

## **Attachment 7**

### **Management provisions of Life-limited part for aircraft, its powerplant, propellers, component or part**

1. Each person who removes a life-limited part from an aircraft, its powerplant, propellers, component or part must ensure that the part is controlled using one of the methods in this paragraph. The method must deter the installation of the part after it has reached its life limit. Acceptable methods include:
  - (1) Record keeping system: The part may be controlled using a record keeping system that substantiates the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, the record must be updated with the current life status. This system may include electronic, paper, or other means of record keeping.
  - (2) Tag or record attached to part: A tag or other record may be attached to the part. The tag or record must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, either a new tag or record must be created, or the existing tag or record must be updated with the current life status.
  - (3) Non-permanent marking: The part may be legibly marked using a non-permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product, or if the mark is removed, another method in this section may be used. The mark must be accomplished in accordance with the instructions in manufacturer's maintenance manual or the Instructions for Continued Airworthiness in order to maintain the integrity of the part.
  - (4) Permanent marking: The part may be legibly marked using a permanent method showing its current life status. The life status must be updated each time the part is removed from a type certificated product. Unless the part is permanently removed from use on type certificated products, this permanent mark must be accomplished in accordance with the instructions in manufacturer's maintenance manual or the Instructions for Continued Airworthiness in order to maintain the integrity of the part.
  - (5) Segregation. The part may be segregated using methods that deter its installation on a type-certificated product. These methods must include, at least:
    - I. Maintaining a record of the part number, serial number, and current life status, and
    - II. Ensuring the part is physically stored separately from part that is currently eligible for installation.
  - (6) Mutilation: The part may be mutilated to deter its installation in a type certificated produce. The mutilation must render the part beyond repair and incapable of being reworked to appear to be airworthy.
  - (7) Other methods. Any other method accepted by the CAA.