

CIVIL AVIATION COMMITTEE OF THE REPUBLIC OF ARMENIA	GUIDANCE MATERIAL	ISSUE 1 REVISION 0 01/02/2024
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GUIDANCE MATERIAL ON DISPOSAL OF UNSERVICEABLE COMPONENTS

Applicable references: AMC1 145.A.42(a)(iii) Components and AMC1 145.A.42(a)(iv) Components

1. The organisation should ensure the proper identification of any unserviceable components. The unserviceable status of the component should be clearly declared on a tag together with the component identification data and any information that is useful to define actions that are necessary to be taken. Such information should state, as applicable, in-service times, maintenance status, preservation status, failures, defects or malfunctions reported or detected, exposure to adverse environmental conditions, and whether the component is installed on an aircraft that was involved in an accident or incident. Means should be provided to prevent unintentional separation of this tag from the component.
2. Unserviceable components should typically undergo maintenance due to:
 - a. expiry of the service life limit as defined in the aircraft maintenance programme;
 - b. non-compliance with the applicable airworthiness directives and other continuing airworthiness requirements mandated by the CAC RA;
 - c. absence of the necessary information to determine the airworthiness status or eligibility for installation;
 - d. evidence of defects or malfunctions; or
 - e. being installed on an aircraft that was involved in an incident or accident likely to affect the component's serviceability.
3. The following types of components should typically be classified as unsalvageable:
 - a. components with non-repairable defects, whether visible or not to the naked eye;
 - b. components that do not meet design specifications, and cannot be brought into conformity with such specifications;
 - c. components subjected to unacceptable modification or rework that is irreversible;
 - d. parts with mandatory life limitations that have reached or exceeded these limitations, or have missing or incomplete records;
 - e. components whose airworthy condition cannot be restored due to exposure to extreme forces, heat or adverse environmental conditions;
 - f. components for which conformity with an applicable airworthiness directive cannot be accomplished;
 - g. components for which maintenance records and/or traceability to the manufacturer cannot be retrieved.