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A. **AUTHORITY:**

A1. This Airworthiness Notice has been issued under the Authority vested in DG CAA vide Rule 4 of Civil Aviation Rules, 1994

B. **PURPOSE:**

B1. The purpose of this Airworthiness Notice is to draw the attention of all operators and maintenance organizations, which undertake repair work on extensively damaged aircraft components without having adequate knowledge of all relevant factors to be considered in repairing extensively damaged aircraft or components from such aircraft.

C. **SCOPE:**

C1. This Airworthiness Notice will be applicable to all aviation operators and maintenance organizations.

D. **DESCRIPTION:**

D1. **DEFINITIONS:**

Nil

D2. **INTRODUCTION:**

D2.1 There is a doubt that some persons/firms undertaking repair work do not have an adequate appreciation of all the relevant factors to be considered in repairing an extensively damaged Aircraft, or installing components from such aircraft into other aircraft. This circular is intended to draw attention to these main Aircraft Safety considerations.

D3. **CONFORMITY WITH TYPE DESIGN:**

D3.1 A repaired aircraft must conform to the approved design applicable to the particular model and serial number of the aircraft. The type design consists of manufacturer's drawing with associated specifications and other data approved by issue of a Certificate of type approval or equivalent and includes any modifications approved for embodiment therein. PCAA may permit the use of alternative documents, such as manufacturer's parts lists, if satisfied that they adequately define the components of the aircraft concerned and provided they are supplemented by such manufacturing specifications and instructions for assembly, rigging, processes and testing as considered necessary to ensure compliance with the type design.

D4. **ASSESSMENT OF DAMAGE TO COMPONENTS:**

D4.1 The components of an aircraft, which has been involved in an accident may suffer damage, distortion or changed characteristics of a nature that is not visually apparent. Before such components are returned to service it is essential they be subject to complete assessment and inspection having regard to the circumstances of the accident, subsequent storage and transport condition, and previous operational history. Such assessment should be made by a person or firm approved for the overhaul of the aircraft components concerned, backed up by any necessary specialist advice or examination.

D4.2 On making the assessment referred to in Para D4.1, it should be borne in mind that if a crash load is sufficient to take any part of its proof strength, residual strains may remain which could reduce the effective strength of the item or otherwise impair its functioning. Further, material properties may be
significantly affected by fire. It is therefore, of the utmost importance to establish that the item is not cracked, distorted or affected by fire. The degree of distortion may be difficult to assess if the precise original dimensions are not known in which case there is no option but to reject the item. Any suggestion of fire should be a cause for laboratory investigation.

D4.3 The standard procedures appropriate to items removed for overhaul following normal service life may not always be sufficient for testing of items from crashed aircraft. If the information in manufacturer's manuals or other technical publications is insufficient to deal with the consideration detailed in previous paragraph, then the manufacturer should be consulted. If manufacturer provides the additional information and the item can be shown to meet this, then it may be returned to service.

D5. **APPROVAL OF REPAIR SCHEMES:**

D5.1 All repair schemes, which are not included in the manufacturer's repair manuals or similar documents will require the specific approval of CAA before incorporation in aircraft or components. As a general guide FAA advisory circular AC43-13-1 may be used in preparing the repair schemes. Application to CAA may be on the relevant forms.

D6. **APPROVAL OF REPAIR STATION:**

D6.1 All repairs, other than those classified as minor maintenance must be carried out, by a repair station approved for overhaul / repairs of the type.

D6.2 Before undertaking the repair, the repair station must ensure that it has all appropriate drawings, specifications, manuals, jigs, special tools, parts and facilities necessary to do the work. The accuracy of jigs is a vital element and preferably, these should be supplied by the aircraft manufacturer. Alternatively they may be made to the manufacturer's drawings and must be critically checked for alignment and dimensional accuracy. Verification by this method must be witnessed by an Airworthiness Officer.

D7. **DOCUMENTATION:**

D7.1 All work performed must be fully documented and be recorded and certified in relevant logbooks and related records. These records must contain the origin, and history of all components used. In particular, where a part of assembly is subject to service life limitations the history must enable safe determination of service life remaining. When there is a change of ownership of the aircraft all logbooks and related records must be transferred to the new owner.

D8. **PRIOR NOTIFICATION:**

D8.1 It is a requirement that persons or firms contemplating the repair of an aircraft which has been extensively damaged or lacks a number of major components are to notify and discuss their proposals with the local Airworthiness Office for approval before work commences.

D8.2 In the absence of such prior notification and approval, the CAA would be obliged in the interest of safety, to suspend the "C" of "A" (if it is valid) or withhold revalidation and require further Inspections and re-work which could be both time consuming and expensive.

D9. **REPAIR OF AIRCRAFT UNDER INVESTIGATION BY THE S.I.B:**

D9.1 An aircraft that has been involved in accident or incident and which is being investigated by the S.I.B. of PCAA, no component or part of the subject aircraft is to be disturbed without obtaining prior clearance from the SIB. This clearance is to be obtained through the Local Airworthiness field office or directly from President SIB.

D9.2 Controller of Airworthiness is to obtain conformation from the President of SIB before releasing the above mentioned aircraft.
E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. ACRONYMS:

PCAA  PAKISTAN CIVIL AVIATION AUTHORITY
FAA  FEDERAL AVIATION AGENCY
SIB  SAFETY INVESTIGATION BOARD

E2. RECORDS:

Nil

E3. REFERENCES

Nil

IMPLEMENTATION:

This Airworthiness Notice shall be implemented with effect from 12th May, 2010 and repeals / cancels / supersedes Airworthiness Notice No. 60 issue 1, dated 1st June, 2000.