
REPLACEMENT PARTS

1. Replacement parts

In general, replacement parts must originate from the *UK supplier*: the UK type-approval holder in the case of type-approved (factory-built) types; the UK kit manufacturer or kit importer in the case of amateur-built (kit) types¹.

A certificate of conformity, invoice, or similar document will be provided by the *UK supplier* unambiguously identifying the item to which it refers. This document must be retained with the aircraft records.

1.1. Standard items

Standard items are commercially available items that are bought in by the microlight manufacturer for use on their aircraft, and are not subject to any further fabrication or processing by the microlight manufacturer before use.

Replacements for standard items – whose exact specification has either been provided by the *UK supplier* or can unambiguously be identified from the original part – may be sourced commercially² instead of directly from the *UK supplier*.

An invoice or similar document must be provided by the vendor identifying the item to which it refers, confirming that it is indeed the item specified by the owner. This document must be retained with the aircraft records.

1.2. Engines and propellers

Engines and propellers are usually standard items and may therefore be sourced commercially (as per section 1.1). This is subject to the *UK supplier* confirming that the engine or propeller is not modified in any way for the installation in question².

1.3. Second-hand parts

Parts may be transferred from one aircraft to another. Parts specific to a particular type or variant (parts that are not standard items as per section 1.1) may only be transferred to an aircraft of a different type or variant if the *UK supplier* confirms that the part is common with the other type or variant³.

A certificate or similar document must be provided by the vendor identifying the item to which it refers, the aircraft (type and registration) from which it was removed, and the airframe hours and/or engine hours as appropriate at removal. This document must be retained with the (new) aircraft records. The BMAA have a form for this purpose⁴.

2. Orphan types

Orphan types are those no longer supported by a *UK supplier*. The BMAA have procedures in place to approve the design and manufacture of replacement parts for orphan types. Standard items may continue to be sourced commercially (as per section 1.1).

For imported types it is possible that the *UK supplier* will cease trading, while the foreign manufacturer remains as a potential source of replacement parts. For type-approved (factory-built) types such parts are not approved until they have been released by a UK CAA approved organisation. For amateur-built (kit) types the BMAA must be consulted.

¹ Note that, in the case of types manufactured abroad, the foreign manufacturer is not normally the correct source of replacement parts.

² CAA Letter to Owners/Operators no. 1689 revision A, 16 January 1998 – Microlight Aeroplanes, Modifications and Approval of Spare Parts and Components

³ For example widget A from an aircraft of type X may only be transferred to an aircraft of type Y if the microlight manufacturer confirms that widget A is common to types X and Y.

⁴ BMAA Form AW/046 – Details of Removed Aircraft Part