

# GE - Aviation, Services Supplier Quality Specification

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**Title: AIRCRAFT SCRAP PARTS CONTRACTOR TECHNICAL AND SECURITY REQUIREMENTS**

**Reference: [542.36](#)**

**Issuing Function: GE - Aviation, Services Global Operations Quality**

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## Description of Changes:

REV #	DATE	DESCRIPTION
00	08 Feb 1999	Original Issue
01	02 Aug 1999	Removed Appendix "B"
02	02 Jul 2001	General Revision to Definitions and Scrap Removal Contractor requirements.
03	01 DEC 2005	General Revision to meet procedure 542.36 requirements and changed Author from Dave Bridge and Approved By from Page McGirr.

## I. PURPOSE

To define the overall requirements and responsibilities for control, accumulation, and mutilation/destruction of scrap at GE - Aviation, Services facilities regardless of part ownership. This specification establishes technical requirements for a contractor accepting aircraft scrap parts from a GE - Aviation, Services facility must comply with in support of procedure 542.36.

This specification is in addition to and in no way limiting, superseding, or abrogating any contractual obligation as required by the applicable procurement document.

## II. SCOPE

This specification shall apply to all contracts in which it is specifically referenced. It is the responsibility of the procurement activity to include this specification in any appropriate scrap removal contracts.

## III. DEFINITIONS

A. **Parts** - Piece parts, major assemblies, modules, engines, aircraft, accessories, and avionics.

B. **Scrap** - Parts that have no value except for the base material, and/or parts that fall into one of the following categories:

1. Parts for which the Type Certificate Holder has issued instructions for removal and replacement, due to a deficiency in material, design, or manufacture.

2. Non-serviceable parts that are determined by proper design authority (Type Certificate Holder or FAA) to be non-usable and/or non-repairable.
  3. Expendable parts (e.g. nuts, bolts, shims, washers, etc.) for which re-use is impractical due to deterioration by assembly (run-on torque failure) or running time and/or for which the procedure for returning to service exceeds the actual cost of the item.
  4. Obsolete parts that are not currently usable due to approved design changes or program termination.
- C. **Uncontrolled Scrap** - residue that has no other value than that of the material itself, such as: metal chips, turnings, powder, bar ends, shear drop off.
- D. **Life-Limited Parts (LLP)** - All aircraft and engine life-limited parts, including commercial, military, large and small aircraft and engines, from all manufacturers. These are parts that can no longer be used after a certain cumulative service time or cycles.
- E. **Mutilation** - - Deliberate damage to scrap (in-process, semi-finished, or finished), performed before leaving the Services facility, by which it is physically rendered unsuitable for its intended use. Mutilation may be accomplished by one of or a combination of the following methods:
1. Grinding
  2. Burning
  3. Removal of a major lug or other integral feature
  4. Permanent distortion of parts
  5. Cutting a hole with cutting torch or saw
  6. Melting
  7. Cutting into two or more pieces
- F. **Destruction** - Shredding, melting, shearing, crushing, or torch cutting scrap into three or more approximately equal size pieces. The criterion for effective destruction is that there are no practical methods by which the part could be reconstructed from the pieces or remainder.
- G. **Destruction Lot** - A collection of scrap for which a lot serial number has been defined. This lot consists of parts that have been mutilated on site and are awaiting destruction by a Services-approved source.
- H. **Approved Source** - A supplier listed in the Services Consolidated Approved Supplier Listing (CASL).

#### IV. REQUIREMENTS

- A. Scrap parts will be picked-up at a GE - Aviation, Services facility by the scrap contractor or scrap will be shipped directly to the contractor's facility in secured trailers, van or large metal container for processing. Scrap parts must be mutilated prior to shipment to the scrap contractor's facility, unless authorization exception has been obtained. The site will provide a copy of this exception to the contractor. Regardless of the condition, all parts processed in accordance with this procedure shall be ultimately taken to a state of destruction as defined herein. Requirements do not apply to uncontrolled scrap.
- B. **Scrap removal contractor**
1. Prior to removing any scrap parts from a GE - Aviation, Services facility the contractor must notify the appropriate plant representative of the date and time of the planned pickup. The contractor shall secure the shipment with suitable locks and tamper revealing seals for transit to the scrap processing/destruction facility. Contractor shall obtain documentation identifying which lot numbers of scrap parts are being transported, tamper revealing seal numbers and the approximate contents of

those lots including weight. The contractor shall immediately notify the GE - Aviation, Services site scrap coordinator of the safe arrival of the shipment.

2. If the GE - Aviation, Services facility will be shipping the scrap parts directly to the contractor's processing facility the contractor must notify the GE - Aviation, Services facility shipping facility upon arrival of the parts and verify that the shipment was received intact with the correct numbered tamper revealing seal in place. If the seal is not intact the contractor shall notify the Quality and Sourcing representative of the shipping facility immediately. Do not process at this point.
3. After verifying that a secured shipment has been received, the contractor may begin to process scrap parts in accordance with this procedure. While in storage or in processing, scrap parts will be controlled in a manner that ensures that no unauthorized persons will have access to the parts. When destroying parts, melting or shredding shall be done whenever feasible. When parts must be destroyed by shearing or torch cutting, the contractor shall cut or shear parts per Appendix A below. All scrap parts must be destroyed before passing from the control of the contractor.
4. If the contractor is responsible for mutilation of the scrap parts on-site at the GE - Aviation, Services facility prior to shipment, mutilation shall be done in accordance with the definitions in this procedure and the guidelines in appendix A or completely destroyed.
5. A warranty of destruction shall be issued by the contractor for each lot of scrap parts processed for GE - Aviation, Services. The warranty of destruction will state that parts has been or will be destroyed.

#### MUTILATION GUIDELINES APPENDIX A

Part Description	Mutilation Description
Rotors, disks	Removal of approximately 4 to 5 fir tree posts.
Blisks	Removal of approximately 4 to 5 blades below the root of the blade. The cut must be made in the disk.
Seals and Spacers	Removal of an approximately 3-inch section or arc from the part.
Hollow Shafts Less than 36-inches Long	Removal of an approximately 3-inch section from the shaft.
Hollow Shafts Greater than 36-inches Long	Cutting the shaft in half at an angle of approximately 45 degrees to the axis of the shaft.
Solid Shafts	Cutting the shaft in half at an angle of approximately 45 degrees to the axis of the shaft.
Blades	Notch the airfoil. The notch should be approximately half of the airfoil width.
Flanges and Rings	Cut approximately in half.
Nozzle assembly	Notch 3 to 4 airfoils. The notch should be approximately half of the airfoil width.
Nozzle and Vane Segment	Notch 3 to 4 airfoils. The notch should be approximately half of the airfoil width.
Combustors and plenums	Removal of an approximately 3-inch section or arc from the part.
	Removal of an approximately 3-inch section or arc from

Transition liners	the part.
Turbine ducts and compressor cases	Removal of an approximately 3-inch section or arc from the part.
Containment rings	Removal of an approximately 3-inch section or arc from the part.

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