

Concerning the EASA Position on Suspect Parts

We have waited for Several Years for EASA to step up to the obligation to share with industry information concerning suspect parts – the situation now is that we have more than 7900 reports going back to July 2008

EASA advise that the information provided is advisory – however there is an action point now for every PART 145 Organisation to determine how to address this information, in the most effective way.

Reference EASA SIB No.: 2017-13R1 - **Safety Information Bulletin**
Airworthiness Issued: 24 October 2018

Subject: Suspected Unapproved Parts

Revision: This SIB revises and replaces EASA SIB 2017-13 dated 24 August 2017.

Applicability: Product(s), part(s) or appliance(s), and components thereof, which are considered Suspected Unapproved Parts (SUP) cases, as published on the EASA website (link provided below).

Note: For simplification of the text of this SIB and for consistency with the term SUP, this SIB refers to product(s), part(s) or appliance(s), and components thereof as 'parts'.

Description: Article 4(4) of Regulation (EU) 376/2014 of the European Parliament and of the Council tasks the Agency with the establishment of a mandatory reporting system. Commission Implementing Regulation (EU) 2015/1018 specifies that one of the occurrences which are subject to reporting is 'the use of products, components or materials, from unknown, suspect origin, or unserviceable critical components' – SUP.

Reported SUP cases cannot always be resolved by the Agency and the National Aviation Authorities, mainly due to the lack of required information, e.g. when:

- a) An SUP with an allegedly forged EASA Form 1 comes from a non-EU maintenance organisation, supplier or distributor and it is difficult to obtain feedback from the local aviation safety authority;
- b) The origin of the SUP is impossible to determine;
- c) An allegedly forged EASA Form 1 has been sent to a potential buyer of a part (not in the supply chain yet) for pre-assessment, indicating that an SUP case might exist for the concerned part;

d)A part was unlawfully removed, e.g. from a maintenance facility, and it can be expected that it will appear on the market with forged documentation or untraceable history.

The original issue of this SIB was aimed to raise awareness among European aviation industry of SUP that they might encounter.

To this end, the Agency is publishing a list of unresolved SUP cases on the EASA website.

This list is being maintained and updated based on information available, EASA SIB No.: 2017-13R1

This is information only. Recommendations are not mandatory.

It is expected that the webpage will be updated every 3 months.

Since EASA SIB 2017-13 was issued, EASA decided that foreign State of Design unapproved parts notifications (UPN), previously published under 'SIB' in the EASA Safety Publications Tool, will be removed, and references to these (by providing hyperlinks) to be relocated to the new EASA SUP webpage (see hyperlink below) to provide information on SUP in a single location. In addition, several EASA SIBs that were published as 'cover' for certain foreign State of Design UPN will be marked as 'withdrawn', because references to those related UPN will also be relocated.

This SIB is revised to notify the aviation community of these changes, planned to take effect on 25 October 2018.

Recommendation(s):

When in doubt about the origin of a part, maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers are invited to consult, in addition to the content of the Safety Publications Tool, the information reflected in this SIB and in the SUP list (see link below) before accepting such a part into their organisations or before fitting it to an aircraft.

If any part listed in the SUP list is found in stock, it is recommended that the part is quarantined to prevent installation until a determination can be made regarding its eligibility for installation.

SUP/UPN cases on the EASA website:

Refer to the EASA SUP webpage for information on confirmed unapproved parts, SUP under investigation, and stolen parts.

Contact(s):

For further information on the technical content of this SIB and the SUP list, contact the EASA Safety Investigation and Reporting Section, Safety Management Directorate:

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Note

The list of SUP cases is established for the sole purpose of aviation safety and in view of implementing SIB. NO 2017-13. The information therefore should in no way be understood as an allegation of guilt or proof of misconduct of the parties involved. EASA does not warranty either the accuracy of the information contained herein or that the information is up to date. EASA shall not be held liable for any damage suffered due to or caused by the use of this information. Any person or organisation, who considers that the information above is inaccurate or out of date, please contact EASA via the contact form of the respective case.