



***SON OF
RECEIVING AND SHIPPING
INSPECTOR SKILLS***



WORKSHOP SCENARIO:

- 1) It's Friday afternoon on the last day of the month and all shipments must go! There is great pressure to inspect and ship everything as quickly as possible***
- 2) The name of your firm is Premium Aerospace Solutions (PAS), and you issue your own Material Cert for every shipment***

CASE 1: Customer requires a new part

The Documents Provided:

The Customer's PO



ValueFlite Airways

664 Beck St.

Bronx, NY 10455

718-665-0676

www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 July 2017

ISSUED TO:

Premium Aerospace Solutions
2428 Springdale Road
Waukesha, WI 53288
ATTN: Sal Scalone

SHIP TO:

ValueFlite Airways
664 Beck St.
Bronx, NY 10455

PN: V3L-1101-D8
DESCRIPTION: Switch
CONDITION: NS
QTY: 25
PRICE: \$6500.00

Notes:

- 1) Ship FedEx P1 to noted location, account number 2133456987
- 2) Trace to Airline or Repair Station
- 3) 8130-3 required

-
- 1) New parts must be traceable to the Production Approval Holder
 - 2) OH, Repaired, Inspected, Tested, Modified parts:
 - Any AD's performed must be clearly noted
 - Trace must include non-incident statements
 - 3) Alternate or PMA parts are not accepted without expressed prior approval
 - 4) NS Parts must have NIS or ICS statements

CASE 1: Customer requires a new part

The Documents Provided:

Your Cert

1. PART OR MATERIAL CERTIFICATION FORM							ATA SPECIFICATION 106
2. Seller's Name Premium Aerospace Solutions			3. Reference # 77768				
4. Organization Premium Aerospace Solutions			Phone #: 262-780-9995				
Address: 2428 Springdale Road Waukesha, WI 53288			FAX #: 262-780-9996				
			SITA/Wire Code: MILPASC				
			Status: Supplier				
5a. Seller's Contract # 77768			5b. Buyer's Contract # 10258				
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status	
1 of 1	Switch	V3L-1101-D8 Honeywell	TBV by Installer	25	N/A	NS	
13a. Remarks							
13b. Obtained From Eagle Air			13c. Last Certificated Agency Honeywell				
14. <u>New Parts / Material Verification.</u> The following signature attests that the Part(s) or material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18. <u>Used, Repaired or Overhauled Parts Verification.</u> The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.				
15. Signature <i>Regina Hughes</i>			19. Signature				
16. Name Regina Hughes		17. Date 2 July 2017		20. Name		21. Date	

Notice: The above signature binds the seller and the SIGNER to the accuracy of the information provided in the Form. Should the information provided in this Form contain inaccuracies or misrepresentations, the signer and the SELLER may be liable for damage and be subject to criminal prosecution under state and federal law.

**CASE 1: Customer
requires a new part**

**The Documents
Provided:**

**Trace,
Page
1 of 2**

1. PART OR MATERIAL CERTIFICATION FORM						ATA SPECIFICATION 106
2. Seller's Name Eagle Air			3. Reference # 78712			
4. Organization Eagle Air		Address: 1212 Airline Road, Suite 321 Sierra Leone, Guinea 143-213		Phone #: 23-7889-9990	FAX #: 23-7889-9991	
				SITA/Wire Code: SLGEAGLH	Status: Airline	
5a. Seller's Contract # EA1515			5b. Buyer's Contract # EA1515			
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status
1 of 1	Switch	V3L-1101-D8	TBV by Installer	25	N/A	NS
13a. Remarks Ref Agreement EA1515 letter dated 6 June 2013 between PAS and Eagle Air						
13b. Obtained From Eagle Air			13c. Last Certificated Agency N/A			
14. <u>New Parts / Material Verification.</u> The following signature attests that the Part(s) or material(s) identified above was (were) manufactured by a FAA Production Approval Holder (PAH), or to an industry or commercial standard.			18. <u>Used, Repaired or Overhauled Parts Verification.</u> The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.			
15. Signature 			19. Signature			
16. Name Bwana Jesus		17. Date 15 September 2013		20. Name		21. Date

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**CASE 1: Customer
requires a new part**

**The Documents
Provided:**

**Trace,
Page
2 of 2**



Eagle Air
1212 Airline Road, Suite 321
Sierra Leone, Guinea 143-213

6 June 2013

To whom it may concern

In 6 June 2013, Eagle Air entered into an agreement (mutually # EA1515) with Premium Aerospace Solutions (PAS), in which PAS has been retained to market its surplus stock of aircraft parts.

This letter serves to attest that at the time of transfer from Eagle Air to PAS, the part(s) was not obtained from a government or military source, nor has been subjected to severe stress or heat (as in a major engine failure, accident or fire).

Sincerely,

A handwritten signature in blue ink that reads "Bwana Jesus".

Bwana Jesus

Chief Inspector, Eagle Air

CASE 1: Customer requires a new part

The Documents Provided:

The 8130-3

FOR ASATRaining ONLY

AUTHORIZED RELEASE CERTIFICATE
 FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:
4343

5. Work Order/Contract/Invoice Number: 991501

11. Status/Work:
New

4. Organization Name and Address: Honeywell 1234 West Kilburn Ave Phoenix, AZ, 12345		8. Part Number: V3L-1101-D8	9. Quantity: 25	10. Serial Number: None
6. Item: 1 of 1	7. Description: Switch			

12. Remarks:
Not a Critical Part

13a. Certifies the items identified above were manufactured in conformity to:

Approved design data and are in a condition for safe operation.
 Non-approved design data specified in Block 12.



13b. Authorized Signature:
Joel Fream

13c. Approval/Authorization No.:
ODA123456X

13d. Name (Typed or Printed):
Joel Fream

13e. Date (dd/mmm/yyyy):
11/MAR/2011

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

**CASE 1: Customer
requires a new part**

**The Documents
Provided:**

The Parts





Preflight Inspections
You failed!

CASE 1: The Issues:

Issue 1: Lets look at something the customer asked for:



ValueFlite Airways

664 Beck St.

Bronx, NY 10455

718-665-0676

www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 July 2017

ISSUED TO:

Premium Aerospace Solutions
2428 Springdale Road
Waukesha, WI 53288
ATTN: Sal Scalone

SHIP TO:

ValueFlite Airways
664 Beck St.
Bronx, NY 10455

PN: V3L-1101-D8
DESCRIPTION: Switch
CONDITION: NS
QTY: 25
PRICE: \$6500.00

Notes:

- 1) Ship FedEx P1 to noted location, account number 2133456987
- 2) Trace to Airline or Repair Station
- 3) 8130-3 required

- 1) New parts must be traceable to the Production Approval Holder
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 - Any AD's performed must be clearly noted
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- 3) Alternate or PMA parts are not accepted without expressed prior approval
- 4) NS Parts must have NIS or ICS statements

“NS Parts must have NIS or ICS”

CASE 1: The Issues:

Issue 1: The Airline gave you one, but...



Eagle Air
1212 Airline Road, Suite 321
Sierra Leone, Guinea 143-213

6 June 2013

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This letter serves to attest that at the time of transfer from Eagle Air to PAS, the part(s) was not obtained from a government or military source, nor has been subjected to severe stress or heat (as in a major engine failure, accident or fire).

Sincerely,

A handwritten signature in blue ink that reads "Bwana Jesus".

Bwana Jesus

Chief Inspector, Eagle Air

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Address: 2428 Springdale Road Waukesha, WI 53288			SITA/Wire Code: MILPASC		Status: Supplier		
5a. Seller's Contract # 77768			5b. Buyer's Contract # 10258				
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status	
1 of 1	Switch	V3L-1101-D8 Honeywell	TBV by Installer	25	N/A	NS	
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15. Signature <i>Regina Hughes</i>			19. Signature				
16. Name Regina Hughes		17. Date 2 July 2017		20. Name		21. Date	

Issue 1: The Airline gave you one, but...

Your own cert did not have one

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**And another thing!
There's a move afoot
among some groups to
replace the legacy Non-
Incident statement with an
'Incident/Accident
Clearance Statement, ICS**





AVIATION WORKING GROUP

Doc: 1204/2/15

Incident / Accident Clearance Statement

Aircraft

NOTE: This work from the AWG has been incorporated into the IATA Document that follows



Guidance Material and Best Practices for Aircraft Leases

Effective May 2017

4.4 Incident/Accident Clearance Statement

Although there are no specific regulatory requirements to produce such documents, it is commonly accepted that an Incident/Accident Clearance Statement (ICS) formerly known as Non-Incident/Accident Statement (NIS) is provided by the last operator since the last shop visit. During the last shop visit, the engine/APU/gear is fully dismantled, the parts are inspected and repaired as necessary and their serviceability restored. It is therefore assumed that any part affected by incident, accident, or otherwise, has been replaced or properly repaired.

The purpose of this incident/accident clearance statement is to remove the focus from whether or not an aircraft/engine/part has been subjected to an accident or incident and instead declare that the aircraft/engine/part has been deemed acceptable for continued use.

Two document templates have been designed, one to cater for aircraft and the other for engines. The engine template could also be used for individual parts in circumstances where incident / accident clearance statements are required, alternatively the certification provided in paragraphs 1 & 2 could be included in the remarks section of the ATA106 Spec for commercial trace.

NOTE: This particular sample can be adopted for use with Components as well as the noted Engines

(ON COMPANY LETTERHEAD)

Date

Incident/Accident Clearance Statement

To Whom It May Concern:

Engine serial number [insert ESN], details of which are specified below, has been operated by [insert company name] during the period from [insert delivery date] to [insert redelivery date].

Configuration details as of date of this statement;

Description	Type/Part No.	Serial No.	TSN	CSN
Engine				

I hereby certify that, to the best of my knowledge, during the period stated above:

1. Neither the engine, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. 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 the instructions of the type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.

2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

Authorised Airline Representative

Signature: _____

Name: _____

Position: _____

Here's an excerpt of an ATA Spec 106 with the IATA/AWG Incident / Accident Clearance Statement in block 13a.

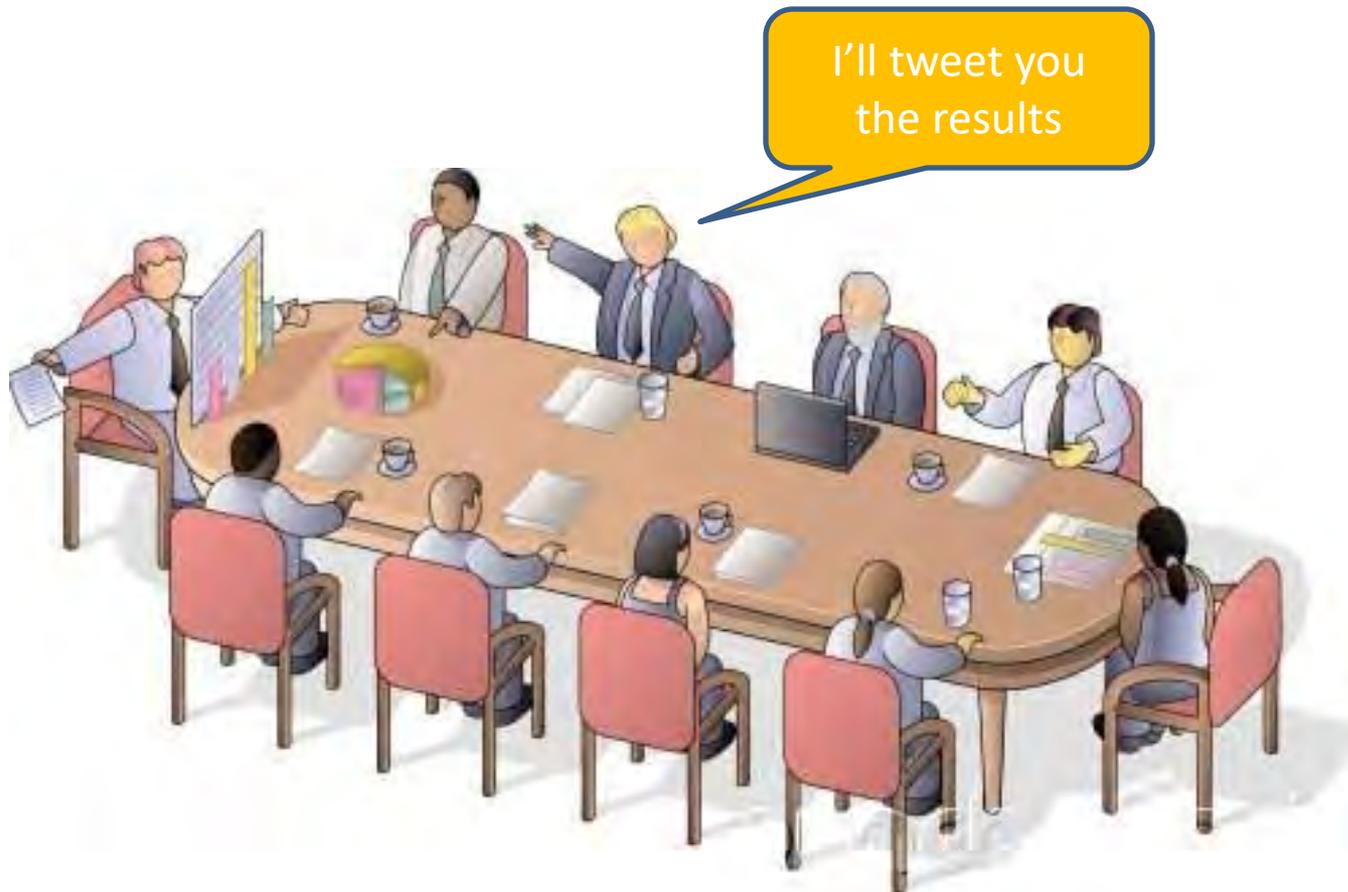
13a. Remarks

1. Neither the part, nor any part installed have been
 - a. damaged during, or identified as the root cause of, a reportable incident or accident as defined by Annex 13 to the Chicago Convention, or
 - b. 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 the instructions of the type certificate holder and/or OEM of the part, and supported by an authorised airworthiness release certificate.
2. No part has been installed on the engine which was obtained from a military source or was previously fitted to a state aircraft as deemed by Article 3 of the Chicago Convention.

13b. Obtained From

13c. Last Certificated Agency

NOTE: At this moment, there is a ASA Committee working with the Airlines For America, A4A (formally the Air Transport Association, ATA), to revise the ATA Spec 106, and hopefully to incorporate the new Incident / Accident Clearance Statement



CASE 1: The Issues:

Issue 2: Lets look at something else the customer asked for:



ValueFlite Airways

664 Beck St.

Bronx, NY 10455

718-665-0676

www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 July 2017

ISSUED TO:

Premium Aerospace Solutions

2428 Springdale Road

Waukesha, WI 53288

ATTN: Sal Scalone

SHIP TO:

ValueFlite Airways

664 Beck St.

Bronx, NY 10455

PN: V3L-1101-D8
DESCRIPTION: Switch
CONDITION: NS
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PRICE: \$6500.00

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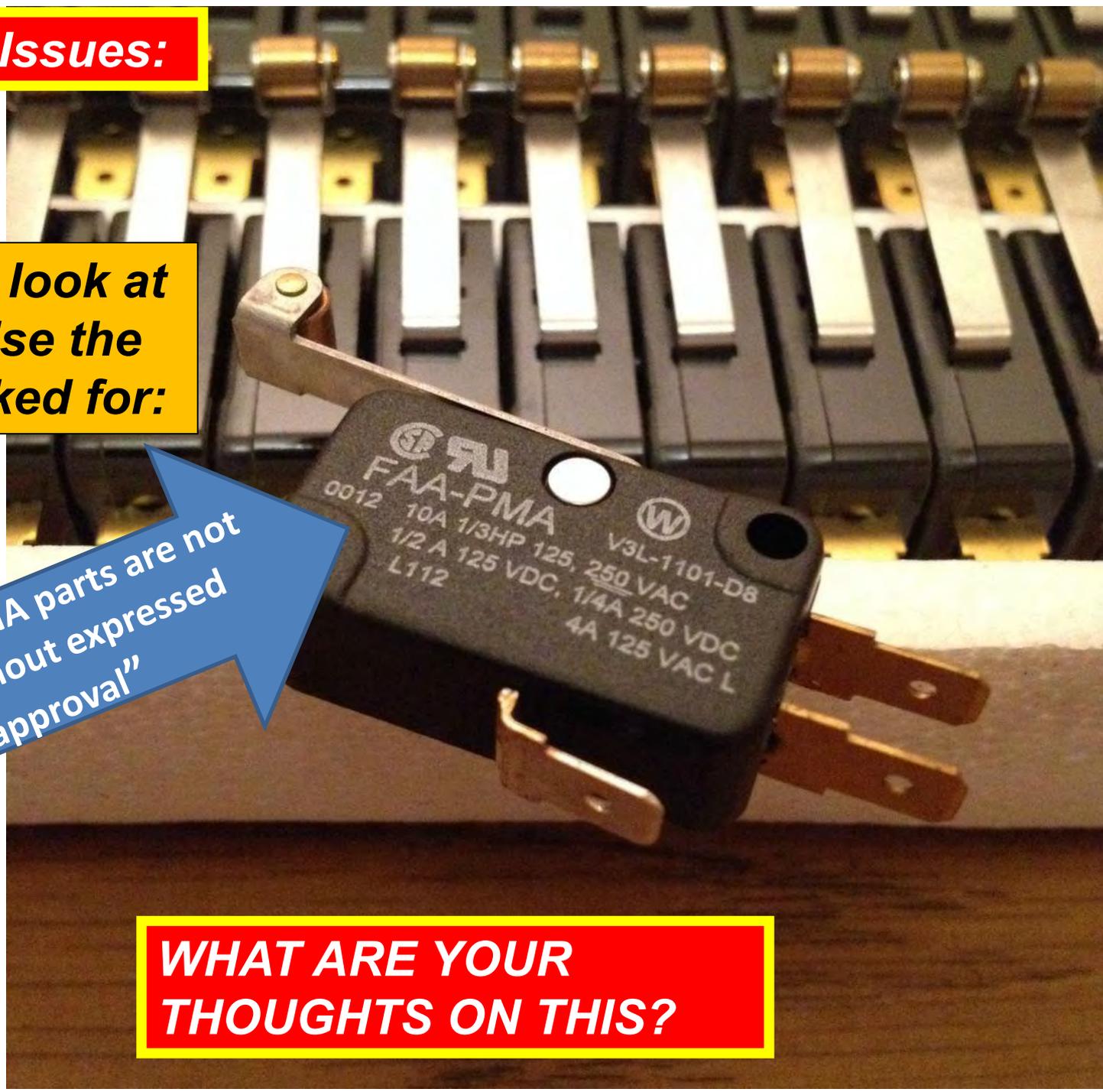
“Alternate or PMA parts are not accepted without expressed prior approval”

CASE 1: The Issues:

Issue 2: Lets look at something else the customer asked for:

“Alternate or PMA parts are not accepted without expressed prior approval”

WHAT ARE YOUR THOUGHTS ON THIS?



CASE 1: The Issues:

***Issue 2: Lets look at the FAA PMA
Website:***