



DGCA Aviation Safety Circular

(2025-04)

Subject: *Control, Acceptance, And Use of Parts from Aircraft No Longer in Service, Aircraft Involved in Accidents, and Suspected Unapproved Parts (SUPs)*

Effective Date: 10/Nov/2025

Applicability: All Kuwait-registered aircraft operators, KCASR-145 Approved Maintenance Organizations (AMOs), and all aircraft parts suppliers.

This circular supersedes Circular (2025-01, 2025-02 and 2025-03)

Reference: KCASR 8 (Part 145 and M)

1. Purpose

This Circular establishes the requirements and procedures for:

1. Usage of aircraft parts removed from aircraft withdrawn from service.
2. Usage of aircraft parts recovered from aircraft involved in accidents or incidents.
3. Identification, handling, reporting, quarantine, and disposal of **Suspected Unapproved Parts (SUPs)**.
4. Disposal and mutilation of scrap parts to prevent their re-entry into the aviation supply system.

The intent is to ensure that only airworthy, traceable, and properly certified parts are installed on Kuwait-registered aircraft.

2. General Requirements

- a. No aircraft or component may be installed or returned to service unless accompanied by an **authorized release certificate** or equivalent acceptable document.
- b. All removed parts must be handled under the control of a KCASR-145 approved AMO.
- c. Parts with missing traceability, incorrect certification, signs of tampering, or evidence of misrepresentation shall be treated as SUPs.

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d. Organizations shall establish internal procedures covering receiving inspection, quarantine, assessment, tagging, storage, and reporting.

3. Parts from Aircraft Withdrawn from Service

3.1 Maintenance Activity

Removing parts from an aircraft withdrawn from service is a maintenance activity and must be performed by a KCASR-145 approved AMO using approved maintenance data.

3.2 Removal Conditions

- Use manufacturer maintenance manuals and required tools.
- Suspend removal during adverse weather (if outdoors).
- Use qualified personnel only.
- Blank all open connections.
- Provide adequate access, lighting, and environmental protection.

3.3 Eligibility Criteria Before Re-Use

- Last flight must have revealed **no faults** related to the removed part.
- Verify aircraft records for accident/incident exposure, heavy landing, lightning strike, over-temperature, corrosion conditions.
- Establish total time, cycles, and life-limit status.
- Verify compliance with all applicable Airworthiness Directives.
- Perform functionality testing as applicable.

3.4 Assessment and Certification

A KCASR-145 AMO must inspect, test, and certify the part before issuing a release.

4. Parts Recovered from Accident/Incident Aircraft

4.1 High-Risk Category

Parts recovered from aircraft involved in accidents pose major airworthiness hazards even when no external damage is visible.



4.2 Mandatory Requirements Before Acceptance

- Evidence of complete operational history and circumstances of accident.
- Assessment of storage and transport after the accident.
- Detailed inspection to confirm no overheating, distortion, cracking, or proof-strength exceedance.
- Laboratory investigation required if overheating is suspected.
- If any evidence cannot be obtained → **Part must be rejected.**

4.3 Return to Service

No part shall be installed unless an AMO issues a valid release statement after full overhaul/inspection.

5. Suspected Unapproved Parts (SUPs)

5.1 Definition

SUPs include parts that:

- Lack authorized release certification.
- Are counterfeit or misrepresented.
- Are manufactured outside an approved system.
- Are defective or not in accordance with approved data.
- Are used parts maintained by unauthorized persons.

5.2 Organizational Requirements

- Establish receiving inspection capable of detecting SUP indications (wrong finish, colour, ID, tampered documents).
- Immediately **quarantine** all suspected items.
- Notify DGCA, Type Certificate Holder, and operator (if applicable).



5.3 Mandatory Reporting

All SUP detections shall be reported to DGCA within **72 hours**.

6. Tagging, Documentation, and Traceability

- Maintain complete traceability for all removed parts.
- Identify each part with correct part number, serial number, status (serviceable / unserviceable / scrap).
- Document all inspections, test results, and reasons for removal.

7. Storage Requirements

- Store serviceable parts in controlled environmental conditions, protected from moisture, dust, and damage.
- Follow manufacturer storage procedures.

8. Scrap and Non-Airworthy Parts Disposal

8.1 Parts Requiring Scrapping

- Non-repairable parts.
- Parts outside design specifications.
- Parts with irreversible improper modification.
- Life-limited parts beyond life or with missing records.
- Parts exposed to extreme loads, heat, or contamination.

8.2 Mandatory Mutilation

Scrapped parts must be **permanently mutilated** so they cannot be reworked or re-introduced into service.



8.3 Non-Flight Use

For training or research use, parts may remain unmutated but must be permanently marked "NOT FOR FLIGHT".

9. Responsibilities of Organizations

Operators, AMOs, and distributors shall:

- Ensure only approved parts are accepted.
- Maintain documented procedures for SUP detection and removed-part processing.
- Provide training to relevant staff.
- Maintain full traceability.
- Ensure regulatory reporting is completed in time.

10. Enforcement

Failure to comply with this Circular constitutes a violation of KCASR continuing airworthiness requirements and may result in enforcement measures, suspension of approvals, or penalties.

Aviation Safety Director

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