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Civil Aviation Administration of China

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Management Document

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中国民用航空局管理文件 MD-MAT-FS-009《使用过的航材采购与送修管理》

CAAC Management Document MD-MAT-FS-009 — Procurement and Repair Management of Used Aircraft Parts and Materials

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

Translation notes: Terminology follows ICAO and CAAC/FAA/EASA usage — “used parts / Used Serviceable Materials (USMs)” (使用过的航材/二手航材), “rotable parts” (周转件), “repairable parts” (可修件), “critical parts” (重要部件), “life-limited parts (LLPs)” (寿命限制件), “back-to-birth (BTB) traceability” (出生证明履历), “non-incident statement” (无事故声明), “No Fault Found (NFF)” (NFF件), “teardown report” (分解报告), “time on wing” (在翼使用时间), “tiered control” (分级管控), “Approved Release Certificate” (《批准放行证书》), and “Acceptable Aeronautical Parts and Materials (AC-120-FS-058)” (《合格的航材》). “Repair” renders 送修 (sending components to a repair organization); “CAAC Regulatory Document [2026] No. 21” renders 民航规〔2026〕21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〕21号 民航局关于印发《使用过的航材采购与送修管理》的通知 民航各地区管理局，各运输（通用）航空公司： 为进一步规范使用过的航材（以下称二手航材）的采购与送修行为，强化其全链条管理，保障行业有序发展与航空运行安全，民航局制定了《使用过的航材采购与送修管理》，编号为MD-MAT-FS-009。现予以印发，请认真组织学习，结合实际做好贯彻落实。 中国民用航空局 2026年9月10日 （请各地区管理局将文件转发辖区相关维修单位。）	CAAC DOCUMENT CAAC Regulatory Document [2026] No. 21 Notice of the CAAC on the Issuance of the Procurement and Repair Management of Used Aircraft Parts and Materials To all CAAC Regional Administrations and all air transport (general aviation) operators: In order to further standardize the procurement and repair of used aircraft parts and materials (hereinafter referred to as “used parts”), strengthen their management across the entire chain of custody, and safeguard the orderly development of the industry and the safety of flight operations, the CAAC has formulated the Procurement and Repair Management of Used Aircraft Parts and Materials, designated MD-MAT-FS-009. It is hereby issued. Please organize its study conscientiously and implement it in light of actual conditions. Civil Aviation Administration of China September 10, 2026 (Regional Administrations are requested to forward this document to the relevant maintenance organizations within their jurisdictions.)
Cover Page / 封面	中国民用航空局 管理文件 文　　号：民航规〔2026〕21号 编　　号：MD-MAT-FS-009 下发日期：2026年9月10日 使用过的航材采购与送修管理	Civil Aviation Administration of China Management Document Reference No.: CAAC Regulatory Document [2026] No. 21 Document No.: MD-MAT-FS-009 Date of Issue: September 10, 2026 Procurement and Repair Management of Used Aircraft Parts and Materials
1	**1. 依据和目的**	**1. Basis and Purpose**
1	本文件依据CCAR-121《大型飞机公共航空运输承运人运行合格审定规则》、CCAR-135《小型商业运输和空中游览运营人运行合格审定规则》和CCAR-145《民用航空器维修单位合格审定规则》制定，衔接AC-120-FS-058《合格的航材》和AC-145-FS-017《航空器拆解》等规范性文件，以“安全可控、健康有序、持续发展”为主要目标，明确使用过的航材采购和送修具体管理要求。	This document is formulated in accordance with CCAR-121, Operating Certification Rules for Large Aircraft Public Air Transport Carriers; CCAR-135, Operating Certification Rules for Small Aircraft Commercial Transport and Air Tour Operators; and CCAR-145, Certification Rules for Civil Aircraft Maintenance Organizations. It dovetails with normative documents such as AC-120-FS-058, Acceptable Aeronautical Parts and Materials, and AC-145-FS-017, Aircraft Disassembly. Taking “safety under control, sound and orderly development, and sustainable growth” as its principal objectives, it sets out the specific management requirements for the procurement and repair of used aircraft parts and materials.
2	**2. 适用范围**	**2. Applicability**
2	本文件适用于CCAR-121、135部航空运营人以及为其提供维修服务和航材供应的单位。	This document applies to air operators certificated under CCAR-121 and CCAR-135, and to the organizations that provide maintenance services and supply aircraft parts and materials to them.

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3	**3. 废止**	**3. Cancellation**
3	无。	None.
4	**4. 说明**	**4. Explanation**
4 ¶1	航材管理是航空器维修管理的重要组成部分，合格的航材是合规实施维修工作的必要条件。疫情后，全球航空产业供应链恢复缓慢，采购使用过的航材（下称二手航材）也越发成为常态。二手航材来源一般为航空运营人或维修单位的冗余航材、共享并按需付费的航材备件库（Pooling）共享方提供的航材、租赁或交换业务中获得的航材，或者飞机/发动机拆解后的航材。实践中，不少国家对于二手航材的可追溯性都提出了要求。	The management of aircraft parts and materials is an essential component of aircraft maintenance management, and acceptable parts are a prerequisite for performing maintenance in compliance with the regulations. Since the pandemic, the global aviation supply chain has been slow to recover, and the procurement of used aircraft parts and materials (hereinafter “used parts”) has increasingly become the norm. Used parts typically originate from the surplus inventory of air operators or maintenance organizations; from parts supplied by the sharing party of a shared, pay-per-use spares pool (pooling); from parts obtained through lease or exchange transactions; or from parts recovered through aircraft/engine disassembly. In practice, many States have established traceability requirements for used parts.
4 ¶2	为规范并有效管控二手航材的采购与送修，不断提高各航空运营人的航材管理水平，需逐步建立对于二手航材的数据共享、分级管控、质量评估、流向追溯、状态监控与修理改装的健康管理机制。	In order to standardize and effectively control the procurement and repair of used parts, and to continuously raise the standard of parts and materials management at every air operator, a sound management mechanism for used parts needs to be progressively established, covering data sharing, tiered control, quality evaluation, traceability of movement, condition monitoring, and repair and modification.
5	**5. 术语和定义**	**5. Terms and Definitions**
5 USM	使用过的航材（Used Serviceable Materials，USMs）：也称二手航材，指除全新部件以外的所有航空器部件，包含航线拆下的可用器材、未经修理的器材、已经修理的器材。	Used Serviceable Materials (USMs): also referred to as used parts, means all aircraft parts and components other than brand-new parts, including serviceable items removed in line operations, items that have not been repaired, and items that have been repaired.
5 Rotable	周转件（Rotable Parts）：是指技术上可以修复、反复使用的航空器部件。周转件通常具备以下五个特点：高价值、功能性、批准的技术文件、可追溯性（唯一的序号和详细的维修记录）以及批准放行证书/适航批准标签。	Rotable Parts: means aircraft components that are technically capable of being restored and used repeatedly. Rotable parts normally exhibit the following five characteristics: high value, functionality, approved technical data, traceability (a unique serial number and detailed maintenance records), and an approved release certificate/airworthiness approval tag.
5 Repairable	可修件（Repairable Parts）：随着航空技术的不断发展，对于周转件以外的一些航材也可通过修理恢复可用状况并确定适航性，这类航材称为可修件。可修件应具备厂家发布的技术文件（或经批准的修理文件），并由维修单位或航空运营人自编序号并印刻（或喷涂）在部件或铭牌上进行控制，以明确其可追溯性。	Repairable Parts: with the continuing advancement of aviation technology, certain parts other than rotable parts can also be restored to a serviceable condition through repair, with their airworthiness established; such parts are termed repairable parts. Repairable parts shall be supported by manufacturer-issued technical data (or approved repair data), and shall be controlled by means of a serial number assigned by the maintenance organization or air operator and engraved (or stenciled) on the part or its data plate, so as to establish clear traceability.
5 Critical	重要部件（Critical Parts）：本文件中的重要部件是指失效后可能会发生下述A和B两类情况中任一情形出现的部件，或符合C类情况的部件。航空运营人应根据运	Critical Parts: for the purposes of this document, critical parts means components whose failure could result in either of the circumstances described in categories A or B below, or components that meet the criteria of category C. The air operator shall

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	行环境、维护水平与机队状况建立重要部件清单，对涉及重要部件的二手航材采购与送修进行分级管控，并通过可靠性管理体系进行持续监控。	establish a critical parts list based on its operating environment, level of maintenance, and fleet condition; shall apply tiered control to the procurement and repair of used parts involving critical parts; and shall monitor them continuously through its reliability management program.
5 Note	注：CCAR-135运营人如未建立可靠性管理体系，应针对航材管理具备等效的机制落实上述要求。	Note: A CCAR-135 operator that has not established a reliability management program shall have an equivalent mechanism for parts and materials management in place to implement the above requirements.
5 A	A. 造成飞机中断起飞、复飞、备降、返航，发动机停车、火警、空中抛油、紧急下降、客舱释压和起落架收放故障等严重SDR事件；	A. Serious Service Difficulty Report (SDR) events, such as rejected takeoff, go-around, diversion, air turn-back, engine shutdown, fire warning, fuel dumping, emergency descent, cabin depressurization, or landing gear extension/retraction malfunction;
5 B	B. 造成机组非正常操作并对飞行安全产生严重影响及干扰；	B. Abnormal crew actions resulting in a serious impact on, or interference with, flight safety;
5 C	C. 经运营人可靠性委员会审议认定的部件。	C. Components so designated by the operator’s reliability review board.
6	**6. 二手航材使用的一般原则**	**6. General Principles for the Use of Used Parts**
6 ¶1	对于拟采购并使用二手航材的运营人或维修单位，需制订二手航材的使用程序，明确使用范围和条件，对相关航材的采购来源、采购实施、送修及使用进行严格管理，并建立相关工作程序及监督核查机制，包括但不限于对供应商/分销商的评估，器材的评估，送修要求的制定和送修单位的选择，履历管理要求，使用情况的监控以及对重要部件的可靠性管理等。航空运营人、维修单位和供应商/分销商需确保二手航材使用安全。	An operator or maintenance organization that intends to procure and use used parts shall establish procedures for the use of used parts that define the scope of and conditions for their use; shall strictly manage the procurement sources, procurement execution, repair, and use of the parts concerned; and shall establish the related work procedures and oversight and verification mechanisms, including but not limited to the evaluation of suppliers/distributors, the evaluation of the parts, the definition of repair requirements and the selection of repair organizations, records management requirements, in-service monitoring, and the reliability management of critical parts. Air operators, maintenance organizations, and suppliers/distributors shall ensure that used parts are used safely.
6 ¶2	维修单位在维修中使用二手航材需满足航空运营人要求并获得其同意。航空运营人、维修单位和供应商/分销商对于发现的任何涉嫌航材履历虚假、器材虚假、修理虚假等情况，应及时向民航各地区管理局报告，也可以直接向下述地址报告：	A maintenance organization that uses used parts in the course of maintenance shall satisfy the air operator’s requirements and obtain the air operator’s consent. Air operators, maintenance organizations, and suppliers/distributors shall promptly report to the CAAC Regional Administrations any suspected case of falsified parts records, counterfeit parts, or falsified repairs that they discover, and may also report directly to the following address:
6 addr1	北京市东四西大街155号　邮编：100710	No. 155 Dongsi West Street, Beijing　Postal Code: 100710
6 addr2	民航局飞行标准司持续适航维修处	Continuing Airworthiness and Maintenance Division, Flight Standards Department, CAAC
6 addr3	电话：010-64092473	Telephone: +86 10 6409 2473
6 addr4	电子邮箱：maintenance@caac.gov.cn	E-mail: maintenance@caac.gov.cn

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7	**7. 供应商/分销商的评估与选择**	**7. Evaluation and Selection of Suppliers/Distributors**
7.1	7.1 除正常的航材供应商/分销商评估机制外，拟采购二手航材的航空运营人或维修单位应建立质量部门管控下的二手航材供应商/分销商准入与持续评估流程，涵盖资质要求、管理规范与信用记录等各要素。	7.1 In addition to its normal mechanism for evaluating parts suppliers/distributors, an air operator or maintenance organization that intends to procure used parts shall establish, under the control of its quality department, a process for the qualification and continuous evaluation of used-parts suppliers/distributors, covering elements such as qualification requirements, management standards, and credit history.
7.2	7.2 航空运营人或维修单位应与供应商/分销商签订二手航材的采购合同/协议，该合同/协议的内容至少包括技术文件、履历证明、适航批准标签、无事故声明与索赔要求等条款，并且由航空运营人或维修单位的质量部门完成相关适航条款的审核。	7.2 The air operator or maintenance organization shall enter into a purchase contract/agreement for used parts with the supplier/distributor. The contract/agreement shall at a minimum contain provisions on technical documentation, records of history, airworthiness approval tags, non-incident statements, and warranty claim requirements, and the airworthiness-related provisions shall be reviewed by the quality department of the air operator or maintenance organization.
7.3	7.3 供应商/分销商应持续完善管理体系，在二手航材流通过程中应始终满足民航局及符合民航局相关要求的行业协会的各项管理要求，并确保航材管理体系持续有效。	7.3 Suppliers/distributors shall continuously improve their management systems, shall at all times satisfy the management requirements of the CAAC, and of industry associations that meet the relevant CAAC requirements, throughout the circulation of used parts, and shall ensure that their parts and materials management systems remain continuously effective.
7.4	7.4 鼓励供应商/分销商使用数字化信息管理平台承载各项航材业务，并作为监控手段，落实管理体系的各项管理要求，以确保航材从采购、存储、送修、运营、报废等航材全生命周期的全流程数字化追踪。	7.4 Suppliers/distributors are encouraged to conduct their parts and materials business on digital information management platforms and to use such platforms as a means of monitoring the implementation of the requirements of their management systems, so as to ensure end-to-end digital tracking of parts and materials throughout their life cycle, from procurement and storage through repair, operation, and retirement.
8	**8. 二手航材的采购**	**8. Procurement of Used Parts**
8.1	8.1 航空运营人或维修单位在二手航材的采购过程中除严格依据AC-120-FS-058《合格的航材》中“航材的文件和标识”的要求外，还需核实其可用状况并确定适航性，包括但不限于以下评估内容：	8.1 When procuring used parts, the air operator or maintenance organization shall, in addition to strictly complying with the requirements of “Documentation and Identification of Aircraft Parts and Materials” in AC-120-FS-058, Acceptable Aeronautical Parts and Materials, verify the serviceable condition of the parts and establish their airworthiness, including but not limited to the following evaluations:
8.1 (1)	（1）评估涉及机队构型或运行经验的禁止/限制安装要求。	(1) Evaluate any prohibitions or restrictions on installation arising from fleet configuration or operational experience.
8.1 (2)	（2）对于无法确认服役时间的二手航材，应根据运行经验与使用数据进行评估，可包括以下因素：	(2) For used parts whose time in service cannot be confirmed, evaluate them on the basis of operational experience and in-service data, which may include the following factors:
8.1 (2)(i)	（ⅰ）计算机、电路板等部件出厂年限的评估；	(i) Evaluation of the age since manufacture of components such as computers and circuit boards;

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8.1 (2)(ii)	（ii）航空器部件剩余服役时间的评估；	(ii) Evaluation of the remaining service life of the aircraft component;
8.1 (2)(iii)	（iii）对于受库存时间影响的部件，全新件或完成修理后库存超过一定时间的，应根据部件类型进行评估，必要时送维修单位进行检测并重新取得《批准放行证书》。	(iii) For components affected by time in storage, where a new part or a repaired part has been held in stock beyond a certain period, evaluate it according to the component type and, where necessary, send it to a maintenance organization for testing and re-issuance of an Approved Release Certificate.
8.1 Note 1	注1：尽管使用年限和部件可靠性并不直接关联，部件在维修过程中也会更换其内部子部件，且针对剩余总寿命的评估也较为复杂，但高寿、长期存放部件（尤其是履历复杂的二手部件）使用风险必然增高，对于使用二手航材的航空运营人必须重视上述问题，并按照预防性维修理念，提高评估、管理能力，否则应限制使用二手器材。	Note 1: Although age in service is not directly correlated with component reliability, internal sub-components are replaced during maintenance, and the assessment of remaining total life is relatively complex, the risk associated with high-time and long-stored components (particularly used components with a complex history) inevitably increases. Air operators using used parts must give due weight to these issues and, in keeping with the philosophy of preventive maintenance, enhance their evaluation and management capabilities; otherwise, the use of used parts should be restricted.
8.1 Note 2	注2：对于一些长期存放的全新件，尽管不属于二手件，但其性能可能已经产生了变化，使用单位也需要参照本文件实施管理。	Note 2: Although brand-new parts that have been in storage for an extended period are not used parts, their performance may have changed; the using organization shall also manage such parts with reference to this document.
8.1 (3)	（3）评估历史修理记录中是否安装非制造厂家推荐的子部件，以及是否发生过超出持续适航文件的修理/改装。	(3) Evaluate the historical repair records to determine whether sub-components not recommended by the manufacturer have been installed, and whether any repair/modification beyond the scope of the Instructions for Continued Airworthiness has been performed.
8.1 (4)	（4）对于有油封要求的航空器部件，如发动机的低压燃油泵、高压燃油泵、燃油调节器等，需核实是否已明确完成相关油封工作并且在有效期内。	(4) For aircraft components subject to preservation (oil sealing) requirements, such as engine low-pressure fuel pumps, high-pressure fuel pumps, and fuel control units, verify that the required preservation has been positively completed and remains within its period of validity.
8.1 (5)	（5）是否存在明显低价、渠道可疑等不正常的情况。	(5) Determine whether any abnormal circumstances exist, such as a conspicuously low price or a questionable source channel.
8.2	8.2 航空运营人或维修单位还需建立在质量部门管控下的二手航材履历评估程序，通过评估履历确保二手航材的合法性与适航性，评估内容除AC-120-FS-058《合格的航材》中“航材的文件和标识”的要求外，还需包括以下方面：	8.2 The air operator or maintenance organization shall also establish, under the control of its quality department, a procedure for evaluating the history of used parts, so as to establish the legitimacy and airworthiness of used parts through evaluation of their records. In addition to the requirements of “Documentation and Identification of Aircraft Parts and Materials” in AC-120-FS-058, Acceptable Aeronautical Parts and Materials, the evaluation shall cover the following:
8.2 (1)	（1）从最后运营人、维修单位或航材分销商开始的完整交易记录，该记录应能体现物流和所有权的合法流转，如资产证明或购买记录。	(1) A complete transaction record beginning with the last operator, maintenance organization, or parts distributor, which shall demonstrate the lawful transfer of physical custody and ownership, such as proof of title or purchase records.
8.2 (2)	（2）核实从部件最近一次被拆下进入流通环节开始的各级分销商出具的库存证明。	(2) Verification of the stock certifications issued by each tier of distributor, beginning from the time the component was most recently removed and entered circulation.

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8.2 (3)	（3）对于租赁件（如发动机、APU、起落架等），需核实租赁证明或退租证明。	(3) For leased items (such as engines, APUs, and landing gear), verification of the lease documentation or lease-return (redelivery) documentation.
8.2 (4)	（4）对于寿命限制件（LLP件，Life Limited Part），需追溯其出生证明（BTB，Back To Birth）履历，包括相关的航空运营人使用证明文件（如拆下挂签、使用数据、送修记录和无事故声明等）、维修单位车间修理报告和制造厂家的出厂证明文件或初始装机证明等确保其使用数据准确可信。	(4) For life-limited parts (LLPs), back-to-birth (BTB) traceability shall be established, including the relevant air operator in-service documentation (such as removal tags, utilization data, repair records, and non-incident statements), maintenance organization shop repair reports, and the manufacturer's delivery documentation or evidence of initial installation, so as to ensure that the utilization data are accurate and reliable.
8.2 (5)	（5）对于必须使用仅有最后一次送修记录的重要部件，除完成相应的额外评估外，还应由航空运营人的维修系统负责人或其直接授权人进行批准。额外评估至少包含修理级别（实施了该器材的最高修理级别）、技术状态、适航文件、供应商资质、无事故声明、信息缺失风险、构型适配性等。	(5) Where a critical part for which only the most recent repair record is available must be used, in addition to completing the corresponding additional evaluation, its use shall be approved by the person responsible for the air operator's maintenance system or by that person's directly authorized delegate. The additional evaluation shall at a minimum address the repair level (whether the highest repair level for that item has been performed), technical status, airworthiness documentation, supplier qualifications, non-incident statement, the risk arising from missing information, and configuration compatibility.
8.2 (6)	（6）重要部件在送修过程中使用关键二手交换件（旧件）或修理过程中使用关键二手子部件，航空运营人或维修单位也需按本规定进行航材履历评估，重点关注使用数据、送修记录和无事故声明等技术文件。对于已知容易发生可靠性问题的部件，如发动机内部的部分轴承，应评估使用全新器材或低循环部件。	(6) Where a key used exchange unit (a used article) is used in the repair of a critical part, or a key used sub-component is used during its repair, the air operator or maintenance organization shall likewise evaluate the parts history in accordance with this document, focusing on technical documentation such as utilization data, repair records, and non-incident statements. For components known to be prone to reliability problems, such as certain internal engine bearings, the use of new parts or low-cycle parts shall be evaluated.
8.3	8.3 对于拆解器材除以上要求外，其履历及信息登记还需满足以下要求：	8.3 For parts recovered through disassembly, in addition to the above requirements, the records and information registration shall also satisfy the following:
8.3 (1)	（1）可以通过公开的信息平台查看其合法性与适航性。	(1) Their legitimacy and airworthiness can be verified through a public information platform.
8.3 (2)	（2）拆解器材具备《航空器拆解件挂签》。	(2) The disassembled parts bear an Aircraft Disassembled Part Tag.
8.3 (3)	（3）具备运营人开具的对应飞机或部件的无事故声明。	(3) A non-incident statement issued by the operator for the corresponding aircraft or component is available.
8.3 (4)	（4）对于国外拆解公司的拆解件，其拆解单位应符合民航局AC-145-FS-017《航空器拆解》的要求，其器材已经在符合要求的登记平台详细登记，履历清晰、符合要求。	(4) For parts disassembled by a foreign disassembly company, the disassembly organization shall comply with the requirements of CAAC AC-145-FS-017, Aircraft Disassembly, and the parts shall have been registered in detail on a compliant registration platform, with a clear and compliant history.
8.3 (5)	（5）具备从最后运营人开始的完整的交易记录，如资产证明（飞机卖据）或购买记录（包括：能够追溯到飞机拆解时资产持有方的发货单、合同或其他证明等文件）。	(5) A complete transaction record beginning with the last operator is available, such as proof of title (aircraft bill of sale) or purchase records (including delivery notes, contracts, or other documentary evidence traceable to the party holding title to the asset at the time the aircraft was disassembled).

Section / 章节	中文原文 (Chinese Original)	English Translation
9	**9. 二手航材的送修**	**9. Repair of Used Parts**
9.1	9.1 针对采购不可用二手航材和使用时限长的自有航空器部件，除满足AC-121-66《维修计划和控制》相关规定外，航空运营人或维修单位应结合运行经验与使用数据，通过以下措施强化送修管理，提升部件可靠性：	9.1 For unserviceable used parts that have been procured and for the operator's own high-time aircraft components, in addition to complying with the relevant provisions of AC-121-66, Maintenance Planning and Control, the air operator or maintenance organization shall, drawing on operational experience and in-service data, strengthen repair management and improve component reliability through the following measures:
9.1 (1)	（1）确保送修合同中传递的故障信息和送修要求完整准确。	(1) Ensure that the fault information and repair requirements conveyed in the repair contract are complete and accurate.
9.1 (2)	（2）根据可靠性数据及使用经验，评估是否扩大修理范围。	(2) Evaluate, on the basis of reliability data and in-service experience, whether the scope of repair should be expanded.
9.1 (3)	（3）对于电子类部件，执行检测工作的同时应视情增加电路板状况的专项检查；对于控制面板类电子部件，还需重点关注开关和旋钮的状态，并酌情更换。	(3) For electronic components, a specific inspection of circuit board condition should be added, as appropriate, in conjunction with testing; for control-panel-type electronic components, particular attention shall also be paid to the condition of switches and knobs, which shall be replaced where warranted.
9.1 (4)	（4）对于有翻修级别的机械、电气与气动类重要部件，视情提高标准，执行翻修工作或其他特殊检查，例如采购生产超过一定年限的主轮毂，安排执行轮毂轴颈内侧区域的无损检测。	(4) For mechanical, electrical, and pneumatic critical parts that have an overhaul level, raise the standard as appropriate by performing overhaul or other special inspections — for example, where a main wheel hub manufactured more than a certain number of years ago is procured, arranging non-destructive testing of the inboard bearing journal area of the hub.
9.2	9.2 航空运营人或维修单位除满足AC-121-66《维修计划和控制》相关规定及以上要求外，还应建立航空器部件送修的长效管控机制：	9.2 In addition to complying with the relevant provisions of AC-121-66, Maintenance Planning and Control, and the requirements above, the air operator or maintenance organization shall also establish a long-term control mechanism for the repair of aircraft components:
9.2 (1)	（1）加大重要部件可靠性管理力度，深入开展工程分析调查，视情增加预防性修理措施，及时淘汰老化部件，提高重要部件可靠性裕度，并核实故障现象与部件修理单位的修理措施情况。	(1) Intensify the reliability management of critical parts; conduct in-depth engineering analysis and investigation; add preventive repair measures as appropriate; retire aging components in a timely manner; increase the reliability margin of critical parts; and verify the fault symptoms against the corrective actions taken by the component repair organization.
9.2 (2)	（2）针对重要部件涉及非强制执行的厂家服务通告开展评估（包括共享模式的器材）。	(2) Evaluate non-mandatory manufacturer service bulletins applicable to critical parts (including parts held under pooling/sharing arrangements).
9.2 (3)	（3）重要部件的送修应对分解报告进行评估，关注是否有以修理代替翻修、以检测代替换件的情况；评估本次修理的发现是否可能存在相似区域或其他子部件也存在可靠性降低的情况，如可能存在风险，则应视情开展本部件或同批次部件的进一步送修。	(3) For the repair of critical parts, evaluate the teardown report, paying attention to any instance in which repair has been substituted for overhaul, or testing substituted for replacement; evaluate whether the findings of the current repair indicate a possible reduction in reliability in similar areas or in other sub-components; and, where a risk may exist, arrange further repair of the component concerned or of components of the same batch, as appropriate.

Section / 章节	中文原文 (Chinese Original)	English Translation
9.2 (4)	（4）应对NFF（No Fault Found）件进行管控（NFF件是指在送修后经修理厂家检测未能发现故障的部件，包括厂家检测未发现故障而仅作预防性修理的部件）。	(4) Control No Fault Found (NFF) items (an NFF item is a component in which the repair shop was unable to find a fault upon testing after it was sent for repair, including a component in which the shop found no fault and performed only preventive repair).
9.2 (5)	（5）对重要部件的使用时间进行监控，及时对异常数据进行调查分析，督促部件维修单位制定改进措施。	(5) Monitor the time in service of critical parts, promptly investigate and analyze anomalous data, and urge component maintenance organizations to develop corrective measures.
9.2 (6)	（6）鼓励与部件维修单位深入开展技术交流，包括但不限于部件预防性修理措施、修理报告电子化、PMA件使用、修理能力合作开发等，共同提升部件及机队的可靠性。	(6) Encourage in-depth technical exchange with component maintenance organizations, including but not limited to preventive repair measures for components, electronic repair reports, the use of PMA parts, and the joint development of repair capability, so as to jointly improve component and fleet reliability.
9.2 (7)	（7）对部件维修单位进行送修情况质量闭环管理，定期回顾送修航材的索赔率、返修率和在翼使用时间等指标。	(7) Apply closed-loop quality management to component maintenance organizations in respect of repair performance, and periodically review indicators for repaired parts such as warranty claim rate, repeat-repair rate, and time on wing.
10	**10. 附则**	**10. Supplementary Provisions**
10	本文件自发布之日起施行。涉及程序类修订、体系建设等工作应在2026年12月31日之前完成。	This document shall take effect from its date of issuance. Work involving procedural revisions and system development shall be completed before December 31, 2026.
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