

## ENGINEERING PROCEDURE MANUAL

### DISPOSITION OF SCRAP AIRCRAFT COMPONENT AND MATERIAL

#### 1.0 Introduction

- 1.1 This EPM is cited as EPM 3-08, Issue 2, Revision 1: Disposition of Scrap Aircraft Component and Material.

#### 2.0 Objective

- 2.1 To provide information and guidance to persons involved in the maintenance, sale, or disposal of aircraft parts meets the requirements of the CAAM.
- 2.2 To provide information and guidance to prevent scrap aircraft parts and materials from being sold or acquired as serviceable parts and materials
- 2.3 To ensure disposed aircraft part/component to be reintroduced in the aviation service.

#### 3.0 Interpretation

- 3.1 Scrap means part or material that the owner/company has decided to dispose because of the condition beyond economical repair, considered to be of little value or unusable for any other airworthiness reason which one of the following:

- 3.1.1 Parts with non-repairable defects, either physically or operationally.
- 3.1.2 Parts that do not meet design specifications and cannot be brought into conformity with such specifications or further processing or rework cannot make them eligible for certification.
- 3.1.3 Parts subjected to unapproved modification or rework.
- 3.1.4 Certified life-limited parts that have reached their certified life limits or have missing/ incomplete records.
- 3.1.5 Parts that cannot be returned to airworthy condition due to exposure to extreme forces, heat or adverse environment.
- 3.1.6 Parts for which conformity with an applicable airworthiness directive cannot be accomplished.
- 3.1.7 Parts for which maintenance records and/or traceability to the manufacturer cannot be retrieved.

- 3.2 Misrepresentation of the status of parts and material and the practice of making these items appear serviceable could result in the use of non-conforming parts and material.

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### 3.3 Definition of Class 1, 2 and 3.

Class category	Definition
Class 1	A complete aircraft, aircraft engine, or propeller that has been type-certificated in accordance with the applicable regulations, and for which Federal Aviation Specifications or TC data sheets have been issued.
Class 2	A major component of a Class I product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, or control surfaces, etc.), the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) system in the “C” series.
Class 3	Any part or component that is not a Class I or Class II product, including standard parts. Class III products are considered to be parts

#### 4.0 Applicability

- 4.1 Applicable to all maintenance personnel.
- 4.2 Applicable to all Warehouse and Logistics personnel.

#### 5.0 Non-Compliance

- 5.1 Any person who contravenes any provision in this EPM commits an offence against the EPM and MOE of GAM. As these are the basis of GAM's Part 145 Approval, it denotes an offence against the requirements of CAAM
- 5.2 Offenders may be subjected to investigation by the company. On conviction, he or she may be liable to actions as per the legal framework of labour law of Malaysia.

#### 6.0 References and Compliances

- 6.1 MOE 2.19 Return of Defective Aircraft Components to Store
- 6.2 EPM 3-04 Return of Component or Material to Store After Maintenance

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### 7.0 Documentation

- 7.1 Unserviceable Label (ref: GAM/E-006)
- 7.2 Shelf-Life Expiry Tracking List (ref: GAM/E-008)
- 7.3 Scrap Label (ref: GAM/E-058)
- 7.4 Scrap Log (ref: GAM/E-059)
- 7.5 Scrap Part Report (ref: GAM/E-060)

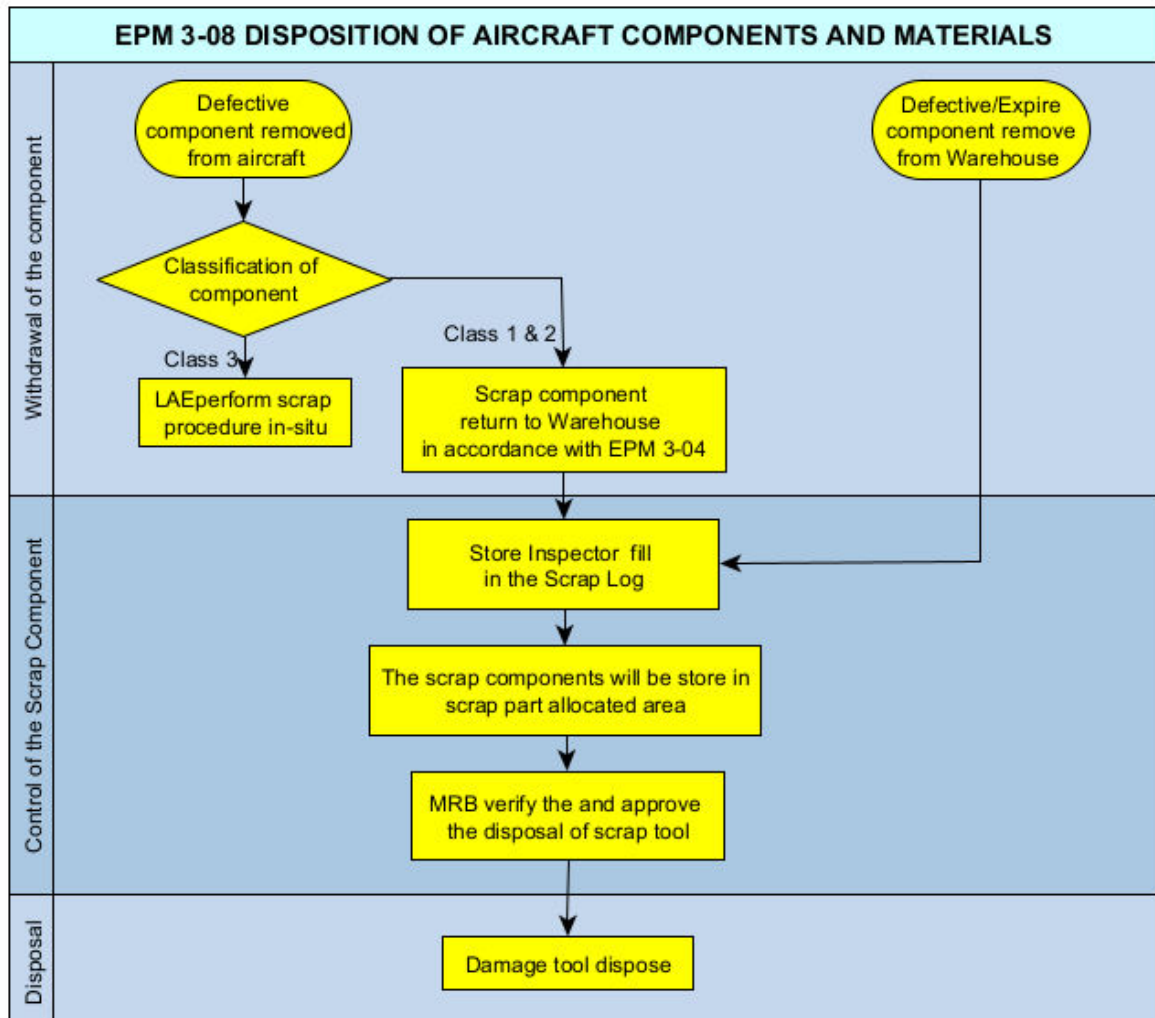
### 8.0 The Procedure

- 8.1 Persons involve in the maintenance of aircraft and store personnel responsible for disposing scrap parts and material.
- 8.2 The person must understand the intent of the interpretation of this EPM and diligently apply it.
- 8.3 Component removed from aircraft:
  - 8.3.1 All Unserviceable, defective or life expired components that was removed from an aircraft must be tagged with an Unserviceable Label (ref: GAM/E-006). When the LAE decide that the removed component will be scrapped, he will fill in the Scrap Label (ref: GAM/E-058). He/she is responsible for removing this component must fill in details, the reason for that component rendered scrap.
  - 8.3.2 For class 1 and 2 components the LAE/PPC will return the components to the Warehouse in accordance with EPM 3-04 Return of Component or Material to Store After Maintenance. The Warehouse personnel will send the scrap item to the scrap room. The Scrap Log must be fill in by Store Inspector
  - 8.3.3 All class 3 items must be scrapped. This can be performed in situ, by the LAE removing the component. The component must be mutilated in such a manner that the parts become unusable for their original intended use, nor should they be able to be reworked or camouflaged to provide the appearance of being serviceable.
- 8.4 Component removed from Warehouse:
  - 8.4.1 Only the Store Inspector allowed to withdraw items from the Warehouse.
  - 8.4.2 All components to be scrapped from store must be labelled with a Scrap Label (ref: GAM/E-058)
- 8.5 Store Inspector will update the scrap item in Scrap Log GAM/E-059.
- 8.6 The Warehouse and Logistics Manager is responsible to provide and ensure currency of a Scrap Log record.
- 8.7 Store Inspector will raise Scrap Part Report (ref: GAM/E-060) for all parts to be disposed and send to Warehouse and Logistic Manager for his further action to arrange for Material Review Board (MRB) to verify and approve disposal.

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- 8.7 The MRB will consist of representative from Quality Assurance Department, Engineering Department and chaired by the Warehouse and Logistic Manager.
- 8.8 The warehouse personnel will arrange the disposal as approved by the MRB.
- 8.9 All disposed parts will be recorded in Scrap Part Report.
- 8.10 Complete Scrap Report shall be filed accordingly in the Warehouse filing cabinet. Completed form shall be kept in good condition for 2 years since the date of disposal.



### 9.0 Cancellation

This issue cancels EPM 3-08 Issue 2, Rev 0 dated 31 Oct 2021, which should be destroyed.

**END.**

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