



中国民用航空局

Civil Aviation Administration of China

咨询通告

Advisory Circular

文 号：民航规〔2026〕20号 Reference No.: CAAC Regulatory Document [2026] No. 20

编 号：AC-145-FS-017 R1 AC No.: AC-145-FS-017 R1

下发日期：2026年9月7日 Date of Issue: September 7, 2026

中国民用航空局咨询通告 AC-145-FS-017 R1 《航空器拆解》

CAAC Advisory Circular AC-145-FS-017 R1 — Aircraft Disassembly

Bilingual Section-by-Section Translation (Chinese–English) · September 2026

Translation notes: Terminology follows ICAO and CAAC/FAA/EASA usage — “return to service” (返回使用), “airworthiness” (适航性), “certificate of deregistration” (注销登记证明), “life-limited parts” (时寿件), “Instructions for Continued Airworthiness (ICA)” (持续适航文件), “certifying staff” (维修放行人员), “principal maintenance inspector (PMI)” (主管监察员), and “Approved Release Certificate (AAC-038 Form)” (AAC-038表《批准放行证书》). “Aircraft Disassembled Part Tag” renders 《航空器拆解件挂签》; “CAAC Regulatory Document [2026] No. 20” renders 民航规〔2026〕20号. This translation is provided for reference; the Chinese original is the authoritative text.

Section / 章节	中文原文 (Chinese Original)	English Translation
Notice / 通知		
印发通知 Transmittal Notice	民航局文件 民航规〔2026〕20号 中国民航局关于印发《航空器拆解》的通知 民航各地区管理局，各运输（通用）航空公司： 为进一步加强和规范航空器拆解业务，经深入研究并广泛征求意见，民航局修订了咨询通告《航空器拆解》，编号为AC-145-FS-017R1。现予以印发，请认真组织学习，结合实际做好宣贯及落实工作。 请各地区管理局将本文件转发至辖区内相关维修单位。 中国民用航空局 2026年9月7日	CAAC DOCUMENT CAAC Regulatory Document [2026] No. 20 Notice of the CAAC on the Issuance of the Advisory Circular Aircraft Disassembly To all CAAC Regional Administrations and all air transport (general aviation) operators: In order to further strengthen and standardize aircraft disassembly operations, and following in-depth study and extensive consultation, the CAAC has revised the Advisory Circular Aircraft Disassembly, designated AC-145-FS-017 R1. It is hereby issued. Please organize its study conscientiously and carry out its dissemination and implementation in light of actual conditions. Regional Administrations are requested to forward this document to the relevant maintenance organizations within their jurisdictions. Civil Aviation Administration of China September 7, 2026
Cover Page / 封面	中国民用航空局 咨询通告 文 号：民航规〔2026〕20号 编 号：AC-145-FS-017R1 下发日期：2026年9月7日 航空器拆解	Civil Aviation Administration of China Advisory Circular Reference No.: CAAC Regulatory Document [2026] No. 20 AC No.: AC-145-FS-017 R1 Date of Issue: September 7, 2026 Aircraft Disassembly
1	1. 依据和目的	1. Basis and Purpose
1	本咨询通告依据CCAR-145部制定，旨在规范对以返回使用为目的的航空器拆解单位及其工作的管理，确保航空器（包括发动机、螺旋桨或其他部件）拆解件返回使用的可控性，防止因使用不合格航材对飞行安全的影响。	This Advisory Circular (AC) is formulated in accordance with CCAR-145, with the purpose of standardizing the management of aircraft disassembly organizations engaged in disassembly for the purpose of return to service and of their work, ensuring the controllability of the return to service of parts disassembled from aircraft (including engines, propellers, or other components), and preventing adverse effects on flight safety arising from the use of non-conforming aeronautical parts and materials.
2	2. 适用范围	2. Applicability
2 ¶1	本咨询通告适用于中华人民共和国境内、境外设立专业开展航空器拆解业务，并计划向中国注册的航空器提供拆解件返回使用的单位。	This AC is applicable to organizations established within or outside the territory of the People's Republic of China that are professionally engaged in aircraft disassembly operations and intend to supply disassembled parts for return to service on aircraft registered in China.
2 ¶2	本咨询通告不涉及航空器拆解相关的进出口及环境保护等其他要求，境内航空器拆解单位应当遵守中华人民共和国国家发展改革委、商务部、生态环境部、海关总署等部门的适用法规要求。	This AC does not address other requirements associated with aircraft disassembly, such as import/export and environmental protection. Domestic aircraft disassembly organizations shall comply with the applicable regulatory requirements of the National Development and Reform Commission, the Ministry of Commerce, the Ministry of

Section / 章节	中文原文 (Chinese Original)	English Translation
		Ecology and Environment, the General Administration of Customs, and other competent authorities of the People's Republic of China.
3	3. 废止	3. Cancellation
3	自本咨询通告发布之日起，2019年4月22日发布的AC-145-FS-2019-017《航空器拆解》废止。	Effective from the date of issuance of this AC, AC-145-FS-2019-017, Aircraft Disassembly, issued on April 22, 2019, is hereby cancelled.
4	4. 说明	4. Explanation
4 ¶1	随着民用航空业的发展，退役航空器数量呈逐年上升的趋势。如何处理退役航空器，在避免对生态环境带来破坏的同时，开发其剩余价值，引起了国际上的广泛重视，并逐步形成了退役航空器商业回收、再利用的专业拆解行业。航空器拆解也成为了民用航空器从设计、制造到使用、退役完整产业链中必不可少的一环。	With the development of the civil aviation industry, the number of end-of-life (retired) aircraft has been increasing year by year. How to process retired aircraft — developing their residual value while avoiding damage to the ecological environment — has drawn broad international attention, and a professional disassembly industry for the commercial recycling and reuse of retired aircraft has progressively taken shape. Aircraft disassembly has thus become an indispensable link in the complete civil aircraft industry chain, from design and manufacture through operation and retirement.
4 ¶2	开发退役航空器的剩余价值除了传统的废品回收和转作他用外，也包括从退役航空器上拆解一些可返回使用部件的再利用。从退役航空器拆解部件，除了与航空器退役前的状态有关外，正确拆解航空器部件也至关重要，因此，国际上各民航局都对这种活动不同程度地开展管理，以保证拆解航空器部件状态可控，确保其返回使用后不会对航空器适航性产生影响。	Developing the residual value of retired aircraft includes, in addition to traditional scrap recycling and repurposing, the reuse of certain serviceable components disassembled from retired aircraft. The condition of components disassembled from retired aircraft depends not only on the state of the aircraft prior to retirement; the correct disassembly of aircraft components is equally critical. For this reason, civil aviation authorities worldwide regulate such activities to varying degrees, in order to ensure that the condition of disassembled aircraft components remains controlled and that their return to service will not adversely affect aircraft airworthiness.
4 ¶3	我国自2009年开始实施的《中华人民共和国循环经济促进法》明确规定，在符合有关法律、行政法规的前提下，允许和鼓励对废旧产品进行拆解或者再利用。这为鼓励和推动航空器拆解行业在我国的发展提供了机遇，政府部门也通过内部协调，明确了进出口及环境保护等要求。	The Circular Economy Promotion Law of the People's Republic of China, in effect since 2009, expressly provides that, subject to compliance with relevant laws and administrative regulations, the disassembly or reuse of used and end-of-life products is permitted and encouraged. This has created opportunities to encourage and advance the development of the aircraft disassembly industry in China, and government departments have, through internal coordination, clarified the requirements regarding import/export, environmental protection, and related matters.
4 ¶4	从航空器部件拆解工作来看，如以返回使用为目的，其拆解过程和要求与飞机维修中的拆件无异，尽管不是完整的航空器维修活动，但本质上属于维修活动。因此，此类航空器拆解单位需按照CCAR-145部的要求管理，可把航空器拆解工作归类于第145.16条（g）的“其他维修工作类别”，并按第145.17条划分为“机体”、“发动机”维修项目类别。因CCAR-145部所批准的维修项目均为有限项目，还需注明开展拆解业务的机型、发动机系列限制。	From the standpoint of aircraft component disassembly, where the purpose is return to service, the disassembly process and its requirements are no different from component removal during aircraft maintenance. Although not a complete aircraft maintenance activity, it is in essence a maintenance activity. Accordingly, such aircraft disassembly organizations shall be managed in accordance with the requirements of CCAR-145. Aircraft disassembly work may be classified under the “other maintenance work categories” of Section 145.16(g), and further divided into the “airframe” and “engine” rating categories pursuant to Section 145.17. Since all ratings approved under CCAR-145 are limited ratings, the aircraft type and engine series limitations applicable to the disassembly business must also be specified.

Section / 章节	中文原文 (Chinese Original)	English Translation
4.15	另外，鉴于“航空器拆解”项目的特殊性，不能被其他维修工作类别自动涵盖，因此，即使某一维修单位具备航空器机体项目的高级别维修能力，如计划开展航空器拆解业务，也需单独申请“航空器拆解”项目。	Furthermore, given the special nature of the “aircraft disassembly” rating, it cannot be automatically covered by other maintenance work categories. Therefore, even if a maintenance organization holds high-level maintenance capability under an airframe rating, it must separately apply for the “aircraft disassembly” rating if it intends to conduct aircraft disassembly operations.
4.16	本通告对航空器拆解单位如何按照CCAR-145部要求申请批准提供指导，并明确了适用特殊要求。	This AC provides guidance to aircraft disassembly organizations on how to apply for approval in accordance with the requirements of CCAR-145, and specifies the applicable special requirements.
5	5. 航空器拆解项目的申请和批准	5. Application for and Approval of the Aircraft Disassembly Rating
5.1	5.1 航空器拆解项目应当依据拟开展拆解业务涉及的航空器机型（或系列）、发动机型号（或系列）申请批准，原则如下：	5.1 The aircraft disassembly rating shall be applied for and approved on the basis of the aircraft type (or series) and engine model (or series) involved in the intended disassembly business, in accordance with the following principles:
5.1	（1）对于位于中国境内的申请人，应为依法设立的法人单位，可以按照其开展业务的地点，向所在地区管理局提交申请；	(1) An applicant located within the territory of China shall be a legal-person entity established in accordance with law, and may submit its application to the CAAC Regional Administration having jurisdiction over the location where it conducts its business;
5.1	（2）对于位于国外的申请人，应为具有FAA、EASA等维修许可证的维修单位或机队循环协会（AFRA - Aircraft Fleet Recycling Association）按适用标准认证的单位，可以向民航局飞行标准司提交申请。申请航空器拆解项目批准的境外单位无需获得中国用户意向书。	(2) An applicant located abroad shall be a maintenance organization holding an FAA, EASA, or equivalent maintenance organization certificate, or an organization accredited by the Aircraft Fleet Recycling Association (AFRA) to the applicable standards, and may submit its application to the Flight Standards Department of the CAAC. A foreign organization applying for approval of the aircraft disassembly rating is not required to obtain a letter of intent from a Chinese customer.
5.1 Note	注：因对航空器拆解工作管理政策的差异，对于国外的航空器拆解单位，不能完全按照国际通行规则以获得本国/本地区民航局对应批准为条件。为此，中国民航局通过与AFRA签订合作备忘录（MOU）的方式，对于无FAA、EASA等维修许可证的单位，允许以通过AFRA按照最佳管理实践（BMP-Best Management Practices）标准进行有限拆解认证的方式代替作为申请条件。	Note: Owing to differences in regulatory policies governing aircraft disassembly, foreign aircraft disassembly organizations cannot be qualified solely on the internationally customary condition of holding the corresponding approval of the civil aviation authority of their own State/region. For this purpose, the CAAC, by means of a Memorandum of Understanding (MOU) signed with AFRA, permits organizations that do not hold an FAA, EASA, or equivalent maintenance organization certificate to substitute, as an application condition, limited disassembly accreditation obtained through AFRA in accordance with the Best Management Practices (BMP) standard.
5.1 (HK/Macau)	根据中国民航局和香港民航处、澳门民航局的《联合维修管理合作安排》，中国民航局认可香港民航处、澳门民航局对其拆解单位的管理模式。在香港或澳门特别行政区拆解的器材满足本规定的登记要求后，可在中国境内使用。	Pursuant to the Joint Maintenance Management Cooperation Arrangement among the CAAC, the Civil Aviation Department of Hong Kong (HKCAD), and the Civil Aviation Authority of Macao (AACM), the CAAC recognizes the management models applied by the HKCAD and the AACM to disassembly organizations under their respective oversight. Parts and materials disassembled in the Hong Kong or Macao Special Administrative Regions may be used within Mainland China once the registration requirements of this AC have been satisfied.

Section / 章节	中文原文 (Chinese Original)	English Translation
5.2 (intro)	5.2 航空器拆解单位的基本条件和管理要求同其他维修单位，但考虑到航空器拆解工作的特点及适用性，除申请单位应具备同类航空器C检（含）以上（或等同）定检维修经历外，在CCAR-145部条款的符合性方面特别明确如下：	5.2 The basic qualifications and management requirements for aircraft disassembly organizations are the same as those for other maintenance organizations. However, in consideration of the characteristics and applicability of aircraft disassembly work, in addition to the requirement that the applicant possess scheduled maintenance experience at or above the C-check level (or equivalent) on the same category of aircraft, compliance with the provisions of CCAR-145 is specifically clarified as follows:
5.2 (1)	（1）第145.18条要求的厂房设施：应当为单独配备的机库，可以与其他机体维修项目共用，但在开展航空器拆解工作时应当划分出明显的隔离区域，以避免与正常的机体维修工作区域混淆。应当具备拟返回使用拆下器材的存储设施，器材存储设施应当保证存储器材的安全，存储环境应当满足清洁、通风及温湿度的要求。特定器材的存储应当满足其制造厂家的要求。	(1) Housing and facilities required under Section 145.18: A dedicated hangar shall be provided. It may be shared with other airframe rating activities, but when aircraft disassembly work is being performed, a clearly delineated segregated area shall be established to avoid confusion with normal airframe maintenance work areas. Storage facilities shall be available for removed parts and materials intended for return to service; such storage facilities shall ensure the security of the stored items, and the storage environment shall satisfy requirements for cleanliness, ventilation, temperature, and humidity. The storage of specific parts and materials shall meet the requirements of their respective manufacturers.
5.2 (1)	注：尽管某些情况下航空器拆解工作可以在机库外开展，但申请航空器拆解项目的单位应当具备固定的机库。	Note: Although in certain circumstances aircraft disassembly work may be conducted outside a hangar, an organization applying for the aircraft disassembly rating shall possess a fixed hangar.
5.2 (2)	（2）第145.19条要求的工具设备：除需具备通用工具设备外，机型维修专用工具设备可以在开始航空器拆解工作前具备，包括协议租用或者借用。	(2) Tools and equipment required under Section 145.19: In addition to the requirement to possess general-purpose tools and equipment, aircraft-type-specific maintenance tools and equipment may be acquired prior to commencing aircraft disassembly work, including by contractual lease or loan.
5.2 (3)	（3）第145.21条要求的人员：授权签署《航空器拆解件挂签》的人员视为拆解维修放行人员，对于拆解复杂航空器的授权人员要求如下：	(3) Personnel required under Section 145.21: Personnel authorized to sign the Aircraft Disassembled Part Tag are deemed disassembly certifying staff (release personnel). For personnel authorized to disassemble complex aircraft, the requirements are as follows:
5.2 (3)	a. 对于境内单位，航空器拆解维修放行人员执照上应当至少具备一个同类机型的机型签署经历，并经过所从事拆解机型系统的熟悉性培训；拆解人员应经过所从事拆解机型系统的熟悉性培训。	a. For domestic organizations, the license of aircraft disassembly certifying staff shall include type-rated sign-off experience on at least one aircraft type of the same category, and such personnel shall have completed systems familiarization training for the aircraft type being disassembled; disassembly personnel shall have completed systems familiarization training for the aircraft type being disassembled.
5.2 (3)	b. 对于境外单位，符合本国/本地区民航局或机队循环协会规定的执照要求，具有同类机型的实际维修经验，并经过所从事拆解机型系统的熟悉性培训。	b. For foreign organizations, such personnel shall meet the licensing requirements prescribed by the civil aviation authority of their own State/region or by the Aircraft Fleet Recycling Association, possess practical maintenance experience on aircraft of the same category, and have completed systems familiarization training for the aircraft type being disassembled.
5.2 (4)	（4）第145.22条要求的技术文件：如申请批准时不具备与所申请拆解航空器构型对应的技术文件，应当能够确保在拆解前具备，并符合如下条件之一：	(4) Technical documentation required under Section 145.22: If, at the time of application for approval, the organization does not possess the technical documentation corresponding to the configuration of the aircraft to be disassembled, it shall be able to ensure that such documentation is available prior to disassembly, and shall satisfy one of the following conditions:

Section / 章节	中文原文 (Chinese Original)	English Translation
5.2 (4)	a. 本单位已经具备相同机型但不同构型航空器的拆解经验且具备相关技术文件；	a. The organization already possesses disassembly experience on aircraft of the same type but of a different configuration and holds the relevant technical documentation;
5.2 (4)	b. 本单位不具备申请机型拆解经验，应当具备具有申请机型维修经验的工程技术人员。	b. Where the organization has no disassembly experience on the aircraft type applied for, it shall have engineering and technical personnel with maintenance experience on that aircraft type.
5.2 (5)	(5) 第145.28条要求的维修单位手册：针对航空器拆解工作编制的手册，除符合适用的内容要求外，还应当包含本通告第6、7段的管理要求。	(5) Maintenance organization manual required under Section 145.28: The manual prepared for aircraft disassembly work shall, in addition to meeting the applicable content requirements, incorporate the management requirements set forth in Paragraphs 6 and 7 of this AC.
5.2 (5)	注：如本单位还有航空器拆解之外维修项目的批准，上述手册应当与其他维修项目的《维修管理手册》分开编制。	Note: If the organization also holds approvals for maintenance ratings other than aircraft disassembly, the above manual shall be prepared separately from the Maintenance Management Manual covering those other ratings.
5.2 (6)	(6) 第145.31条要求的维修放行证明：对拟返回使用拆解件需签发《航空器拆解件挂签》，并至少包括本通告附录样例适用的信息。	(6) Maintenance release documentation required under Section 145.31: An Aircraft Disassembled Part Tag shall be issued for each disassembled part intended for return to service, containing at a minimum the applicable information shown in the sample in the Appendix to this AC.
5.2 (6)	注：《航空器拆解件挂签》仅意味着拆解工作符合标准。除本通告第8段所述的特殊情形外，拆解件必须由经批准的维修单位维修和签发AAC-038表《批准放行证书》后才能返回使用。	Note: The Aircraft Disassembled Part Tag signifies only that the disassembly work conforms to the applicable standards. Except in the special circumstances described in Paragraph 8 of this AC, a disassembled part may be returned to service only after it has been maintained by an approved maintenance organization and an AAC-038 Form Approved Release Certificate has been issued.
5.2 (7)	(7) 第145.33条要求的年度报告：除按照本通告第7段的要求上传部件信息外，每年度需报告详细的拆解航空器情况，包括拆解航空器架数/发动机台数、航空器/发动机来源、器材主要流向、拆解率、固体废物处理情况等。	(7) Annual report required under Section 145.33: In addition to uploading component information in accordance with Paragraph 7 of this AC, a detailed annual report on aircraft disassembly activities shall be submitted, including the number of aircraft/engines disassembled, the sources of the aircraft/engines, the principal destinations of the parts and materials, the disassembly (recovery) rate, and the disposition of solid waste.
5.2 (7)	注：拆解率通常可以按可返回使用的件数与最终拆解总件数比值，或按可返回使用的部件和材料的总重量和飞机重量的比值来测算。	Note: The disassembly (recovery) rate may typically be calculated as the ratio of the number of parts capable of return to service to the total number of parts ultimately disassembled, or as the ratio of the total weight of components and materials capable of return to service to the weight of the aircraft.
5.3	5.3 境内单位航空器拆解工作的生态环保要求：	5.3 Ecological and environmental protection requirements for aircraft disassembly work performed by domestic organizations:
5.3	(1) 申请人需按照生态环保相关要求，提供对于拆解后不可回收废物的处理方式及途径说明。	(1) The applicant shall, in accordance with the relevant ecological and environmental protection requirements, provide a description of the methods and channels for the disposal of non-recyclable waste generated by disassembly.

Section / 章节	中文原文 (Chinese Original)	English Translation
5.3	(2) 申请人需在其管理手册中明确拆解率控制内容，并不断提升其拆解率。	(2) The applicant shall specify disassembly (recovery) rate control provisions in its management manual and shall continuously improve its disassembly rate.
5.4	5.4 境内单位航空器拆解在建立异地管理程序的情况下，特殊情况下可异地执行，机库可采用协议租用或借用，但需经主管监察员评估并向民航局飞标司报备后方可实施。	5.4 Where a domestic organization has established off-site management procedures, aircraft disassembly may, under special circumstances, be performed at a location other than its approved facility, and the hangar may be obtained by contractual lease or loan; however, such arrangements may be implemented only after evaluation by the principal maintenance inspector (PMI) and filing with the Flight Standards Department of the CAAC.
6	6. 航空器拆解的要求	6. Requirements for Aircraft Disassembly
6.1	6.1 航空器拆解单位首先应当根据航空器注销登记证明和履历文件核实其来源，并在确认符合如下原则之一后方可开展拆解工作：	6.1 The aircraft disassembly organization shall first verify the provenance of the aircraft on the basis of its certificate of deregistration and historical records, and may commence disassembly work only after confirming that the aircraft satisfies one of the following principles:
6.1	(1) 直接从民航运行中退役的航空器；	(1) The aircraft was retired directly from civil aviation operations;
6.1	(2) 退役前虽然发生了事故，但未造成报废，并经过修复恢复了适航性；	(2) Although the aircraft was involved in an accident prior to retirement, it was not written off, and its airworthiness was restored through repair;
6.1	(3) 退役后规范封存，并未经历过水浸、火烧等灾害情况。	(3) Following retirement, the aircraft was preserved in accordance with proper storage procedures and has not been subjected to disaster conditions such as water immersion or fire.
6.1	注：对于不符合上述原则的航空器，不限制航空器拆解单位开展其他目的的拆解，但拆解部件不得返回使用。对于一些局部损伤的事件在不影响其他部件功能的情况下，经拆解单位所属局方评估后，可以视为符合第(2)条情形。如航空器在运行期间经历过非严重事故需要拆解，则必须已经完成了事故调查，并由责任调查部门正式发布了《事故调查报告》。	Note: For aircraft that do not satisfy the above principles, the aircraft disassembly organization is not restricted from conducting disassembly for other purposes, but the disassembled components shall not be returned to service. Occurrences involving localized damage that does not affect the function of other components may, upon evaluation by the civil aviation authority having jurisdiction over the disassembly organization, be deemed to satisfy the circumstance in item (2). If an aircraft experienced a non-serious accident during operation and requires disassembly, the accident investigation must have been completed and the Accident Investigation Report formally issued by the responsible investigation authority.
6.2	6.2 航空器拆解工作应当在完成所有拟返回使用部件拆解后，再开展其他目的的拆解工作，并通过工作区域的隔离或明显标识实施有效控制。	6.2 Aircraft disassembly work shall proceed to disassembly for other purposes only after the disassembly of all components intended for return to service has been completed, and effective control shall be exercised through segregation of work areas or conspicuous marking.
6.3	6.3 在拟返回使用的部件拆解后，由拆解人员完整记录部件信息，并经授权放行人员核对后签发《航空器拆解件挂签》。部件信息应当至少包括如下内容：	6.3 After a component intended for return to service has been disassembled, the disassembly personnel shall completely record the component information, and the Aircraft Disassembled Part Tag shall be issued after verification by authorized certifying staff. The component information shall include, at a minimum:

Section / 章节	中文原文 (Chinese Original)	English Translation
6.3	(1) 名称、件号/型号、制造厂家、制造序号；	(1) Nomenclature, part number/model, manufacturer, and manufacturer's serial number;
6.3	(2) 如有铭牌，应当注明并附铭牌照片；	(2) Where a data plate exists, this shall be noted and a photograph of the data plate attached;
6.3	(3) 如时寿件，应当根据航空器履历文件注明确认的时寿信息。	(3) For life-limited parts, the confirmed life-limit information shall be recorded in accordance with the aircraft historical records.
6.3	注：对于编号不清或时寿信息不能确定的部件，不得允许返回使用。	Note: Components with illegible identification numbers or whose life-limit information cannot be ascertained shall not be permitted to return to service.
6.4	6.4 签发《航空器拆解件挂签》的拆解部件应当及时转移至隔离控制区域妥善保存，并及时将信息录入登记管理系统。	6.4 Disassembled components for which the Aircraft Disassembled Part Tag has been issued shall be promptly transferred to a segregated, controlled area for proper storage, and their information shall be promptly entered into the registration management system.
6.5	6.5 拆解工作应符合生态环保相关要求，并按需向当地环境保护主管部门报备。	6.5 Disassembly work shall comply with the relevant ecological and environmental protection requirements and, as necessary, shall be filed with the local competent environmental protection authority.
6.6	6.6 拆解单位应当按照相应持续适航文件的要求对各类器材予以严格保护、存储和质量管控，尤其是发动机、起落架、计算机、作动类部件等。对于拆解过程中损伤或状态不明的器材，需要严格控制、甄别、记录和评估，不能简单交由部件维修单位检测修理后流通使用或直接交易流通。对于拆解期间涉及的发动机油封、航空器停场封存、时寿件管理等工作需重点管控并确保正确实施。	6.6 The disassembly organization shall strictly protect, store, and apply quality control to all categories of parts and materials in accordance with the requirements of the applicable Instructions for Continued Airworthiness (ICA), particularly engines, landing gear, computers, and actuation components. Parts and materials damaged during disassembly or of unknown condition shall be strictly controlled, screened, recorded, and evaluated, and shall not simply be handed to a component maintenance organization for inspection and repair before entering circulation, nor traded and circulated directly. Work involved during the disassembly period — including engine preservation (oil sealing), aircraft parking and storage preservation, and life-limited parts management — shall be subject to focused control and correct implementation shall be ensured.
6.7	6.7 境内拆解单位拆解器材的流通、出售应符合相关政策要求。航空器拆解件销售或转入资产所有人或其他主体后，航空器拆解单位应当及时在上述公开信息平台如实填报接受人信息，包括单位名称或个人姓名、联系地址和联系方式。	6.7 The circulation and sale of parts and materials disassembled by domestic disassembly organizations shall comply with the relevant policy requirements. After disassembled aircraft parts are sold or transferred to the asset owner or another party, the aircraft disassembly organization shall promptly and truthfully record the recipient's information on the aforementioned public information platform, including the entity name or individual's name, contact address, and contact details.
7	7. 航空器拆解件登记管理系统和公开信息平台	7. Registration Management System for Disassembled Aircraft Parts and the Public Information Platform
7.1	7.1 航空器拆解单位应当建立在质量部门控制下的拆解件登记管理系统，并符合如下要求：	7.1 The aircraft disassembly organization shall establish a disassembled-parts registration management system under the control of its quality department, meeting the following requirements:

Section / 章节	中文原文 (Chinese Original)	English Translation
7.1	(1) 登记本单位所拆解的所有航空器信息，至少包括机型、生产序号、退役前国籍登记号、适航证编号和颁发民航当局，并附注销登记证明复印件。	(1) Register the information of all aircraft disassembled by the organization, including at a minimum the aircraft type, manufacturer's serial number (MSN), nationality and registration mark prior to retirement, certificate of airworthiness number and the issuing civil aviation authority, with a copy of the certificate of deregistration attached.
7.1	(2) 能完整记录并展示从某一航空器上拆下并拟返回使用的所有部件信息，并记录本架航空器交由本单位拆解时的主要可更换件缺件信息，尤其是发动机、计算机等部件，信息内容包括名称、件号、缺件原因等。	(2) Be capable of completely recording and displaying the information of all components removed from a given aircraft and intended for return to service, and record information on principal replaceable units missing from the aircraft at the time it was delivered to the organization for disassembly — particularly engines, computers, and similar components — including the nomenclature, part number, and reason for the missing item.
7.1	(3) 登记每一拟返回使用部件的部件标识信息，并附部件标识或铭牌照片、《航空器拆解件挂签》复印件。拆解单位可自定义无编号部件，但须保证部件编号唯一性，并具有本单位的标识，通常编号规则为单位许可证编号-拆解年份-飞机号-3位序列号。如：D100001-2026-BXXXX-001或F00100001-2026-NXXXX-001。对于未登记的部件，不得作为航材流通使用。	(3) Register the part identification information of each component intended for return to service, with photographs of the part identification or data plate and a copy of the Aircraft Disassembled Part Tag attached. The disassembly organization may assign its own identifiers to components without identification numbers, provided that the uniqueness of each part number is ensured and the identifier bears the organization's designation. The numbering convention is normally: organization certificate number – year of disassembly – aircraft registration – three-digit serial number, e.g., D100001-2026-BXXXX-001 or F00100001-2026-NXXXX-001. Unregistered components shall not be circulated or used as aeronautical parts.
7.1	(4) 登记本单位所拆解航空器和器材状态相关的具体信息，至少包括停止运行转入存储状态后总停放时长（月）、拆解前在本单位的停放时长（月）、航空器转运至本单位的途径（陆运、飞行转场等）、最后一次飞行后至拆解前的维护保养和维修情况（需简要描述）。	(4) Register specific information relating to the condition of the aircraft and parts disassembled by the organization, including at a minimum: the total parking duration (in months) after withdrawal from operation and entry into storage; the parking duration (in months) at the organization prior to disassembly; the means by which the aircraft was transferred to the organization (surface transport, ferry flight, etc.); and the maintenance, servicing, and repair performed between the last flight and disassembly (a brief description is required).
7.2	7.2 对于某一架航空器的上述登记信息，一经完成拟返回使用部件的拆解工作应当及时冻结，防止随意更改。如有新增拆解件或信息修改，需向平台管理方提交报告后补充录入系统。	7.2 The above registration information for a given aircraft shall be promptly frozen once the disassembly of components intended for return to service has been completed, to prevent unauthorized alteration. Any newly added disassembled parts or information amendments shall be supplementally entered into the system only after a report has been submitted to the platform administrator.
7.3	7.3 航空器拆解单位应当将拟返回使用航空器部件的信息（应至少包括7.1中所含信息），发送至符合民航局相关要求能代表飞机维修行业的行业协会组织指定的公开信息平台或其他符合要求的平台登记，在可供行业查询其履历后（对外可仅展示或查询必要的信息），方可对外销售。	7.3 The aircraft disassembly organization shall submit the information on aircraft components intended for return to service (containing at a minimum the information specified in 7.1) for registration on the public information platform designated by an industry association organization representative of the aircraft maintenance industry that meets the relevant CAAC requirements, or on another compliant platform. Only after the component history is available for industry query (only necessary information need be displayed or queryable externally) may the components be offered for sale.
7.3	注1：上述协会组织，如果在国内，应是经国家民政部正式批准成立的行业社团法人机构；如果在国外，应当是所在国家或地区民航当局认可的协会组织。当前国内符合要求的登记平台网址为： http://adcr.camac.org.cn ，国外符合要求的登记	Note 1: If located in China, the aforementioned association organization shall be an industry social-organization legal person formally approved and established by the Ministry of Civil Affairs; if located abroad, it shall be an association organization

Section / 章节	中文原文 (Chinese Original)	English Translation
	平台网址为: https://registry.afra.aero/caac 。国外登记平台需与国内协会组织的公开信息平台通过接口连接, 方便使用人一次性查询来源。拆解单位可根据自身需求选择国内或国外符合要求的登记平台, 国内拆解单位至少应在符合要求的国内平台登记。	recognized by the civil aviation authority of the State or region concerned. The currently compliant domestic registration platform is at: http://adcr.camac.org.cn ; the currently compliant foreign registration platform is at: https://registry.afra.aero/caac . The foreign registration platform is required to be interconnected via interface with the public information platform of the domestic association organization, enabling users to query provenance in a single search. Disassembly organizations may, according to their own needs, select either the compliant domestic or foreign registration platform; domestic disassembly organizations shall register on the compliant domestic platform as a minimum.
7.3	注2: 对于国内拆解单位, 对器材登记和追溯及流通有其他要求的, 一并按其他要求实施。	Note 2: For domestic disassembly organizations, where other requirements exist regarding the registration, traceability, and circulation of parts and materials, such other requirements shall be implemented concurrently.
8	8. 航空器拆解件直接返回使用的情况	8. Circumstances Permitting Direct Return to Service of Disassembled Aircraft Parts
8.1	8.1 在满足下述全部情况时, 拆解航空器的部件可直接返回原航空运营人使用:	8.1 Components disassembled from an aircraft may be returned directly to the original air operator for use when all of the following conditions are satisfied:
8.1	(1) 航空器在原航空运营人运行期间直接退役;	(1) The aircraft was retired directly during operation by the original air operator;
8.1	(2) 部件在原航空运营人的监控下由合格的航空器拆解单位拆解并挂《航空器拆解件挂签》;	(2) The components were disassembled by a qualified aircraft disassembly organization under the surveillance of the original air operator, and the Aircraft Disassembled Part Tag was affixed;
8.1	(3) 返回部件直接由原航空运营人按照其规定挂签;	(3) The returned components are tagged directly by the original air operator in accordance with its own procedures;
8.1	(4) 航空运营人对器材可用性应完成完整评估, 返回部件性能及状态未受长期封存停场影响, 符合适航条件。	(4) The air operator has completed a full serviceability assessment of the parts and materials, and the performance and condition of the returned components have not been affected by prolonged storage and parking, and satisfy the conditions for airworthiness.
8.2	8.2 航空器拆解单位应当记录并登记上述直接返回原航空运营人使用部件的信息, 并保存航空运营人挂签的复印件。此类返回部件在满足现行有效的AC-120-FS-058《合格的航材》中关于借用航材的限制条件的情况下, 可用于支援不同航空运营人AOG需求。	8.2 The aircraft disassembly organization shall record and register the information of components returned directly to the original air operator as described above, and shall retain copies of the air operator's tags. Such returned components may be used to support the Aircraft on Ground (AOG) needs of a different air operator, provided that the limiting conditions on borrowed aeronautical parts set forth in the currently effective AC-120-FS-058, Acceptable Aeronautical Parts and Materials, are satisfied.
9	9. 发动机、螺旋桨或者其他部件拆解件的返回使用	9. Return to Service of Parts Disassembled from Engines, Propellers, or Other Components
9.1	9.1 对于按照CCAR-145部获得批准的维修单位, 在承修发动机、螺旋桨或者其他部件时, 如因可维修性或经济性原因确定报废后, 维修单位可以在其批准的能力范围内进行拆解, 并在符合下述条件的情况下使用其拆解件:	9.1 For a maintenance organization approved under CCAR-145, where an engine, propeller, or other component undergoing maintenance is determined to be scrapped for reasons of maintainability or economics, the maintenance organization may

Section / 章节	中文原文 (Chinese Original)	English Translation
		disassemble it within the scope of its approved capability and may use the disassembled parts subject to the following conditions:
9.1	(1) 获得送修人的书面同意；	(1) Written consent of the customer (the party submitting the article for maintenance) has been obtained;
9.1	(2) 经过必要的检测、修理，获得AAC-038表《批准放行证书》以确认其适航性，方可供本单位维修中使用；	(2) The parts have undergone the necessary inspection/testing and repair, and an AAC-038 Form Approved Release Certificate has been obtained to attest to their airworthiness, before they may be used in maintenance performed by the organization itself;
9.1	(3) 上述发动机、螺旋桨或者其他部件拆解件可用于不同送修人的不同发动机、螺旋桨或其他部件，也可退回到被拆解发动机、螺旋桨或其他部件的所有人，由其负责处置并在相应平台登记后进入流通领域，但相应拆解件在装机使用前须获得AAC-038表《批准放行证书》以确认其适航性。	(3) The aforementioned parts disassembled from engines, propellers, or other components may be used on different engines, propellers, or other components belonging to different customers, or may be returned to the owner of the disassembled engine, propeller, or other component, who shall be responsible for their disposition and for registering them on the applicable platform before they enter circulation; however, the relevant disassembled parts must obtain an AAC-038 Form Approved Release Certificate attesting to their airworthiness prior to installation and use.
9.2	9.2 对于按照CCAR-145或FAA或EASA批准的具备本型号发动机翻修能力的维修单位，可以参照前述航空器拆解项目的申请和批准及管理要求申请该型号的发动机拆解能力，并需符合以下管理要求。	9.2 A maintenance organization approved under CCAR-145, or by the FAA or EASA, that possesses overhaul capability for the relevant engine model may apply for engine disassembly capability for that model by reference to the aforementioned application, approval, and management requirements for the aircraft disassembly rating, and shall comply with the following management requirements:
9.2	(1) 对于境内单位，发动机拆解维修放行人员应具有维修人员执照，并经过所从事拆解发动机系列的熟悉性培训；拆解人员应经过所从事拆解发动机系列的熟悉性培训。	(1) For domestic organizations, engine disassembly certifying staff shall hold a maintenance personnel license and shall have completed familiarization training on the engine series being disassembled; disassembly personnel shall have completed familiarization training on the engine series being disassembled.
9.2	(2) 对于境外单位，发动机拆解维修放行人员和拆解人员应符合本国/本地区民航局规定的执照要求，具有同系列发动机的实际维修经验，并经过所从事拆解发动机系列的熟悉性培训。	(2) For foreign organizations, engine disassembly certifying staff and disassembly personnel shall meet the licensing requirements prescribed by the civil aviation authority of their own State/region, possess practical maintenance experience on the same engine series, and have completed familiarization training on the engine series being disassembled.
9.3	9.3 发动机拆解返回使用的部件除需由拆解单位按规定挂签、登记外，需送有中国民航局维修许可的维修单位维修和签发AAC-038表《批准放行证书》后才能返回使用。	9.3 In addition to being tagged and registered by the disassembly organization as prescribed, parts disassembled from engines and intended for return to service must be sent to a maintenance organization holding a CAAC maintenance organization certificate for maintenance and issuance of an AAC-038 Form Approved Release Certificate before they may be returned to service.
10	10. 附则	10. Supplementary Provisions

Section / 章节	中文原文 (Chinese Original)	English Translation
10	本通告自发布之日起实施，对于已经批准的拆解维修单位，除定检维修经历的要求外，其他应在2026年12月31日前符合本通告要求。	This AC shall take effect from its date of issuance. Disassembly maintenance organizations already approved shall, with the exception of the scheduled maintenance experience requirement, comply with all other requirements of this AC by December 31, 2026.
Appendix / 附录	附录。航空器拆解件挂签样例	Appendix. Sample Aircraft Disassembled Part Tag
Front: 正面:	(单位名称和/或标志 Organization Name and/or Logo) 航空器拆解件挂签 Dismantle Parts Tag 部件信息 Parts Info.: 名称 Part Name: _____ 件号/型号 Part/Type Number: _____ 制造厂家 Manufacturer: _____ 制造序号 Serial Number: _____ 是否有铭牌 Name Plate: ☐无 No ☐有 Yes 是否有寿命 Life Limit: ☐无 No ☐有 Yes 寿命信息 Life Limit: _____ 拆解自航空器/发动机 Dismantled Aircraft/Engine Info.: 退役前营运人 Former Aircraft Operator: _____ 机型和/或发动机型号 Aircraft and/or Engine Model: _____ 国籍登记号 Nationality Registration Number: _____ 制造厂家 Manufacturer: _____ 制造序号和/或发动机序号 Manufacturer and/or Engine Serial Number: _____ 拆解实施单位 Dismantle Organization Info.: 单位名称 Organization Name: _____ 地点 Address: _____ CCAR-145 维修许可证编号(CCAR-145 License No.): _____ 签署批准人 Approval Personnel Info.: 姓名 Name: _____ 签名 Signature: _____ 航空器维修人员执照号(Personnel License No.): _____ 签署日期 Approval Date: _____	The sample tag as issued by the CAAC is itself bilingual (Chinese/English); it is reproduced here unchanged. An English-only rendering of the tag is provided in the English edition of this document.

Section / 章节	中文原文 (Chinese Original)	English Translation
Back: 背面:	(单位名称和/或标志 Organization Name and/or Logo) 航空器拆解件挂签 Dismantle Parts Tag 声明: 兹声明此部件来源真实可靠, 并且没有经历过: ● 严重事故; ● 浸入盐水或暴露在其他腐蚀性介质; ● 过热或其他形式的极限应力作用; ● 军用或其他非民航运营使用。 Declaration: Declare that the origin of this part is genuine and reliable, and that it has NOT been subjected to: ● Severe accidents; ● Immersion in salt water or exposure to other corrosive media; ● Overheating or any other form of extreme stress; ● Military use or any other non-civil aviation service. 使用者职责: 本文件仅意味此部件的拆解工作符合经批准的标准, 但不代表可以直接安装到有关航空产品上使用。使用者应当确保此部件按照经批准的标准维修并放行后方可使用。 User Responsibility: This document only certifies that the removal of this part complies with approved standards. It does not authorize direct installation on the aviation product. The user shall ensure that this part is maintained and released in accordance with approved standards to use.	<i>The sample tag as issued by the CAAC is itself bilingual (Chinese/English); it is reproduced here unchanged. An English-only rendering of the tag is provided in the English edition of this document.</i>
印发 / Distribution	民航局综合司 2026年9月11日印发	General Department of CAAC Printed and distributed on September 11, 2026