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Sub: Advisory Circular AAC No 01/2006

NOTICE TO ALL OPERATOR

Please find herewith the attached Advisory Circular AAC No 01/2006 regarding return to service of aircraft parts, components, and equipments-retrieving from the aircraft involved in accidents/serious incidents.

You are requested to comply with this requirement.

Thanking you.

B.R. Subedi
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CIVIL AVIATION AUTHORITY OF NEPAL



AAC No. 01/06
Date : October 15, 2006

AIRWORTHINESS ADVISORY CIRCULAR

SUBJECT: Return to Service of Aircraft parts, components, and equipments – Retrieved from the aircraft involved in Accidents/Serious Incidents.

1. INTRODUCTION

- 1.1 This Airworthiness Advisory Circular (AAC) amplifies the requirements of NCAR Chapter E.8, para 3.5 and is intended for providing the guidelines to accept aircraft parts, components, equipments recovered from the aircraft involved in accident/serious incident and prescribed conditions to be fulfilled before such items may be returned to service.
- 1.2 There are instances where the permissions are sought from CAA Nepal for utilization of aircraft parts, components and equipments that are retrieved from aircraft involved in accident/serious incident. The procedures outlined below will prevent any serious airworthiness hazard that could originate from the utilization of those items which may not manifest any visual evidence of damage, distortion or change of characteristics.

2. TRACEABILITY OF RETRIEVED ITEMS

- 2.1 In the event of an aircraft involved in accident/serious incident, the title to the salvage may pass from insured owner to other person (e.g. aircraft insurers) and this salvage may be offered for sale either complete or as separate aircraft item in an "as is where is" condition.

While some of the items may be totally unaffected by the accident/incident which caused the aircraft to be declared as salvage, it is essential to obtain clear evidence that this is the case. Such evidence shall be provided to make the item eligible for "return to service"

- 2.2 An assessment and inspection by the competent person/agency in the light of adequate knowledge of the circumstances of accident/serious incident, subsequent storage and transport conditions, and with evidence of previous operational history obtained from valid airworthiness records, before overhaul and re-installation can be considered.

2.3 The strength of the item may be reduced various reason. Hence, it is required to demonstrate from appropriate organization that the item is not cracked, distorted or overheated. In the event of absence of precise dimension to assess the distortion, the item must be discarded. A systematic and detailed laboratory investigation is required for overheated items.

2.4 Normally input from manufacturer or TC holder is required for necessary instruction/guidance, apart from standard procedure to items removed for overhaul/repair, in order to make the items retrieved from salvage eligible for service. Such instructions/guidance obtained from manufacturer or TC holder shall be reflected adequately in the standard airworthiness release certificate in appropriate block.

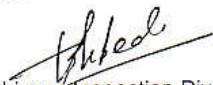
3. **TRANSFER OF AIRWORTHINESS RECORDS**

3.1 In practice the owner of salvage, insurer or organization or person, passes over the airworthiness records of the salvage to the incumbent owner along with the salvage. Such records serve only for the purpose of further test, assessment rather than proving the airworthiness of the items.

4. **PERMISSION FROM CAA NEPAL**

4.1 No aircraft parts, components or equipments retrieved from aircraft involved in accident/serious incident shall be returned to service without permission of CAA Nepal.

4.2 In order to meet the conditions for obtaining installation permission, procedures laid in paragraph 2 shall be fulfilled.


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