



AWAL Engineering Bulletin 003-18

Use of Parts and Components without Release Documents

AWAL **recommendations** when using surplus parts and components without history or release paperwork:

Spare parts and components procured for Limited Category aircraft should, wherever possible, be obtained from original sources or through known and reputable distributors.

Where items are Military surplus, or missing history or release documents, then these items should be inspected and evaluated, by an appropriately licenced or approved aircraft engineer with regard to physical condition, corrosion, damage, correct assembly and safetying of fasteners, modification status and compatibility to the aircraft.

The details of any inspection and the acceptance of the item following such inspection should be recorded by a certifying aircraft engineer prior to fitment.

During the assessment of a component's condition, consideration must also be given to the need to carry out an internal examination to assess the effects of age and corrosion, especially on rubber-based products, O-rings, diaphragms etc. It may be necessary to carry out a strip investigation, partial or full, if the component's condition cannot be readily assessed by other means, e.g. borescopes, NDI etc.

Structural components, forging and castings should be inspected for condition, damage and age-related deterioration, with consideration given to utilising NDI techniques to assist such an inspection. If possible the military or manufacturers advice should be sought.

Engines without any documentation should be disassembled and inspected to a level where its basic condition can be determined. The use of CASA AWB 85-004 should be considered as the minimum requirement. The certifying aircraft engineer should determine what ground running, additional inspections and check flights are required to decide if the engine is in a condition for safe operation

Note: If engines are not disassembled and inspected, then they can still be used, but their use for Adventure Flights would be prohibited and the aircraft would have its Permit Index downgraded to a PI 3.

Standard aircraft hardware, nuts and bolts etc, should be purchased from normal aviation sources. These should conform to the specified part number in the manufacturer's maintenance information. Where this information differs from the current specifications for those items in civil use, acceptance via a certificate of conformity or specification sheet, showing equivalence will suffice.

Where items are no longer manufactured or available from known sources, caution should always be exercised on the acceptance of items unless their serviceability can readily be determined by inspection and/or overhaul. The use of alternative parts during maintenance of Lim Cat aircraft or components is permitted via the sections of CASR Pt 132 covering Minor and Major repairs and modification.

The aircraft's Registered Operator is ultimately responsible for the airworthiness of his/her aircraft.