



Advisory Circular

AC-AW-013

June 2018

SUBJECT: SCRAPPED PARTS

DATE: June 2018

1. PURPOSE

This advisory circular (AC) is issued to provide guidance to prevent misrepresentation of unsalvageable parts and materials.

2. GENERAL

Persons disposing of unsalvageable aircraft parts and materials should, when appropriate, mutilate those parts and materials prior to release. Mutilation should be accomplished in such a manner that the parts become unusable for their original intended use. Mutilated parts should not be able to be reworked or camouflaged to provide the appearance of being serviceable, such as by re-plating, shortening and re-treading long bolts, welding, straightening, machining, cleaning, polishing, or repainting.

3. SCRAPPED PARTS

3.1 Mutilation may be accomplished by one or a combination of the following procedure, but is not limited to:

- (1) Grinding
- (2) Burning
- (3) Removal of a major lug or other integral feature
- (4) Permanent distortion of parts
- (5) Cutting a hole with cutting torch or saw
- (6) Melting
- (7) Sawing into many small pieces

3.2 The following procedures are examples of mutilation that are often less successful because they may not be consistently effective:

- (1) Stamping (such as a stamped "R" on a part).
- (2) Spraying with paint



- (3) Hammer marks
- (4) Identification by tag or markings
- (5) Drilling small holes
- (6) Sawing in two pieces. Persons who rework unsalvageable parts and materials may be highly skilled technicians and have been known to rejoin parts cut in two pieces in such a manner that the mutilation proves difficult to detect.

3.2 Persons disposing of unsalvageable aircraft parts and materials may choose to release those parts for legitimate non-flight uses, such as for training and education, research and development, or for non-aviation applications. In such instances, mutilation may not be appropriate. The following methods should be used to prevent misrepresentation:

- (1) Permanently marking or stamping the parts, subparts, and material as “NOT SERVICEABLE”. (Ink stamping is not an acceptable method);
- (2) Removing original part number identification;
- (3) Removing data plate identification;
- (4) Maintaining a tracking or accountability system, by serial number or other individualized data, to record transferred unsalvageable aircraft parts and materials; and
- (5) Including written quality assurance procedures concerning dispositions and disposal of such parts and materials in any agreement or contract transferring such part and materials.

NOTE: *Unsalvageable or expired life-limited parts and materials should not be released to any person or organization who may end up placing the parts and materials back in actual use, due to the criticality of part and material failure and the potential safety threat.*

3.3 Organizations handling unsalvageable or expired life-limited aircraft parts and materials should establish secure areas in which to segregate such items from active serviceable inventories and to prevent unauthorized access. Caution should be exercised to ensure that these parts and materials receive the appropriate final disposition.

3.4 Manufacturers producing approved aircraft parts should maintain records of serial numbers for “retired” life-limited or other critical parts. In such cases, the owner who mutilates applicable parts is encouraged to provide the original manufacturer with the data plate and/or serial number and final disposition of the part.

3.5 All purchasers of aircraft parts and materials should ensure that misrepresented unsalvageable parts and materials are not received into active inventory. The following are examples of conditions to be alert for when receiving parts:

- (1) “New” parts showing signs of network.
- (2) Used parts showing signs of unapproved or inappropriate repair.

- (3) Parts with poor workmanship or signs of rework in the area of the part number or serial number inscription.
- (4) Used parts lacking verifiable documentation of history and State of Manufacture approval.
- (5) Parts with prices “too good to be true”.
- (6) Questionable part numbers, fraudulent or suspicious Technical Standard Order or State of Manufacture Part Manufacturer Approval marking and/or re-identification, stamp-overs or vibro-etching on the data plate.
- (7) Parts delivered with photocopied or missing maintenance release tags.
- (8) Parts with a finish that is inconsistent with industry standards (e.g. discoloration, inconsistencies, resurfacing).
- (9) New parts sold with maintenance release tags reflecting a status other than new.
- (10) Parts with poor documentation exhibiting incomplete or inconsistent part identity information.
- (11) Intact “scrap” unsalvageable parts offered in bulk weight for prices higher than for mutilated parts with identical weight and content.



The image shows a blue circular seal of the Gambia Civil Aviation Authority (G.C.A.A.) with the text "THE GAMBIA CIVIL AVIATION AUTHORITY" and "BANJUL INTERNATIONAL AIRPORT". A handwritten signature in blue ink is written over the seal. Below the seal, the name "Abdoulie E. Jammeh" and the title "Director General" are printed in bold black text.