



INTERNATIONAL AIRCRAFT ASSOCIATES, INC.

Parts Documentation

Aircraft & Engine Life Limited Parts

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Produced by: Mitch Weinberg, President IAA





INTERNATIONAL AIRCRAFT ASSOCIATES, INC.

Who's watching your assets?





Agenda

Aircraft / Engine Parts traceability

Documentation

Changing practices

Commercial considerations vs. regulations

Goal



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Aircraft / Engine Parts traceability



Foundation of “trust”

**To ensure assets are “Approved Parts”
Good for Installation on an Aircraft / Engine**

Industry Standards can vary
“Customer is always right”



Documentation



The “Holy Grail”

Supportive Documentation is the method used to provide proof that assets are in fact in the condition as stated

Global Commercial and Regulatory requirements set the stage for Supportive Documentation



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Changing practices



Today's Aircraft and Engine assets are essentially "valued" by Supportive Documentation

We are in fact buying and selling "paper"

Without proper documentation the value plummets; with proper documentation we keep on flying with strong and predictable values



Commercial considerations vs. regulations



The Debate Rages On

Asset Values “WIN” with Supportive Documentation

Assets have greater marketability

End of Life Assets have **greater** and more predictable **value** and
can sell faster

Currently... If you “rage against the machine” ... you lose!



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BACK TO BIRTH

Commercial Requirements = **Greater Market Value**

INDUSTRY REQUIREMENT

(In chronological order)

BIRTH DOCUMENT

INSTALLATION AT ZERO HOURS / CYCLES

REMOVAL LOG / TRANSFER OF OWNERSHIP OR LEASE

LAST REMOVAL STATUS

NON-INCIDENT STATEMENT FROM EACH OPERATOR

AUTHENTICATED BY SIGNATURE, STAMP, DATE



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BACK TO BIRTH

Regulatory Requirements = **Lower Market Value**

REGULATORY REQUIREMENT

CURRENT STATUS OF LIFE-LIMITED PARTS

AUTHENTICATED BY SIGNATURE, STAMP, DATE

CHALLENGE... Why is this foundation of trust no longer widely accepted on its own?



BACK TO BIRTH

FAA Federal Aviation Regulations (FAR)

FAR 91.417(a)(2)(ii); FAR 121.380(a)(2)(ii); FAR 135.439(a)(2)(ii)

An operator needs to maintain a record-keeping system that will substantiate the time that has accrued on a life-limited part; the operator must show with a sufficient degree of certainty that the time elapsed on a life-limited part is correct.

FAR 91.417(a)(2)(ii); FAR 121.380(a)(2)(ii); FAR 135.439(a)(2)(ii)

Although a complete audit trail tracing a life-limited part back to its origin is not needed for all life-limited parts, an audit trail is required where the operator's records are so incomplete that an accurate determination of the time elapsed on a life-limited part cannot be made.

FAR 91.417(a)(2)(ii); FAR 121.380(a)(2)(ii); FAR 135.439(a)(2)(ii)

The "current status" of a life-limited part is the total time on the life-limited part.



**INDUSTRY ACCEPTABLE
NON-INCIDENT STATEMENT**

THIS MATERIAL WAS ORIGINALLY MANUFACTURED BY AN FAA APPROVED MANUFACTURER OR ONE OF THEIR AUTHORIZED LICENSEES, AND HAS NOT BEEN OBTAINED FROM OR OPERATED BY ANY GOVERNMENT OR MILITARY SOURCE.

TO THE BEST OF OUR KNOWLEDGE, THIS MATERIAL HAS NOT BEEN IMMERSSED IN SALT WATER, OR OTHERWISE EXPOSED TO CORROSIVE AGENTS, SUBJECT TO ANY INCIDENT, ACCIDENT, MAJOR FAILURE OR FIRE NOR WERE THEY SUBJECTED TO EXTREME STRESS OR HEAT OUTSIDE OF NORMAL OPERATION.

OPTIONAL, AS APPLICABLE:

FURTHER, NO PMA PARTS WERE INSTALLED AND NO DER REPAIRS HAVE BEEN EMBODIED.



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**Result of maintaining complete
Supportive Documents and Certifications**



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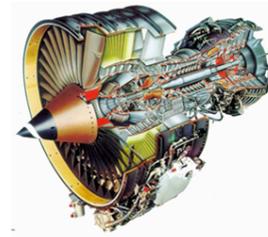


= higher



ROI

on Airframe and Engine assets





Suggestive Best Practices

Develop an Internal Handbook

- Minimum Record Keeping requirements
- Supportive Documentation
- Back to Birth (BTB) record keeping
- Non-Incident Statements
- Transfer Documents
- Checklists

Develop a Guidebook to share with Customer / Lessee / Vendor

- Establish agreed to Procedures for Supportive documentation and Reporting
- Provide tools, i.e. software, checklists (on-line forms, et al)
- Produce Templates (“Turn-key” approach)

If you make it easy and routine, it will get done



Goal

- **Education** that leads to;
- **Harmonization** which is about consistency, to bring into agreement , this leads to;
- **Standardization**; adoption of generally accepted uniform procedures

End result

Uniform acceptance and Predictable values