

Advisory Pamphlet

Engine Lease/ Parts Pool/ Parts Borrowing

AP-2.1.218A



**AIR OPERATOR
SURVEILLANCE**

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Engine Lease/ Parts Pool/ Parts		
Borrowing		

1. Purpose

The purpose of this Pamphlet is to provide information and guidance to Israeli operators, maintenance facilities and aircraft owners; when determining the type of documentation required to support lease/ borrow/pool parts, in order to comply with the requirements of Israeli ANR – 126 (Operation)

2. Reference Material

2.1. Regulatory Requirements

2.1.1. Israeli ANR (Operation) §126

2.2. Reference Material – None

2.3. Forms – None

3. Guidance and Procedures

3.1. Definitions

3.1.1. Operator/repair station manufactured parts:

Parts manufactured and documented by the operator/repair station for use only on the operator's/repair station aircraft. Those parts cannot be part of a lease and a pool or borrowing agreement.

3.1.2. Parts:

Any engine, propeller, component accessory, material, or hardware used on an air carrier aircraft.

3.1.3. Parts eligible for lease/ pool/borrowing:

PMA, STC (complete kit); TSO; TC (as listed in the IPC).

3.1.4. Parts Borrowing (excluding engines and propellers) Authorization:

Parts borrowing authorization may be granted only after the operator has in its manual procedures governing sources & limitations. The procedures must be acceptable by the CAAI.

The borrowed parts may not exceed the lender's approved time limits (even if borrowers time limit allow it).

An operator may borrow and use a part for a maximum of 100 hours or 50 landings when the time in service exceeds borrower's approved time.

The part must have a minimum time of 200 hours or 100 landings remaining on the lender's program.

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3.1.5. Parts Pool (excluding engines and propellers) Authorization:

Parts pooling authorization may be granted only if the operator has in its manual a procedure to inspect/approve the parts pooling facilities and that facilities are acceptable by the CAAI.

Note: Allowable time in service same as 3.1.4.

3.1.6. ETOPS parts, Category II & III - Weather minima for Approach parts & RVSM Parts:

In addition to para. 3.1.4 & 3.1.5 the operator must have verification (documented) that parts placed on the aircraft in their borrowing and pooling agreements came from qualified repair agencies or operators. APU oil consumption control procedure during parts pooling and borrowing (lending and/or borrowing) should be in place.

3.1.7. Leased parts – time authorization:

Leased parts usually accumulate time in service prior to the lease. That time is transferred to the new operator. Transfer of the time may be done in either direct inclusion (the difference between the operator's approved time limit and the previous operator's actual time will determine the time limitation) or by proration (see FAA AC 121-1 as amended for details).

3.2. **Documentation required:**

3.2.1. Parts (excluding engine and propellers):

Original Certification of release (FAA or CAAI form 8130-3 or EASA form 1 or Transport of Canada TCC 24-0078).

Note: See limitations in para 3.1 for additional requirements.

3.2.2. Engines:

Note: See limitations in para 3.1 for additional requirements.

3.2.2.1. Original Certificate of release (FAA or CAAI Form 8130-3 or EASA Form 1 or Transport Canada TCC24-0078)

Note: Proof shall be provided that the engine was last removed serviceable from an aircraft or provide a current authorized test cell certification.

For an ETOPS certified engine provide, in addition, proof that the engine was last removed from an ETOPS operating aircraft.

3.2.2.2. Documented results of pre removal max allowable ground power run (per AMM71-00-00-XXX-XXX) or documented authorized test cell certification. All engine power run parameters shall be attached.

3.2.2.3. A final trend data download prior to engine removal.

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- 3.2.2.4. Embodied airworthiness directives (AD)/Mandatory MODS list & list of AD due during the lease (known at the date of the lease).
- 3.2.2.5. Service Bulletin List.
- 3.2.2.6. Carry Forward Sheet.
- 3.2.2.7. Life Limited Parts (LLP) list, including traceability back to birth (BTB).

Note: Records must be accurate and complete. If accuracy and completeness cannot be established, all life limited parts must be scrapped.
- 3.2.2.8. ETOPS declaration (See note 3.2.2.1)
- 3.2.2.9. Inventory list of Quick Attach Components (QAC) including maintenance and reliability program.

Note: See 3.1.7 for time authorization.
- 3.2.2.10. Previous end of lease inspections (Borescope, visual, foreign object, etc.)
- 3.2.2.11. On-wing long term preservation declaration (in accordance with the applicable AMM)
- 3.2.2.12. Completed Engine logbook.
- 3.2.2.13. All serviceable tags for LLP & QAC should be part of engine documentation.
- 3.2.2.14. Proof that all modifications and repairs (if any) have been approved by the type certificating authority of the powerplant or the CAAI