

# Incident Clearance Statements and Parts Certifications

# Partnering with IATA

- Discussed with IATA the Incident Clearance Statement
  - They agree that the current engine and airframe statements are not appropriate for aircraft components
  - Asked ASA to develop parts-based ICS language
  - Upon working on the development, we realized that an ICS in the middle of a certificate of conformity would be more valuable (trying to limit the number of separate documents to prepare).

# Incident / Accident Clearance Statement and Certificate for Part(s) and/or Material(s)

Seller's Name and Address					Form Tracking Number:	
					Commercial Reference:	
Item	Description	Manufacturer & Part Number	Qty	Serial/Batch Number	Status	
Remarks						
FOR NEW PARTS				FOR USED, REPAIRED or OVERHAULED PARTS		
Obtained From				Last Certificated Agency (write N/A for as-removed parts)		
TO BE FINISHED				<p>I hereby certify that, to the best of my knowledge, neither the part(s) listed above, nor any subcomponent installed on any such part, has been:</p> <ol style="list-style-type: none"> <li>1. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, nor</li> <li>2. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,</li> </ol> <p>unless its airworthiness status was re-established by an approved maintenance organisation in accordance with instructions acceptable to the authority or authorities with oversight jurisdiction, as described in the authorized release certificate.</p> <p>No part(s) listed above has been installed on a state aircraft as described by Article 3 of the Chicago Convention.</p>		
Signature:				Signature:		
Name		Date		Name		Date



# Incident / Accident Clearance Statement and Certificate for Part(s) and/or Material(s) - TOP

?		?		?		?		?		
Seller's Name and Address							Form Tracking Number:			
							Commercial Reference:			
Item	Description	Manufacturer & Part Number	Qty	Serial/Batch Number	Status					

# Incident / Accident Clearance Statement and Certificate for Part(s) and/or Material(s) - BOTTOM

<b>Remarks</b>			
<b>FOR NEW PARTS</b>		<b>FOR USED, REPAIRED or OVERHAULED PARTS</b>	
<b>Obtained From</b>		<b>Last Certificated Agency (write N/A for as-removed parts)</b>	
<b>TO BE FINISHED</b>		<p>I hereby certify that, to the best of my knowledge, neither the part(s) listed above, nor any subcomponent installed on any such part, has been:</p> <ol style="list-style-type: none"> <li>1. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, nor</li> <li>2. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,</li> </ol> <p>unless its airworthiness status was re-established by an approved maintenance organisation in accordance with instructions acceptable to the authority or authorities with oversight jurisdiction, as described in the authorized release certificate.</p> <p>No part(s) listed above has been installed on a state aircraft as described by Article 3 of the Chicago Convention.</p>	
<b>Signature:</b>		<b>Signature:</b>	
<b>Name</b>	<b>Date</b>	<b>Name</b>	<b>Date</b>

# Incident / Accident Clearance Statement and Certificate for Part(s) and/or Material(s) - BOTTOM

## FOR USED, REPAIRED or OVERHAULED PARTS

Last Certificated Agency (write N/A for as-removed parts)

I hereby certify that, to the best of my knowledge, neither the part(s) listed above, nor any subcomponent installed on any such part, has been:

1. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, nor
2. subjected to severe stress or heat (such as in a major engine failure, accident, or fire) or has been submersed in salt water,

unless its airworthiness status was re-established by an approved maintenance organisation in accordance with instructions acceptable to the authority or authorities with oversight jurisdiction, as described in the authorized release certificate.

No part(s) listed above has been installed on a state aircraft as described by Article 3 of the Chicago Convention.