

**61st CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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AGENDA ITEM 3: AVIATION SAFETY

**STRENGTHENING SAFETY MANAGEMENT OF USED
AIRCRAFT PARTS**

(Presented by the People's Republic of China)

SUMMARY

Amid the global supply chain dynamics, used aircraft parts have become an important supplementary resource for maintaining aircraft airworthiness, while their associated safety risks have become increasingly prominent. At present, ICAO Doc 9760 lacks specific guidance on substantive risk assessment of repaired parts, full-chain traceability of dismantled parts and relevant risk management measures. This has resulted in inconsistent policy implementation and oversight across States. Consequently, some used parts with unknown origins, incomplete service records, or improper maintenance and storage have re-entered the supply chain, posing a direct threat to flight safety once installed on aircraft.

This paper puts forward targeted supplementary measures, including tightening source control over used parts (the critical parts in particular) , conducting multi-dimensional assessment of part service records, establishing a dynamic monitoring mechanism for abnormal in-service data of parts, strengthening the qualification management of dismantling organizations, promoting a digital traceability system for dismantled parts, and enabling interconnection among States' registration platforms and thus one-stop data query. The Conference is invited to address the safety management of used aircraft parts, encourage States to strengthen national regulations by drawing on relevant regulatory practices of the Civil Aviation Administration of China , and explore the establishment of regional information sharing and risk early-warning mechanisms, so as to enhance the safety of the aircraft parts supply chain across the Asia-Pacific region.

STRENGTHENING SAFETY MANAGEMENT OF USED AIRCRAFT PARTS

1. INTRODUCTION

1.1 In recent years, compounded by global geopolitical shifts, public health emergencies and production capacity fluctuations, the international aircraft parts supply chain has faced unprecedented disruptions and uncertainties. Delayed deliveries of new parts and inventory shortages have significantly prolonged aircraft maintenance cycles, seriously undermining fleet availability and the airlines' flight on-time performance. Against this backdrop, dismantled and used aircraft parts have emerged as an effective supplementary resource to sustain aircraft operational continuity and normal flight operations, thanks to their wide availability and relatively low costs.

1.2 As market demand for used aircraft parts surges, relevant safety risks have also intensified. The provisions set out in the ICAO Annex and associated guidance material remain inadequate regarding the traceability and condition assessment of dismantled parts, as well as circulation management of used aircraft parts. Some parts with unidentified sources, incomplete service records or substandard maintenance have made their way into the market. Installation of such parts will inevitably compromise aircraft safety and create severe latent hazards to flight operations. It has become a common challenge for States to leverage used parts to ease supply chain pressure and maintain aircraft continuous airworthiness, while ensuring the parts to be installed comply with stringent safety and operational requirements.

2. DISCUSSION

2.1 While Chapter 8, 8.10, and Chapter 9, 9.13 of Part III of Doc 9760 provide a basic framework for the management of used and dismantled aircraft parts, they do not offer specific guidance on substantive risk control, such as the legitimacy of sub-components of repaired parts and the integrity of historical maintenance records.

2.2 With regard to dismantled parts management, neither Annex 8 nor Doc 9760 stipulates unified qualification criteria for dismantling organizations, standardised record-keeping for dismantling activities and full-chain traceability requirements. In particular, key procedures including engine dismantling and condition assessment of grounded aircraft pending dismantling are not elaborated, leading to inconsistent oversight among States.

2.3 In addition, Doc 9760 does not cover risk management approaches such as tiered and classified control over used parts, digital tracking of suppliers and closed-loop management of repair workflows. It is therefore insufficient to address systemic safety risks amid the current complex supply chain landscape.

2.4 In view of the above issues, States have to transpose relevant principles contained in Annex 8 and Doc 9760 into uniform, implementable and assessable practices by adopting more targeted and workable supplementary measures. The objectives of these measures include but are not limited to the following:

Strengthen source management of used parts by reviewing suppliers' credit profiles and operational qualifications. Digital information management platforms are encouraged to realize full-process tracking. Meanwhile, conduct multi-dimensional assessment of service records for used parts. In addition to verifying maintenance release certificates, assess configuration limitations, remaining service life and historical repair records. Parts with extended service life and long-term storage shall be subject to mandatory assessment, instead of relying solely on final repair reports for operational approval. Implement tiered and classified management of used parts, with enhanced oversight for critical safety components. For parts that have to be deployed despite incomplete traceability of original records, conduct additional special assessments. Establish a dynamic

monitoring mechanism for abnormal in-service data of components, and integrate engineering evaluation into repair workflows to focus on verifying the legitimacy of installed sub-components. A full-process closed-loop control system covering fault identification to quality feedback shall be put in place.

Expand the scope of regulatory oversight of dismantling to cover engines and clarify access criteria for dismantling organizations. Tighten source control over aircraft to be dismantled, and enforce rigorous assessment for parts retrieved from accident aircraft. Record aircraft parking duration and maintenance status after the last flight to support subsequent quality evaluation of retrieved parts. All dismantled parts must be accompanied by identification tags, non-accident declarations and complete circulation records, with full traceability enabled via digital systems. Registration platforms both within and outside China will achieve information interconnectedness to support one-stop data query. Dismantling organizations shall regularly submit reports on dismantling volumes, part sources and waste disposal, so as to strengthen full-chain traceability and ensure equal emphasis on operational application and regulatory oversight of used parts.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) address the safety management of used aircraft parts, a key issue balancing operational cost-effectiveness and flight safety, and recognise the importance of regulating used parts for the sustainable development of civil aviation across the Asia-Pacific region amid current supply chain conditions;
- b) note and draw on the regulatory framework and practical outcomes of the Civil Aviation Administration of China (CAAC) in strengthening dismantling management and standardising the use of used parts, and encourage exchanges and mutual learning among States; and
- c) urge States to enhance safety management of used parts, enhancing relevant national regulations and oversight procedures, strengthen supervision and inspection over dismantling organizations and suppliers of used parts, and explore the establishment of a regional information sharing and risk early-warning mechanism. Boost regional collaboration to collectively upgrade the safety of the aircraft parts supply chain in the Asia-Pacific region.

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