

V. Spare Part Certification

1. Introduction

This part is to provide guidance with regard to the general policy, documents for submission, etc. for inspection for Spare Part Certification specified in Article 17 of the Law and for imported parts regarded as having spare part certification.

Although term of validity is not set at present, proper instructions and its equivalents shall be provided on manufacturer's responsibility for spare parts with special remarks required for life time limitation, storage method, applicability of aircraft to be installed, etc., and on the other hand, aircraft user shall store and use these spare parts in accordance with the instructions on user's responsibility.

2. Imported Parts Regarded as Having Spare Part Certification (Article 17, paragraph 3 of the Law and Article 30-(2) of the Regulations)

The imported parts prescribed by the Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism under the Article 17, paragraph 3-(4) of the Law shall be specified in Article 30-(2) and they shall be regarded as having spare part certification from the Minister of Land, Infrastructure, Transport and Tourism.

2-1 Parts which have been airworthiness-certificated or have been approved by any other foreign state which is a Contracting State to the Convention on International Civil Aviation (Article 30-(2), subparagraph 1 of the Regulations)

The said parts shall refer to imported parts certified or taken any other equivalent actions by a foreign state which is a Contracting State to the Convention on International Civil Aviation on its own responsibility as a contracting state under the international standards and recommended practices or procedures adopted or revised by International Civil Aviation Organization (ICAO) with regard to airworthiness for aircraft. (Other equivalent actions mean any actions equivalent to certification, approval, etc. As for the parts repaired or altered, certification or any other equivalent actions showing as serviceable shall be acceptable.) Any form of parts, such as new, used, repaired or altered, shall be applicable to this case.

A Contracting state concerned generally means the civil aviation authority of a foreign state concerned. This also includes representatives who are entitled to permit certification or perform other activities for the civil aviation authority such as DMIR (Designated Manufacturing Inspection Representatives) in the United States.

However, private approved organization (such as Repair station in the United States, POA (Production Organizations Approvals) or AMO (Approved Maintenance Organization) in Europe) which has been entitled to certify or perform other activities by the civil aviation authority, but which can not be regarded as representing the civil aviation authority shall not be included in the representatives described above.

The certification system of parts in the United States and EASA member states is described below for reference.

The United States: As government or its representative certifies newly manufactured parts and over-hauled parts, these provisions can be applied. However, as government or its representative does not certify repaired parts, these provisions cannot be applied as for repaired parts.

Europe: Normally, as government certifies neither newly manufactured parts nor repaired parts, the provisions cannot be applied. (However, provision 2-2 can be applied to a part of newly manufactured parts.)

- 2-2 Parts which have been manufactured, repaired or altered and certified to be airworthy by a foreign organization which has been approved by a foreign state in accordance with the concerned standards and procedures, both of which have been confirmed to be equivalent to or more than those of Japan in respect of the capabilities in manufacturing, repair or alteration of parts by the Minister of Land, Infrastructure, Transport and Tourism. (Article 30-2, subparagraph 2 of the Regulations)

When a foreign state has the approval system which has been recognized, as to the standards and procedures, by the Minister of Land, Infrastructure, Transport and Tourism as having equivalent to or more stringent system than the approval system of Japan for approval of manufacturer of parts (approval as to the capability of parts production and inspection under Article 20, paragraph 1-(6) of the Law) and for approval of repair and alteration organization of parts (approval as to the capability of repair and alteration of parts under Article 20, paragraph 1-(7) of the Law), the parts shall refer to the imported parts of which the organization in the foreign state concerned with approval by the foreign state concerned has manufactured in a manufacturing organization or has repaired or altered in a repair and alteration organization and has certified to be airworthy under the approval. (as for the parts repaired or altered, certification showing as serviceable shall be acceptable)

For cases when a foreign state does not certify by itself due to its system, the foreign state commonly approves such private organizations for certifying the products.

The determination that a foreign state has standards and procedures equivalent to or more stringent than those of Japan, and application of this provision shall, in principle, be made by contracting the necessary agreement and its equivalents based on the coordination between the authorities of each state.

Concretely, the following imported parts shall be applicable to provision in this paragraph.

- (1) Parts which have been manufactured and certified to be airworthy by a manufacturer of parts who is approved by the U.S. FAA as Production Approval Holder (PAH), or parts which have been manufactured and certified to be airworthy by a manufacturer of parts who is approved Direct Shipment authorization by PAH

- (2) Parts which have been manufactured and certified to be airworthy by a manufacturer of parts approved by EASA (EASA POA)
- (3) Parts which have been manufactured and certified to be airworthy by a manufacturer of parts in the states of JAA members approved (JAA APO) by JAA members in Europe
- (4) Parts which have been manufactured and certified to be airworthy by a manufacturer of parts in Canada approved by Canada TCCA
- (5) Parts which have been manufactured and certified to be airworthy by a manufacturer of parts in Brazil approved by Brazil ANAC

3. Necessity of Spare Part Certification and Documents to be shown at the time of Inspection

Based on paragraph 2 described above, the parts has been classified into the one (parts not regarded as having spare part certification) which shall be required to apply spare part certification and the one (parts regarded as having spare part certification) not required its application. The table below illustrates the classification. Also, the necessary documents are listed in the table upon application for spare part certification.

However, as for the parts which is regarded as having spare part certification or has spare part certificate, the certification does not necessarily cover the compatibility with the particular aircraft. So, the attention shall be paid in installing such parts to the individual aircraft. (some conditions might be described in the remarks of the tag of spare part certification) When the parts not enrolled in the parts list of the aircraft are to be installed in the said aircraft, the said aircraft shall be inspected (inspection for repair or alteration or its equivalents). However, this shall not apply to cases where said parts are PMA parts and comply with Circular No. 3-009 “Handling of the PMA parts.”

(Note) Concerning repaired parts, it should be worked with the method specified by the designer of the aircraft or parts. However, in both cases where repairs shall be, other than the method specified by the designer and conducted based on the repair design data approved by FAA of U.S. that had contracted BASA with Japan, it shall be conducted after obtaining the organization approval of Japan. For more information on the procedure, refer to Circular No. 3-026, “Handling of the repair design data approved by the Federal Aviation Administration.”

3-1 Parts which are manufactured or repaired (or altered) in Japan

| Classification of parts | Spare part certification | Documents to be shown |
|--|--------------------------|--|
| (1) Parts attached with “Authorized Release Certificate” | Not required | |
| (2) New products other than (1) | Required | <ul style="list-style-type: none"> • Corresponds to Type Approval |
| (3) Repaired parts other than (1) | Required | <ul style="list-style-type: none"> • Repair work records • Functional test records (limited to the case only when performed) • Documents to confirm the ability of repair person and quality control system |

3-2 Imported parts

| Classification of parts | Spare part certification | Documents to be shown (Condition which spare part certificate is not required) |
|--|------------------------------|---|
| (1) Parts certified by JCAB approved organization for repair and alteration in Japan | Not required | (The case that Authorized Release Certificate is attached to the parts) |
| (2) Imported parts from the United States (Note 4) (a) Newly manufactured, overhauled parts, and rebuilt engines by the engine manufacturer (Note 5) (b) Repaired parts (including overhauled parts) | Not required Required | (In case that FAA Form8130-3 or -4 tag issued as Export Certificate of Airworthiness is attached) (Note 1), (Note 2) • FAA Form8130-3 tag issued by PAH, FAA Repair Station, etc (FAR145) • Work records or explanatory materials showing the contents of work performed (Note 3) • Functional test records (limited to the case only when performed) |
| (3) Imported parts from EASA member nations in Europe (Note 4) (a) Newly manufactured parts (b) Repaired parts (including overhauled parts) | Not required Required | (The case that EASA Form1 tag issued as Export Certificate of Airworthiness is attached) (Note 1) • EASA Form 1 tag issued by the EASA AMO (EASA145) • Work records or explanatory materials |

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| | | <p>showing the contents of work performed (Note 3)</p> <ul style="list-style-type: none"> • Functional test records (limited to the case only when performed) |
| <p>(4) Imported parts from JAA member in Europe</p> <p>(a) Newly manufactured parts</p> <p>(b) Repaired parts (including overhauled parts)</p> | <p>Not required</p> <p>Required</p> | <p>(The case that JAA Form1 tag issued as Export Certificate of Airworthiness is attached) (Note 1)</p> <ul style="list-style-type: none"> • JAA Form 1 tag issued by the JAA AMO (JAR145) • Work records or explanatory materials showing the contents of work performed (Note 3) • Functional test records (limited to the case only when performed) |
| <p>(5) Imported parts from Canada</p> <p>(a) New manufactured parts</p> <p>(b) Repaired parts (including overhauled parts)</p> | <p>Not required</p> <p>Required</p> | <p>(The case that TCCA Form24-0078 or TCCA Form One tag issued as Export Certificate of Airworthiness is attached) (Note 1)</p> <ul style="list-style-type: none"> • TCCA Form 24-0078 or TCCA Form One tag issued by the approved repair organization by Canada TCCA • Work records or explanatory materials showing the contents of work performed (Note 3) • Functional test records (limited to the case only when performed) |
| <p>(6) Imported parts from Brazil (Note 4)</p> <p>(a) Newly manufactured parts or overhauled parts</p> <p>(b) Repaired parts (including overhauled parts)</p> | <p>Not required</p> <p>Required</p> | <p>(The case that ANAC FormF-100-12 or ANAC Form SEGVOO 003 tag issued as Export Certificate of Airworthiness is attached) (Note 1)</p> <ul style="list-style-type: none"> • ANAC Form SEGVOO 003 tag issued by the approved repair organization by Brazil ANAC • Work records or explanatory materials showing the contents of work performed (Note 3) • Functional test records (limited to the |

| | | |
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| | | case only when performed) |
| (7) Imported parts from a foreign state which is a contracting state of the Convention on International Civil Aviation | | |
| (a) Parts certified by the foreign state concerned | Not required | (The case that the tag issued as Export Certificate of Airworthiness is attached) (Note 1) |
| (b) Parts not certified by the foreign state concerned | | |
| (i) The case where the parts have been manufactured or repaired by the organization approved by the state concerned | Required | <ul style="list-style-type: none"> • Documents which have been issued by the approved organization concerned upon certifying airworthiness of the parts • In case of repair, work records or explanatory materials showing the contents of work performed • Functional test records (limited to the case only when performed) • Documents showing that the organization concerned has been approved • Outline of standards and procedures established by the state for the approval concerned |
| (ii) In cases other than (i) | Required | <ul style="list-style-type: none"> • Shall correspond to the case in 3-1 (2) or (3) |

Essentially, a part shall accompany an original tag. If an original tag is issued for multiple parts, and the person responsible for custody of an original tag verifies a true copy in writing (including organization and name of the person, date verified), it is possible to regard a true copy and verified writing as an original tag.

Further, in cases where it is included in the method specified by the designer of the parts, such a function test attached with parts to an aircraft is required after conducting works involving the repair or alteration of parts, and also in cases where it is confirmed that works other than said function test required on aircraft have been completed in the inspection for spare part certification is performed, the function test required on aircraft should be written on the reverse of the spare part certificate when the certificate is issued. In addition, in cases where parts are engines or propellers, the same description should be described in the engine logbook or propeller logbook.

(Note 1) Export Certificate of Airworthiness is a certificate by the exporting country proving

that the parts have met the accepting requirements of the importing country and described as Export airworthiness approval in general. It shall comply with the requirements for Export Certificate of Airworthiness as defined in the valid regulations from each authority (in the U.S. FAA Order 8130-21, for example) at the time the Form was issued. Even for newly manufactured parts, if a Form which does not meet the requirement for Export airworthiness approval is attached, an inspection for spare part certification must be taken as the repaired parts.

(Note 2) For newly manufactured parts from the United States, in general the issuer is a person (Production Approval Holder : PAH) approved by the U.S. FAA or a supplier who has obtained the "Direct Shipment Authorization" by PAH. For Form 8130-3, it shall be determined that a tag was issued by PAH if the number of PAH is listed in the, name of issuer of Block4. Concerning "Direct Shipment Authorization," said effect shall be described in the Remarks of Block13. In addition, overhauled parts not needed for spare parts certification when Export Certificate of Airworthiness is attached, it shall be limited to the parts which overhaul work was conducted by the method specified by the designer.

(Note 3) Applicants of an inspection for spare part certification should be able to explain the working standards conducted using work records or explanatory materials showing the contents of work performed. However, in case where the working standards specified by the designers, such as AD, SB, CMM, SRM, AMM, Overhaul manual, etc. are written in the Remarks column of the Form which ensures the airworthiness issued by foreign authorities, work records or explanatory materials showing the contents of work performed are not required to be shown.

(Note 4) Parts which have been manufactured or repaired by a foreign organization (including the organization which is not located in said country) which has been approved by a foreign state is included.

(Note 5) Rebuilt parts other than rebuilt engines by the engine manufacturer shall be dealt as repaired parts.

4. Parts to which shall be applied Spare Part Certification to be installed to an Engine

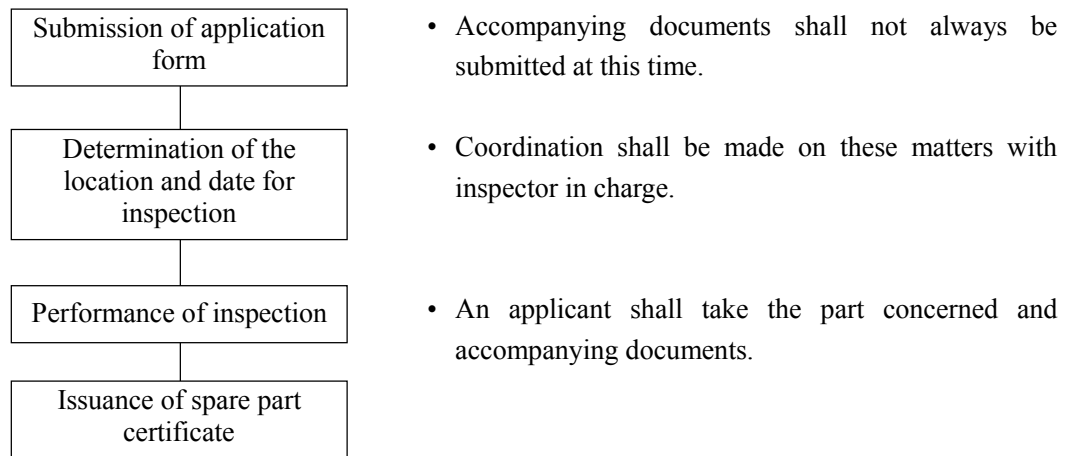
Among the accessories which are installed on an engine, those to which shall be applied spare part certification, will not be certified individually, instead, shall be certified by including in the spare part certification for an engine, in principle. Therefore spare part certification tag (Form TCF-1-131-3) shall be issued only to engine itself.

In this case, name, part number or type and serial number of the accessory concerned shall be entered in the page of "Record of repair/alteration or maintenance" of the aircraft logbook for engine for the engine concerned.

The said accessory can be installed without obtaining another spare part certification on other aircraft which is specified to install, provided the said accessory is adequately protected and handled. However, in this case, the details shall be clarified in all related aircraft logbooks.

5. Procedures for Spare Part Certification
 - 5-1 Instructions for completing application form for spare part certification and for submitting completed form and documents
 - (1) Instructions for completing application form for spare parts certification
 - (a) Address of an applicant or location of a head office, and name or firm of an applicant.
Applicant shall, in principle, be the aircraft user to which the part under application is installed. However, the owner of the part concerned or its representative shall be acceptable.
 - (b) Name or firm, and address of the owner
Name and address of the owner of the part at the time of application shall be entered.
 - (c) Classification or name, type, serial number and name of manufacturer or firm
These shall be consistent with the identification plate adhered to the part and documents which shall be shown on the inspection.
 - (d) Proposed location and date of inspection by an applicant
Location and date may be proposed. However, as it may not be available sometimes, the location and date of inspection shall be coordinated with the inspector in charge prior to the inspection.
 - (2) Instructions for submitting the completed form and documents
 - (a) If the proposed location of inspection is located in Niigata, Nagano, Shizuoka and eastward, address to submit shall be:
Inspection and Crew Section, Operations Division,
Air Traffic Service and Safety Department
Tokyo Regional Civil Aviation Bureau.
Kudan Daini Godochosha
1-1-15 Kudan-Minami, Chiyoda-ku, Tokyo, 102-0074
TEL: 03-5275-9292
 - (b) If the proposed location of inspection is located in Toyama, Gifu, Aichi and westward, address to submit shall be:
Inspection and Crew Section, Operations Division,
Air Traffic Service and Safety Department
Osaka Regional Civil Aviation Bureau
No.4 Building of Osaka Godochosha
4-1-76 Otemae, Chuo-ku, Osaka-shi, Osaka-fu, 540-8559
TEL: 06-6949-6211

5-2 Flow chart regarding submission of application forms, inspection and issuance of spare part certificate



6. Interim Measures

6-1 Spare part certification under the former Law, which was amended by Law for amendment of part of Law (Law No. 35, 1996)

The parts for which spare part certification is still valid as of October 1, 1997 shall be regarded as having spare parts certification under provisions of the amended Law. The term of validity and type rating entered in the spare part certificate may be treated as repealed.

6-2 Approval tag issued by the approved organization for parts repair and alteration under the former Law

The parts which were certified valid as of October 1, 1997 shall be regarded as being certified and as having spare part certification under provisions of the amended Law. The term of validity and type rating entered in the approval tag may be treated as repealed.

6-3 Imported parts regarded as having spare part certification

The imported parts regarded as having spare part certification under provisions of the amended Law shall be parts certified by a foreign state or approved by the approved organization concerned after October 1, 1997. However, the imported parts which have been certified or approved before October 1, 1997 shall be required to obtain spare part certification.

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