



BAR AC-22 Disposal of Scrapped Aircraft Parts and Appliances

1. Introduction

This Advisory Circular provides information on dealing with components/parts/ materials that have been removed from aircraft, whereby such parts are to be scrapped and subsequently disposed.

2. Applicability

This AC is intended for Approved Maintenance Organisations (AMOs) and Continuing Airworthiness Management Organisations (CAMO) that maintain aircraft registered in Brunei Darussalam.

3. References

ICAO Annex 6
ICAO Annex 8
ICAO Doc 9760
Brunei Civil Aviation Regulations (CAP 290)
BAR 8, Part M
BAR 8, Part 145
BAR 8, Part 21
Other applicable Laws of Brunei

4. Background

- 4.1. This AC reviews the factors involved in establishing the criteria, responsibilities and control of the disposal of scrapped parts and materials to ensure such parts or materials that has been removed from aircraft may not be re-enter into the aircraft and is disposed appropriately.
- 4.2. There is worldwide evidence that some aircraft parts or materials that were disposed inappropriately reenters into the market and impose risks of re-enter into a an aircraft that is ready for release to service.

5. Establishing the Responsibilities and Types of Scrapped Parts

- 5.1. Aircraft Operators and/or owners are responsible for the appropriate disposal of scrapped aircraft parts and materials.
- 5.2. Those responsible for the disposal of scrapped aircraft parts and materials should consider the possibility of such parts and materials being misrepresented and sold as serviceable at a later date. Caution should be exercised to ensure that the following types of parts and materials are disposed of in a controlled manner that does not allow them to be returned to service:
 - 5.2.1. Parts with non-repairable defects, whether visible or not to the naked eye;
 - 5.2.2. Parts that are not within the specifications set forth by the approved design and cannot be brought into conformity with applicable specifications;
 - 5.2.3. Parts and materials for which further processing or rework cannot make them eligible for certification under an approved system;
 - 5.2.4. Parts subjected to unacceptable modifications or rework that is irreversible;
 - 5.2.5. Life-limited parts that have reached or exceeded their life limits, or have permanently missing or incomplete records;



- 5.2.6. Parts that cannot be returned to an airworthy condition due to exposure to extreme forces or heat (refer to BAR AC-15 for aircraft that are involved in aircraft accidents/ incident and/ or parts/materials that has been exposed and affected adversely by storage conditions such as lengthy and inappropriate storage/ adverse environmental factor);
- 5.2.7. Principal structural elements removed from a high-cycle aircraft for which conformity cannot be accomplished by complying with the mandatory requirements applicable to ageing aircraft.
- 5.3. Scrapping of parts and materials may not be appropriate in certain cases when there is an ongoing evaluation process to determine whether a part or material may be restored to an airworthy condition. Examples of these cases include the extension of life limits, the re-establishment of in-service history records or the approval of new repair methods and technologies. In these cases, such parts should be segregated from serviceable parts until the decision has been made as to whether these parts can be restored to an airworthy condition or be scrapped.
- 5.4. Scrapped parts should always be segregated from serviceable parts and when eventually disposed of should be mutilated or clearly and permanently marked. This should be accomplished in such a manner that the parts become unusable for their original intended use and unable to be reworked or camouflaged to provide the appearance of being serviceable.
- 5.5. When scrapped parts are disposed of for legitimate non-flight uses, such as training and education aids, research and development, or for non-aviation applications, mutilation is often not appropriate. In such cases, the parts should be permanently marked indicating that they are not serviceable; alternatively, the original part number or data plate information can be removed or a record kept of the disposition of the parts.
- 5.6. Owners/ Operators including CAMO and AMO should ensure that this AC-22 are followed through in the development and amendments of company procedures relating to the disposal of parts and materials departing from aircraft.
- 5.7. Where a difficulty exists in the process to disposal of parts and materials from aircraft, Airworthiness section of the Brunei DCA shall be sought for advice. The Brunei DCA will require full details of the circumstances of the disposal and reasons for the difficulties to fulfil this AC.
- 5.8. Should the owners/ operators of the disposed aircraft parts and materials did not comply to this AC, the owner/operator may be subjected to a fine of maximum BN\$10,000 and/or imprisonment of up to six (6) months or BN\$50,000 and/or imprisonment for a term not exceeding five (5) years.
- 6. Applicable Laws of Brunei related to the disposal of scrapped parts and materials**
 - 6.1. Aircraft Owners and/ or Operators are responsible for the compliance to the related laws of Brunei to ensure disposal of scrapped parts and materials is carried out accordingly.
 - 6.2. The Ministry of Energy and Safety, Health and Environment National Authority (SHENA) is the appropriate authority that have oversight over the following laws of Brunei that may govern the safe disposal of scrapped items:
 - 6.2.1. Chapter 227 – Workplace Safety and Health
 - 6.2.2. Chapter 228 – Radiation Protection
 - 6.2.3. Chapter 240 – Environmental Protection and Management
 - 6.2.4. Chapter 274 – Hazardous Waste (Control of Export, Import and Transit)



- 6.3. Additionally, for specific, hazardous, or industrial parts, Aircraft Operators and/ Owner should contact the Department of Environment, Parks and Recreation (JASTRe) for approved disposal method.
- 6.4. It is the responsibility of Aircraft Owners and/or Operators to ensure all applicable Laws of Brunei other than in 9.2 above are complied to.

7. Supplementary Information

Attention is drawn to Guidance document BAR AC-15 for parts that are recovered from aircraft involved in accident/ incidents that are deemed to be unsalvageable shall follow the disposal guideline stipulated above.