

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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AIRWORTHINESS

ADMINISTRATION

TRACEABILITY OF COMPONENTS

GENERAL

1. *This AIC covers all Class II and Class III products utilised by approved Aircraft Maintenance Organisations for use on RSA registered aircraft.*
2. *It will not be in the best interest of aviation in this country to immediately prevent Aircraft Maintenance Organisations from using untraceable spares in their stores.*
3. *Untraceable Class II products, which are currently in stores, may be used, provided that the product has been overhauled, re-certified and corrosion preventative measures have been taken.*
4. *Class III used products without traceable records may not be re-used and must be discarded after initial use (AGS spares in toolbox or hanger scrap boxes or wherever).*
5. *New Untraceable Class III products which are currently in stores may be used provided that;*
 - a. *Parts can be identified by part number or markings to an approved standard i.e. FAA AC 43-13, UK CAA CAP456, or some other acceptable aircraft standards.*
 - b. *Should an Aircraft Maintenance Organisation wish to make use of their current Class III spares holding, they will have to declare the spares on an inventory and such declaration must be acceptable to the CAA Inspector, who will place the declaration on the Aircraft Maintenance Organisations file for record purposes.*
 - c. *A declaration must be submitted by the Aircraft Maintenance Organisation within 3 months from date of issue of this AIC.*
 - d. *Only untraceable product(s) that have been declared on an inventory and accepted by the CAA Inspector may be used in the future after the cut off date specified in the above-mentioned paragraph.*
 - e. *It is recommended that the declared items should be utilised prior to the use of newly ordered products (first in first out principle).*
 - f. *Aircraft Maintenance Organisations must understand that they are still accountable if a substandard part is fitted.*
6. *New Class III products which have been received from suppliers will have to conform to the following procedures;*
 - a. *Parts must be processed in accordance with an acceptance procedure as required by SA-CATS AMO 145.02.1 paragraph 1.1.2 (3) which forms part of the Aircraft Maintenance Organisations Manual of Procedure.*

- b. *The subject procedure must reflect that no product may be accepted by Aircraft Maintenance Organisations for installation on aircraft, be it from owners or any other Aircraft Maintenance Organisations or spares suppliers if the said product is not accompanied by the required release documents i.e. FAA 8130, JAA Form One, the certificate of conformity issued by the Authority of the State of Manufacture or person or body who have accepted responsibility on behalf of the Authority.*
 - c. *An invoice may be acceptable as a traceable record if it indicates the Release Document Number, the Batch Number issued by the Manufacturer, and Part Number of the product reflected on the invoice.*
7. *The onus rests with Aircraft Maintenance Organisations to advise their spare suppliers of their organisational requirements.*

COMMISSIONER FOR CIVIL AVIATION