

Guidelines for Approved Replacement Parts for Type Certificated Aircraft

The FAA Advisory Circular 20-62D describes *approved replacement parts*. The following is an excerpt from that AC describing some key hurdles to qualifying a part as approved for T/C aircraft.

The hurdles are pretty straightforward: PMA, STC, 8130-3 (new and used parts), TSO #'s, FAA repair station work order, etc. In short, no FAA markings/tags = non-approved (except for owner produced parts and standard parts). This information is presented as a general guideline only. If you have specific questions, you should consult the appropriate personnel.

4. DEFINITIONS

- f. **Standard Part.** Is a part manufactured in complete compliance with an established U.S. Government or industry-accepted specification which includes design, manufacturing, and uniform identification requirements. The specification must include all information necessary to produce and conform the part. The specification must be published so that any party may manufacture the part. Examples include, but are not limited to, National Aerospace Standards (NAS), Air Force-Navy Aeronautical Standard (AN), Society of Automotive Engineers (SAE), SAE Aerospace Standard (AS), Military Standard (MS), etc.
- n. **Owner/Operator Produced Part.** Parts that were produced by an owner/operator for installation on their own aircraft (e.g., by a certificated air carrier). An owner/operator is considered a producer of a part, if the owner participated in controlling the design, manufacture, or quality of the part. Participating in the design of the part can include supervising the manufacture of the part or providing the manufacturer with the following: the design data, the materials with which to make the part, the fabrication processes, assembly methods, or the quality control procedures.

7. IDENTIFICATION OF REPLACEMENT PARTS.

Acceptable replacement parts should be identified using one of the following methods:

- a. **Airworthiness Approval Tag.** FAA Form 8130-3, Airworthiness Approval Tag, identifies a part or group of parts for export approval and conformity determination from production approval holders. It also serves as approval for return to service after maintenance or alteration by an authorized part 145 Repair Station, or a U.S. Air Carrier having an approved Continuous Airworthiness Maintenance Program under part 135.
- b. **Foreign Manufactured Replacement Parts.** New foreign manufactured parts for use on U.S. type certificated products may be imported when there is a bilateral airworthiness agreement between the country of manufacture and the United States and the part meets the requirements under section 21.502.
 - 1) The certification may be verified on a form similar to the FAA Form 8130-3 (i.e., Joint Aviation Authority (JAA), JAA Form One), used by European member countries of the JAA with which the U.S. has a bilateral airworthiness agreement. The JAA is an organization of European member nations that has the responsibility to develop JAA regulations and policy. The procedures and the countries with which the U.S. has bilateral airworthiness agreements and the condition of the agreements, are contained in AC 21-23.

- 2) Used parts may be identified by the records required for approval for return to service as set forth in section 43.9. FAA Form 8130-3 may be used for this purpose if the requirements of section 43.9 are contained in or attached to the form and approved for return to service by a U.S. FAA-certificated repair station or U.S. air carrier under the requirement of their Continuous Airworthiness Maintenance Program. There is no set format or form required for a maintenance or alteration record. However, the data or information used to identify a part must be traceable to a person authorized to perform and approve for return to service maintenance and alteration under part 43. The records must contain as a minimum those data that set forth in section 43.9.
 - 3) The use of an authorization tag does not approve the installation of a part on a type-certificated product. Additional substantiated authorization for compliance with part 43 and the FAA-approved data for major repairs and alterations may be required for installation on a type-certificated product.
- c. FAA TSO Markings. TSOA is issued under section 21.607, subpart O. A TSOA must be permanently and legibly marked with the following:
- 1) Name and address of the manufacturer.
 - 2) The name, type, part number, or model designation of the article.
 - 3) The serial number or the date of manufacture of the article or both.
 - 4) The applicable TSO number.
- d. FAA-PMA Symbol. An FAA-PMA is issued under section 21.303. Each PMA part should be marked with the letters, "FAA-PMA," in accordance with 14 CFR part 45, section 45.15:
- 1) The name.
 - 2) Trademark, or symbol.
 - 3) Part number.
 - 4) Name and model designation of each certificated product on which the part is eligible for installation.

NOTE: Parts that are too small or otherwise impractical to be marked may, as an alternative, be marked showing the above information on an attached tag or labeled container. If the marking on the tag is too extensive to be practical, the tag attached to a part or container may refer to a readily available manual or catalog for part eligibility information. Under a licensing agreement, when the applicant has been given the right to use the TC holder's design, which includes the part number, and a replacement part is produced under that agreement, the part number may be identical to that of the TC holder, provided that the PMA holder includes the letters, "FAA-PMA," and the PMA holder's identification symbol is on the part. In all other cases, the PMA holder's part number must be different from that of the TC holder.

- e. Shipping Ticket, Invoice, or Other Production Approval Holder's (PAH) Documents or Markings. These may provide evidence that a part was produced by a manufacturer holding an FAA-approved manufacturing process.
- f. Direct Ship Authority. In order for U.S. manufactured parts, with "direct ship" authority to be recognized as being produced under a manufacturer's FAA production approval, the manufacturer must specifically authorize the shipping supplier, in writing, and must establish procedures to ensure that the shipped parts conform to the approved design and are in condition for safe operation. A statement to the supplier from the certificate holder authorizing direct shipment and date of authorization, should be included on the shipping ticket, invoice, or other transfer document. It should contain a declaration that the individual part was produced under a production certificate.

- g. Maintenance Release Document. A release, signed by an appropriately certificated person, qualified for the relevant function that signifies that the item has been returned to service, after a maintenance or test function has been completed. This type of documentation could be in the form of a repair station tag, containing adequate information (section 43.9), work order, FAA Form 337, FAA Form 8130-3, or a maintenance record entry, which must include an appropriate description of the maintenance work performed, including the recording requirements of section 43.9 and Appendix B.

NOTE: When a noncertificated person certifies that they are shipping the correct part ordered, the only thing they are stating is that the part number agrees with the purchase order, not the status of FAA acceptability of the part.