is a part, the failure of which could have a catastrophic effect upon the aircraft, and for which critical characteristics have been identified which must be controlled to ensure the required level of integrity. It is a part identified as critical by the CAAF or the design approval holder during the product type validation process. Typically, such components include parts for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section or certification maintenance requirements of the manufacturer's maintenance manual or Instructions for continued airworthiness.

3. NEW COMPONENTS

- 3.1 An "Authorised Release Document" is required for any new aircraft component that is to be installed in an aircraft, except that it is not required for standard parts defined in 2.1 (b).

- 3.2 When received from manufacturers sources located in an EASA member country and appropriately approved the authorised release document will be an EASA Form One.

NOTE: EASA Administrative and Guidance Material contains a list of current member countries.

- 3.3 When received from manufacturers or overhaul sources located in the USA and appropriately approved by the Federal Aviation Administration (FAA), which arranges for the release of the aircraft component the authorised release document will be FAA Form 8130-4 for new or newly overhauled engines/propellers and FAA Form 8130-3, Airworthiness approval tag for other new components including APU's.

NOTE: 1] An FAA Form 8130-3 which has been issued and used internally within the USA for purposes other than export is not acceptable for use as

an export airworthiness approval with regard to this Notice. Further information regarding the use of FAA Form 8130-3 is contained in FAA Order 8130.21B

D

3.4 Approval for the use of certain PMA parts

Approval is hereby given by the CAAF to aircraft registered in Fiji to use PMA parts approved under the regulatory oversight of the FAA/EASA/UKCAA/Transport Canada for a part designed under their PMA system or equivalent, provided that:

The PMA part is NOT a “critical component” AND

- (a) The statement “This PMA part is not a critical component” should be written in Block 13 of the FAA Form 8130-3;

OR

- (b) The PMA part conforms to design data obtained under a licensing agreement from the holder of the FAA design approval according to 14 CFR § 21.303(c)(4) of the Federal Aviation Regulations. The statement “Produced under licensing agreement from the FAA design approval holder” should be written in Block 13 of FAA Form 8130-3;

OR

- (c) The PMA holder can show that the part has received an explicit approval by means of a design change or STC from the FAA/EASA/Transport Canada/UKCAA. The reference to this authorization should be written in Block 13 of the FAA Form 8130-3, or reflected in EASA Form 1 or TCA Form 24-0078.

Note: 1

The operator must amend their approved MMOE/MOE/MME’s to include a procedure/process that gives the basis of accepting non-critical airworthiness PMA parts. This should include the application of SMS risk assessment and the relevant mitigating factors including the requirements of Note: 2

- (a) The operator must have the procedure approved by the CAAF. The amendment shall include all the PMA components intended for use on designated components/aircraft types.
- (b) Additional PMA components originally added via the Note 2 process shall be submitted to the CAAF for approval and added to the original listing.

Note: 2

The use of such parts must include a provision of instructions that support continued airworthiness as required under the ANR 13; 8 (b) & (c).

Note: 3

Care should be taken when accepting such documentation from organizations other than the organization who certified the part. When in doubt, it may be necessary to verify the authenticity of the document by contacting the certifying organization prior to accepting and installing the part. Nonetheless, Vendor/Supplier documents must be clearly traceable back to the approved PMA manufacturer/approval holder prior to fitment on Fiji registered aircraft.

- 3.5 When received from a manufacturing source located in Canada, the authorized release document will be a TCA Form 24-0078.
- 3.6 Some new aircraft components may be manufactured by organisations that do not fall within the foregoing group classifications. Where the organisation is the original manufacturer the Civil Aviation Authority of the Fiji Islands may be prepared to permit acceptance of such new aircraft components without an authorised release document, subject to the organisation being under the control of the aircraft, engine or propeller Type Certificate holder and authorised by the primary National Aviation Authority for that particular purpose at the time the component was manufactured. Any such acceptance must be received in writing from the Civil Aviation Authority of the Fiji Islands.

4. USED COMPONENTS

- 4.1 When received from an appropriately approved ANR145C Maintenance Organisation FJAR Form 1. The authorised release document will be a FJAR Form 1 issued under the terms of that approval.
- 4.2 When received from an appropriately approved EASA Part 145 Maintenance Organisation. The authorised release document will be a EASA Form 1 issued under the terms of that approval - only EASA Part 145 Maintenance Organisations listed in the EASA Document entitled "EASA Part 145 Listed Organisations" may be used.
- 4.3 When received from an appropriately approved FAR-145 repair station. The authorised release document will be a FAA Form 8130-3 issued under the terms of that approval.

- 4.4 FAR 21.329 (e) requires that individual used engines/propellers which are not being exported as part of a certificated aircraft, must have been newly overhauled in order to qualify for an Export Certificate of Airworthiness issued by the FAA.

A Fiji operator requiring to import a serviceable (but not newly overhauled) used engine or propeller from the USA, not as part of a complete aircraft, may do so by invoking FAR 21.327 (e) (4), which is cross referenced by both FAR 21.325 and FAR 21.329. An Export Certificate of Airworthiness FAA Form 8130-4 may be obtained from the USA on production of a written statement from the importing country that the requirements specified in FAR 21.329 need not be met; such a statement may be obtained from the CAAFI on written request from the importer.

- 4.5 When received from an appropriately approved Transport Canada AM573 Maintenance Organisation, the authorised release document will be a Transport Canada Form 24-0078 issued under the terms of that approval.
- 4.6 When received from an appropriately CASA approved repair/overhaul organisation, the authorised release document will be a CASA Form DA1 issued under the terms of that approval.
- 4.7 When received from an appropriately New Zealand CAA approved repair/overhaul organisation, the authorised release document will be a New Zealand Form 1.
- 4.8 Some used aircraft components may be maintained by organisations that do not fall within the foregoing group classifications. The Civil Aviation Authority of Fiji may be prepared, in exceptional circumstances to permit acceptance of such used aircraft components, subject to the Maintenance Organisation being under the control of the National Aviation Authority for the particular purpose at the time the component was maintained.

- NOTE:*
- 1] *The advice of the Civil Aviation Authority of Fiji should be sought prior to any order being placed.*
 - 2] *Copies of the National Aviation Authority Regulations Authorised Release Document and other documentation may be required to be supplied to the Civil Aviation Authority of Fiji for assessment and investigation.*
 - 3] *Any costs involved in the assessment, and investigation survey by the Civil Aviation Authority of Fiji would be borne by the end user.*

5. AIRCRAFT ON GROUND (A.O.G) SITUATION

- 5.1 On some occasions an aircraft may be in an AOG situation because of the non-availability of a component in compliance with this AIC when away from the main line station for the aircraft type. Therefore subject to the following limitations a component not in compliance with the relevant paragraphs of 3 and 4 may be fitted temporarily:
- a] The aircraft must be AOG, and the technical log endorsed with such fact including details of where, when and why it is AOG.
 - b] A component not in compliance with this AIC may be fitted for a period of up to 30 flight hours or until the aircraft returns to the main line station for the type, whichever is the sooner.
 - c] The component should be checked for satisfactory condition; and have a serviceability tag clearly identifying the organisation and its National Authority Approval/Authorisation reference; and meet the criteria specified in paragraph 1.3.
 - d] This paragraph 5 does not apply to an AOG situation at the main line station for the type.

6. COMPONENTS INVOLVED IN INCIDENTS/ ACCIDENTS OR RECOVERED FROM AIRCRAFT INVOLVED IN INCIDENTS/ACCIDENTS

- 6.1 The Type Certificate defines the approved data to which the aircraft, engine, propeller, equipment is to be operated and maintained during its service life. The Certificate of Airworthiness may be invalidated if a component is fitted which was involved in an incident/accident. Such components should only be returned to service when processed in accordance with a specific work order including necessary tests and inspections approved by the Civil Aviation Authority of Fiji. Such a work order may require the input of the TC holder and the original manufacturer.

7. DISTRIBUTORS

- 7.1 Although aircraft component distributors provide a useful service to the aviation industry they are not required to be approved by the Civil Aviation Authority of Fiji. They cannot raise Authorised Release Documents and cannot be required to possess the necessary technical expertise to establish the status of aircraft components. It therefore follows that for all components received, the end user should request from the distributor the associated Authorised Release Document raised by an appropriately approved organisation as described above.

Where a distributor does not want to pass the components' documents to a potential buyer, being another distributor, it is acceptable for the original distributor's documentation to be endorsed:-

"Authorised Release Documentation of the aircraft component is on file, Ref. NO. ### and will be made available to the end user upon request from that end user".

Upon request of the end user the distributor should transmit the original documentation to allow the end user to establish the components acceptability of the end user to obtain the appropriate Authorised Release Documentation and establish the acceptability of the component.

NOTE: Where more than one component appears on the Authorised Release Document and the components are to be distributed separately a certified true copy of the Authorised Release Document is acceptable for transmittal to the end user. It should be made clear which entries on the copy of the Authorised Release Document relate to the supplied components.

8. MATERIAL

- 8.1 Consumable material should only be accepted when the user is satisfied that it is to the required specification. To be satisfied the material and/or its packing should be marked with the specification and where appropriate batch number. All consumable material should be accompanied by documentation clearly relating to the particular material and containing a statement of conformity plus both the manufacturers and supplier source. Any special conditions such as storage or life etc. should also be included. Authorised Release Documents are not normally issued for such material. The material specification should normally be that identified in the TC holder data unless the Civil Aviation Authority of Fiji has agreed otherwise.
- 8.2 Raw Material should only be accepted when the user is satisfied that it is to the required specification. To be satisfied the material and or its packing should be marked with the specification and where appropriate the batch number and special conditions such as storage or life etc. The material specification should normally be that identified in the TC holder data unless the Civil Aviation Authority of Fiji has agreed otherwise.

All raw materials should be accompanied by authorised release documents that clearly relate to the particular material and can provide traceability to both the supplier and the manufacturing source.

Authorised release documents will be those issued by an organisation appropriately approved by the National Aviation Authority for the purpose.

9. PROCEDURES

- 9.1 All Maintenance Organisations approved by the Civil Aviation Authority of Fiji are required to have in place written procedures in respect of the ordering, receipt, storage and issue of aircraft components and material. These procedures should include supplier evaluation, selection and monitoring; raising of purchase orders, and associated work scope; goods inward inspection, tagging and issue.
- 9.2 Supplier lists approved under an organisation's quality system must be in place detailing in each case the scope of supply, and the authorised release documentation to be requested on the purchase order according to the nature of the supply, and country of origin.