

## RA 5221 - Traceability of Aircraft Identifiable Parts

### Rationale

*When a part fails in service or a fault occurs in design, manufacture, or servicing, which affects airworthiness or operational effectiveness, it is essential to make a judgement as to what action should be taken on other similar materiel which may be suspect. There are important safety, operational and economic benefits if the possibility of occurrence can be confined to identifiable material batches, components, equipment, or aircraft. To achieve this, traceability is required for selected parts.*

### Contents

#### 5221(1): Identifiable Parts

#### Regulation 5221(1)

#### Identifiable Parts

5221(1) The contractor **shall** prepare, for inclusion in the Design Records (5302 refers), a List of Identifiable Parts. The list **shall** be agreed with the PTL and **shall** be kept under review in the light of service experience and changes in design.

#### Acceptable Means of Compliance 5221(1)

1. The list of Identifiable Parts **should** include those parts most likely, in the case of a fault, to affect airworthiness or operational effectiveness. Thus all Grade A parts (see Def Stan 00-970 Part 1, section 4.1 and Part 7, Leaflet 400) **should** be included and other parts involving materials and processes for which satisfactory in-service experience has not been achieved.
2. Drawings of parts on the Identifiable Parts List **should** carry a statement 'Identifiable Part' or be otherwise identified; contain the information which will need to be recorded to ensure traceability, and show where such information is to be recorded.
3. The contractor **should** maintain appropriate records and procedures to ensure traceability.

#### Guidance Material 5221(1)

4. Nil.

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