



PRESENTS:

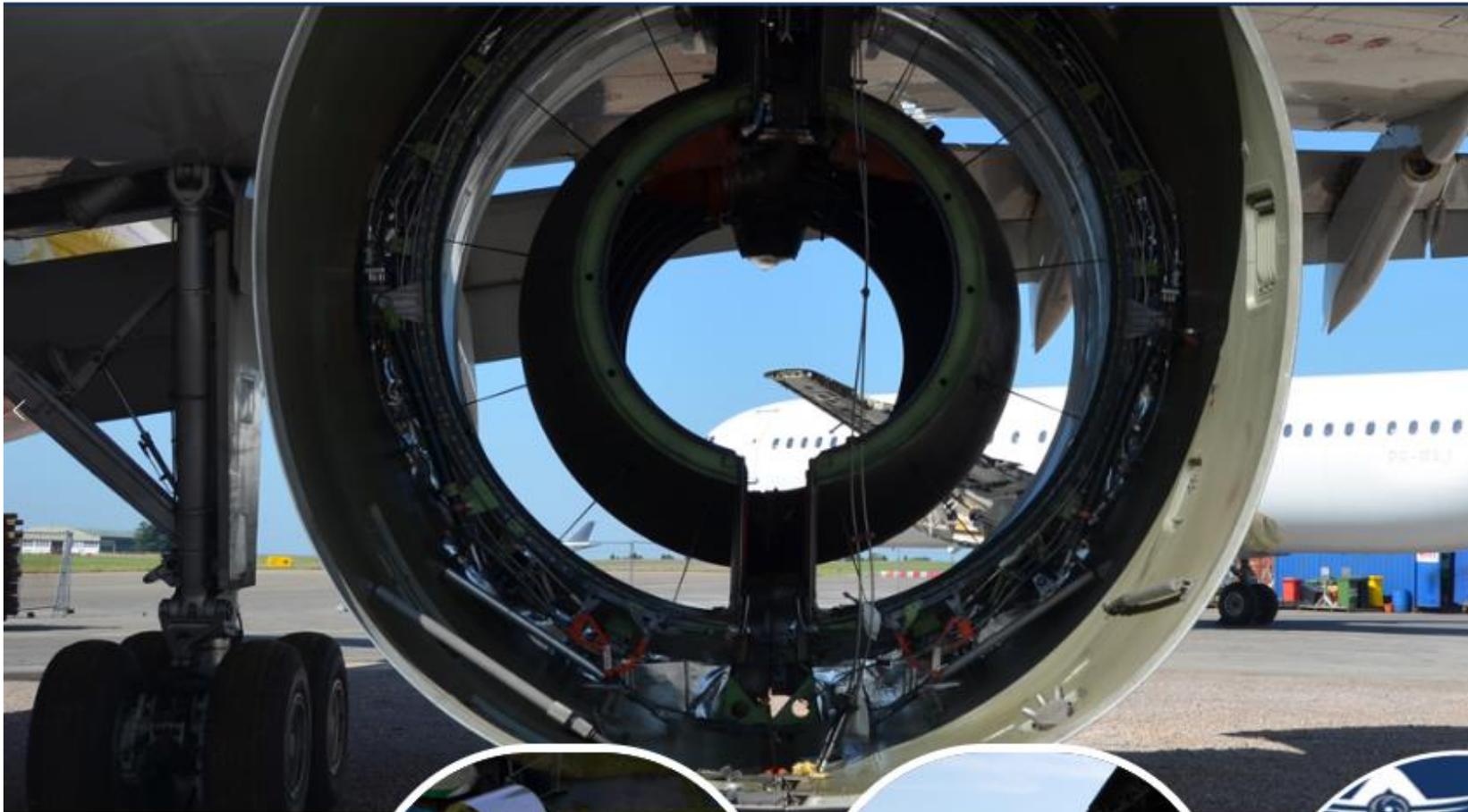
***Fundamentals of
performing limited
disassembly***





**First, we are not
talking about full
disassembly of
aircraft or engines,
BUT if you're
interested...**





The Aircraft Fleet Recycling Association, AFRA, with whom the ASA co-hosts this conference, is concerned with proper procedures regarding asset End Of Life and has an Accreditation program based on standards called the BMP, Best Management Practice.

The Directory menu lists the members and Accredited Facilities



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Members & Accredited Directory

Sector: Location: Accreditation:

Select

AFRA Accredited for Disassembly ✕

 AELS We love aircraft	<u>Aircraft End-of-Life Solutions (AELS) BV</u> Aircraft End-of-Life Solutions (AELS) BV Technology Base Vliegveldstraat 100, H8 & H9 7524 PK Enschede The Netherlands Business Sector Disassembly - Parts - Recycling	 AERCAP	<u>AerCap Materials Inc.</u> 3860 E Holmes Rd #108, Memphis, TN 38118 UNITED STATES Business Sector Disassembly - Parts - Recycling Member since October 2006
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TOPICS:

- Why engage in this activity?
- Does disassembly require that I am an Approved Maintenance Organisation/Repair Station?
- The Basics
- Do I need a certified technician – Engineer to perform the disassembly?
- Recommended Tags/Forms
- Overview of Trace
- Update your manual



Why
engage in
this
activity?

This is an alternative
source of parts for the
well-known
deficiencies in the
supply chain

Does disassembly require that I am an Approved Maintenance Organisation/Repair Station?

[← Yes, You Can Still \(Get a License to\) Sell Aircraft Parts to Iran](#)

[EASA Drops Rulemaking! →](#)

No, Aircraft Disassembly is Not a Maintenance Activity Under the FAA Regulations

 AUGUST 28, 2014 BY [JASON DICKSTEIN](#)  5 COMMENTS

Many ASA members have entered the exciting world of aircraft disassembly. A member recently reported that he has encountered some customers who believe that aircraft disassembly can only be performed by a repair station under FAA regulations. This belief is untrue.

Part 43 of the FAA's regulations requires that alteration, rebuilding, maintenance, and preventative maintenance be performed only by parties authorized to do so under the regulations. 14 C.F.R. § 43.3(a). Other functions that are not specifically regulated by the FAA remain unregulated functions.

Aircraft Disassembly is Not Regulated Under Part 43 nor Part 145

It should be obvious that disassembly of an aircraft does not constitute alteration or rebuilding. But could it be a maintenance or preventative maintenance task?

SIDEBAR: In China, facilities which disassemble **aircraft** *are required* to have this approval on their Maintenance Organisation Certificate

“Dismantling of the following aircraft:”



中国民用航空局
CIVIL AVIATION ADMINISTRATION OF CHINA (CAAC)

许可维修项目 LIMITATION OF MAINTENANCE ITEMS

限定/LIMITATION:

对第 D600007 号许可证所列维修类别限定如下地点和项目:

Location and items set forth on Maintenance Organization Certificate No. D600007 is/are limited to the following:

地点:

下列航空器的拆解:

- B737-600/700/800/900;
- A319 系列;
- A320 系列;
- A321 系列;

The Basics:
How well do you
know your
parts?

Scenario:

A prospective customer has an urgent need for part number 201804-1, a lens. ***The part is not to be found anywhere by anyone***, and the customer is casting its widest net to all potential suppliers

The first question to ask is, ***what is the Next Higher Assembly (NHA) of this part?***

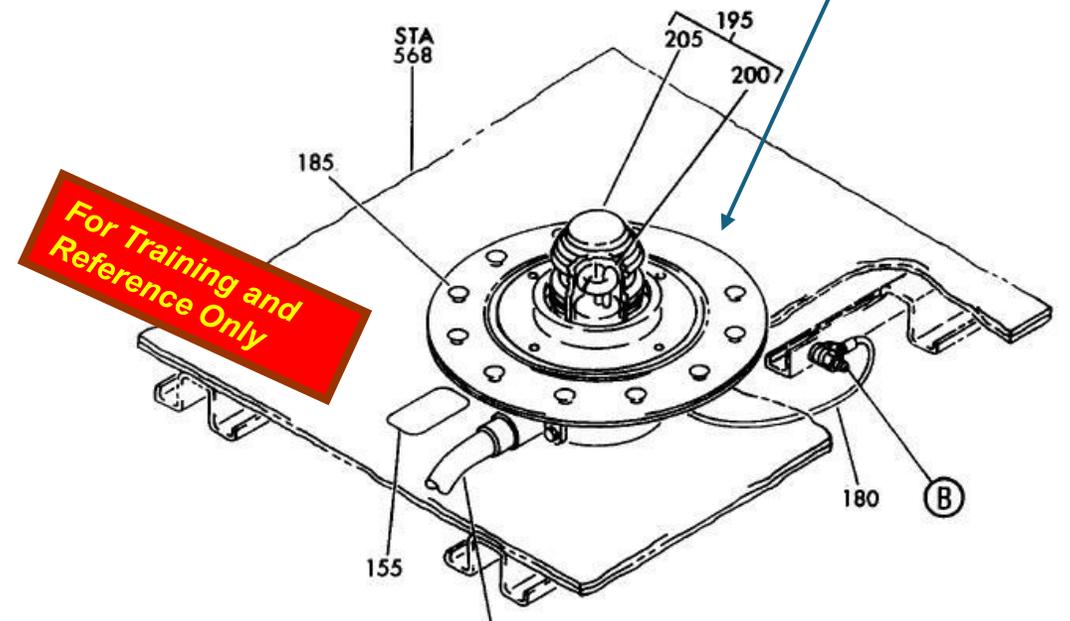
FIG ITEM	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	EFFECT FROM TO	UNITS PER ASSY
2 195	701509		.LIGHT ASSY- SUPPLIER CODE: V56270 SPECIFICATION NUMBER: 60B40109-6 COMPONENT MAINT MANUAL REF: 33-40-01		1
200	203444		..FLASHTUBE- SUPPLIER CODE: V56270		1
205	201804-2		..LENS- SUPPLIER CODE: V56270		1

For Training and Reference Only

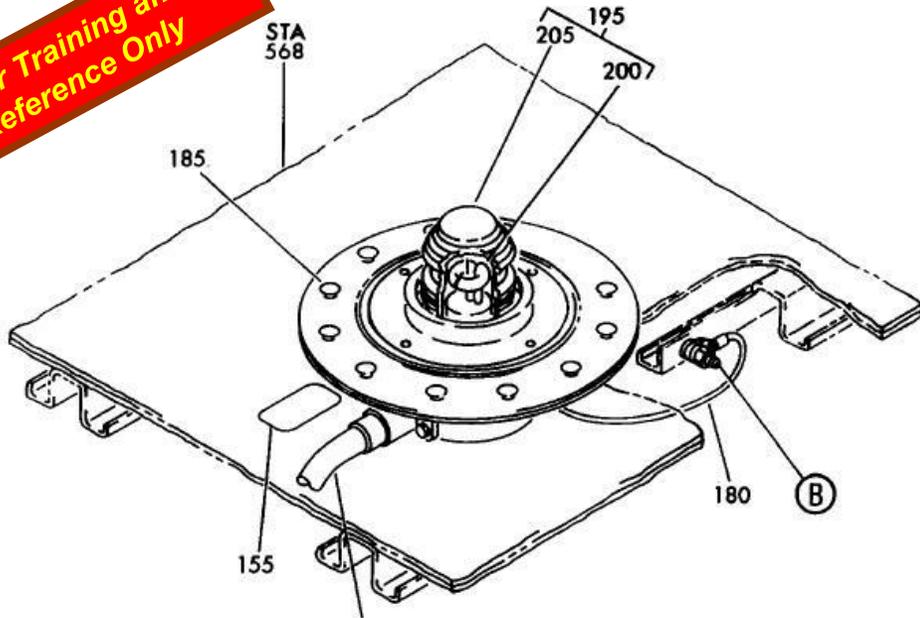
2) This Light Assembly, 701509, is the Next Higher Assembly

1) This is the part number being sought

3) And you have 5 of the light assemblies in stock!



For Training and Reference Only



4) A few fasteners are removed, and you have an As-Removed Lens which you promptly send to the airline

5) The airline inspects the part at its own shop, installs it, the aircraft is back in operation, and you're likely a hero!





Does the person performing the disassembly need to be a certificated Technician/Engineer?

- There are certainly advantages to using a Certificated Aircraft Technician to perform your disassembly operations. Generally, they are familiar with Technical Manuals, tools, and proper handling of aircraft parts. Some firms also feel that having a Technician exercise their credential on the removal tag, for example “A&P Joe Smith” is added value or adds credibility to the process. To be certain, however, this is not required. Royboy’s recommendation is then to use someone with attention-to-details, and who is mechanically inclined.

RECOMMENDED TAGS AND FORMS

This is a sample Tag which you affix to the part upon removal from its Next Higher Assembly. Note that on this sample tag, you'd circle whether it was removed from:

- An MSN: Manufacturer's Serial Number- This is typically the serial number of an entire aircraft, or
- ESN: Engine Serial Number, or
- NHA: Next Higher Assembly

SPECIAL NOTE! For issues of Trace, the removal tag is an important key to establishing trace. *More on this later...*

LOGO

IDENTIFICATION TAG

PART NUMBER

S/N

DESCRIPTION

WORK ORDER NUMBER

REMOVED FROM MSN/ESN/NHA

REMARKS:

EMPLOYEE: _____

QMFORM5

RECOMMENDED TAGS AND FORMS

Notice that the lens part number,

Was removed from its Next Higher Assembly

FIG ITEM	PART NUMBER	1 2 3 4 5 6 7	NOMENCLATURE	EFFECT FROM TO	UNITS PER ASSY
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200	203444		..FLASHTUBE- SUPPLIER CODE: V56270		
205	201804-2		..LENS- SUPPLIER CODE: V56270		

For Training and Reference Only



LOGO

IDENTIFICATION TAG

201804-2

PART NUMBER

N/A

S/N

Lens

DESCRIPTION

12345

WORK ORDER NUMBER

701509, s/n 3758

REMOVED FROM MSN/ESN NHA

REMARKS:

AR

EMPLOYEE: 

QMFORM5

RECOMMENDED TAGS AND FORMS

- Depending on your preferences, the removal tag can be supplemented by a Manifest which is simply a listing of all the parts removed from the asset.
- The Manifest can stand alone in stead of the Tag or
- The Manifest can be issued with the tag.
- Can be generated from your ERP System

MANIFEST

REMOVED FROM ASSET:

<u>PN</u>	<u>SN</u>	<u>DESCRIPTION</u>
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|

I hereby attest that the parts noted herein were disassembled from the noted asset in AR condition.

NAME:

SIGNATURE:

DATE:

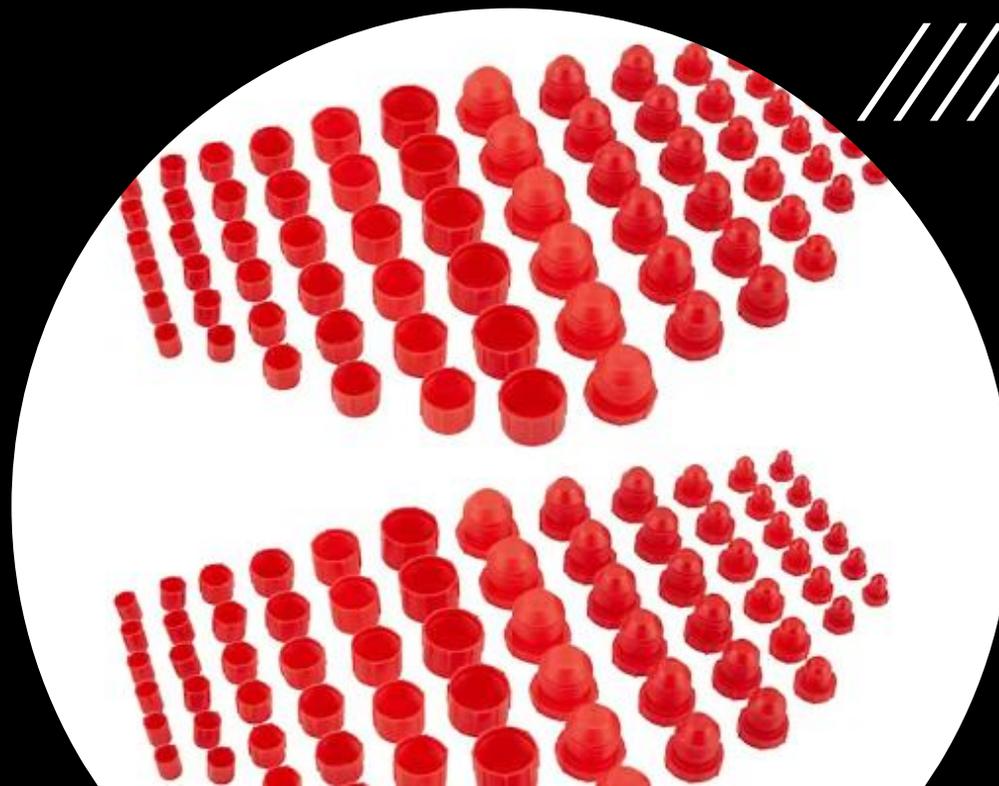
Depending on the extent of your disassembly operations, consider:

Drip Pans, hoists, or dedicated stands



Depending on the extent of your disassembly operations, consider:

An assortment of caps, plugs, and tools



Trace Considerations; The picture:

Trace File 1: Where did the Light Assembly 701509, S/N 3758 come from?



E.g.,

- From disassembled MSN XXX
- Purchased from an airline, MRO, another distributor, etc.
- Exchange

Trace File 2:

The Identification/removal tag (and/or Manifest) attests to, and traces the lens to the light assembly

An identification tag for a lens part. It features a logo at the top, followed by the text "IDENTIFICATION TAG" and "201804-2". Below this are fields for "PART NUMBER" (N/A), "S/N" (Lens), "DESCRIPTION" (12345), and "WORK ORDER NUMBER" (701509, s/n 3758). There is also a field for "REMOVED FROM MSN/ESS" with "N/A" in a box. The "REMARKS" field contains "AR". The "EMPLOYEE" field has a signature. At the bottom, it says "QMF085".

LOGO
IDENTIFICATION TAG
201804-2
PART NUMBER
N/A
S/N
Lens
DESCRIPTION
12345
WORK ORDER NUMBER
701509, s/n 3758
REMOVED FROM MSN/ESS: N/A
REMARKS:
AR
EMPLOYEE: [Signature]
QMF085

Trace File 3; The Sale:

- Light Assembly trace
- The ID removal tag
- Your C of C
- MRO Airworthiness Release Certificate if you sent the part out to be inspected, overhauled, etc.



From the ASA-100 Standard, 1.A.1)

The quality system, including procedures and operations, shall be described in detail in a quality manual, or other appropriate documents.

- **Write a description of what you're doing.**
- **In the Forms section of your manual, include blank samples of the forms used.**



Roy Resto is an experienced aviation industry professional having served in management positions with several firms, and is currently President of AIM Consulting Solutions. Most recently he was Vice President of Technical Operations for Safran Messier-Bugatti Repair Stations. Prior to this position, he was the COO of Quality Management Solutions LP, a consulting firm specializing in aircraft maintenance. In addition, Roy worked with American Airlines in their Maintenance and Engineering center where he retired as a level 5 Manager, and before that, with McDonnell Douglas. He was also a member of the US Air Force in the Reserves/ANG having served 32 years in Electronic Warfare and Avionics. Resto has served on the FAA's Suspected Unapproved Parts Steering Committee and the Aviation Suppliers Association Board of Directors.

Roy has an MBA in Finance from Oklahoma City University, a BS from Oklahoma State University, an AAS in Avionics from the Community College of the Air Force, and is an Aviation High School graduate. Complementing these, he has an FAA A&P license, an FCC Radiotelephone license with a RADAR endorsement, is an FAA DAR (Designated Airworthiness Representative), Instrument Rated Pilot, and speaks fluent Spanish. His website is: www.AimSolutionsConsulting.com
Email: royresto@aol.com



THANK YOU SO MUCH!

