

ASAP News - Part Effectivity

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Most of us when changing parts on the aircraft usually look the number up by either visiting the IPC or getting the old part's manufacturer's number and do a search in SABRE. The correct way of course is by the manual reference, this is the only approved method we have spelled out in GPM 20-22, which states: ***"Use the IPC, SRM, AARD, ESO or ECO/FCD to determine the Manufacturer's Part Number (MPN) required and to confirm effectivity of the part number required"***.

However, there is an exception to this rule. GPM 20-35 does allow in certain instances to utilize the part number procured in the SABRE MOC screen. GPM 20-22 has a note stating:

NOTE: The MOC Screen is NOT the authority to install a part on an aircraft, engine or component, except under the guidelines of GPM 20-35.

Therefore, a manufacturer's part number can be acquired in SABRE, as long as we follow the instructions of the GPM.



Installing the correct, and approved part, is very critical for maintaining safety, and aircraft configuration. The part effectivity plays a major role to this. In our research, we may find the part number very quickly, but remember that it must be for the correct aircraft series; otherwise we may just install any old part. The aircraft effectivity is very important, just because the part may fit in form and function on the ground, does not guarantee it from failing, or not performing its function in flight. There is always a reason why we have effectivity. Yes, some time it is because of appearance sakes, but other times it has a high degree of functionality. Remember to always check the part number for proper aircraft effectivity prior to releasing the aircraft for service.