



Search

Search

Aircraft

Airports

Air Traffic

Data & Research

Licenses & Certificates

Operations & Policies

Training & Testing

FAA Home > Aircraft > Aircraft Certification > Design Approvals

Parts Manufacturer Approval (PMA) List of PMA Articles

Select this

We maintain listings of [Parts Manufacturer Approval \(PMA\)](#) articles in the [FAA Regulatory and Guidance Library \(RGL\)](#). In RGL, you may view the PMAs by make and PMA holder, along with the PMA article name, number, approval basis, and the aircraft and engine on which the article can be installed.

We regularly update the PMA listing in RGL; however, it may not include all approved PMA data. If you cannot find in RGL the PMA data you desire, contact the [FAA Manufacturing Inspection Office \(MIO\)](#) in the geographical area of the PMA article holder.

Aircraft Certification

Aircraft Registration

Airworthiness Certification

Continued Operational Safety

Design Approvals

Engines and Propellers

International

Locate an Office

Production Approvals

Aircraft Safety

General Aviation & Recreational Aircraft

Repair Stations



Top Tasks

[Get Form 337, Major Repair and Alteration](#)

[Register an aircraft](#)

[Look up an N-number](#)

[Review preliminary accident data](#)

[Find aircraft safety alerts](#)

[Search for SAIBs](#)

https://www.faa.gov/aircraft/air_cert/design_approvals/pma/pma_parts/

***Which brings you here. Search
on your part number***



Federal Aviation
Administration

Search:

[Search Help](#)

▼ [Parts Manufacturer Approvals](#)

[By Make](#)

[By PMA Holder](#)

[By Publish Date](#)

[Related Links](#)

[Help](#)

Parts Manufacturer Approvals

Parts Manufacturer Approval (PMA) is both a design and a manufacturing approval for materials, parts, processes, and appliances. Procedures are established for the approval of PMA holders.

This database contains the FAA Parts Manufacturer Approval (PMA) information.

The data contained in this website is for information only. For more information or to request a copy of the data, please contact the FAA office located in your geographic area.

Which brings you here. Two things to notice:



Federal Aviation
Administration

Parts Manufacturer Approval

▼ Parts Manufacturer Approval Information

Supplement Number:
13

Supplement Date:
05/07/98

This approval issued to:
Honeywell Sensing and Productivity
Solutions

PMA Holder Number:

PMA Holder's Address:
315 East Stephenson Street
Freeport IL 61032
United States

**1) Your P/N and the
'Replacement For' P/N
are exactly the same.**

Part Name:
Switch

Part Number:
V3L-1101-D8

Replacement For:
Boeing V3L-1101-D8

Make/Model:
Boeing (747-400)

FAA Approval Basis:
Identity per 14 CFR § 21.303, Licensing Agreement

Responsible Office:
Minneapolis MN FAA Office Tel: [\(612\) 713-4370](tel:6127134370)

Additional Information:

This is because...

Which brings you here. Two things to notice:



Federal Aviation
Administration

Parts Manufacturer Approval

▼ Parts Manufacturer Approval Information

Supplement Number:
13

Supplement Date:
05/07/98

This approval issued to:
Honeywell Sensing and Productivity
Solutions

PMA Holder Number:

PMA Holder's Address:
315 East Stephenson Street
Freeport IL 61032
United States

**2) There is a licensing
agreement to do so**

Part Name:
Switch

Part Number:
V3L-1101-D8

Replacement For:
Boeing V3L-1101-D8

Make/Model:
Boeing (747-400)

FAA Approval Basis:
Identity per 14 CFR § 21.303, Licensing Agreement

Responsible Office:
Minneapolis MN FAA Office Tel: (612) 713-4370

Additional Information:

Question: Is this PMA part an 'Alternate' part as restricted in the customer's PO T&C's?

No it is not.



Question: Will your customer's Receiving Inspectors accept these clearly marked PMA parts based on this?

Royboy, while we're on it, is this an alternate?



Federal Aviation
Administration

Parts Manufacturer Approval

▼ Parts Manufacturer Approval Information

Supplement Number:
4

Supplement Date:
02/23/2006

This approval issued to:
Advanced Products

PMA Holder Number:
PQ0275NE

PMA Holder's Address:
33 Defco Park Road
North Haven CT 06473
United States

Part Name:
E-Seal Internal Pressure

Part Number:
69486-03

Replacement For:
J1128P03

Make/Model:
General Electric (CF6-80A, -80A1, -80A2, -80A3, -80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A8, -80C2B1, -80C2B2, -80C2B4, -80C2B6, -80C2B1F, -80C2B2F, -80C2B4F, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2D1F)

FAA Approval Basis:
Test and Computation per 14 CFR § 21.303 Drawing No 69486-03 Rev None Date
Jan. 28.2002 or later FAA approved revisions

This is clearly an alternate or substitute part number

What about this one?



Federal Aviation
Administration

Parts Manufacturer Approval

▼ Parts Manufacturer Approval Information

Supplement Number:
3

Supplement Date:
08/24/97

This approval issued to:
Aero Certification Services LLC, c/o
Gerhardt Gear Co

PMA Holder Number:

PMA Holder's Address:
3060 N California Street
Burbank CA 91504
United States

Part Name:
Hub, Internal Gear

Part Number:
AC3500779-1

Replacement For:
AlliedSignal 3500779-1

Make/Model:
Boeing (707, 720, 727, 737 series)
General Dynamics (CV880, CV990)
McDonnell Douglas (DC-8, DC-9, MD-88 series)

FAA Approval Basis:
Identity per 14 CFR § 21.303

***This too is
clearly an
alternate or
substitute
part number***

CASE 1: The Issues:

Lessons Learned:

- Before shipping, **always look at the customer's PO** (when available). DO NOT ASSUME your ERP system and your own POs “covered all the bases.”
 - By the way, if it appears the customer's PO is not posted, ask the salesperson if they have it. Many times it's ‘forgotten’ or seemingly misplaced
- Non-Incident Statements or Incident Clearance Statements, although not required by regulations, are a de-facto practice in the industry required by many customers
- Although your customer may have restrictions on use of PMA parts, most PMA parts are in fact NOT alternate parts!

CASE 2:
*The customer requires
an Overhauled part*

The Part:



FOR ASATRaining ONLY

1. Approving Civil Aviation Authority/Country: FAA/UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 4343
4. Organization Name and Address: RR Technics 1234 West Kilburn Ave Phoenix, AZ, 1234				5. Work Order/Contract/Invoice Number: 991501	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:
1 of 1	Pressure Switch	CG12201R	1	6167	Overhauled
12. Remarks: Part was Overhauled in accordance with CMM 29-38-01 revision 16 dated 12 October 2015. and detailed in attached Tear-Down Report.					
			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.		
			14b. Authorized Signature: 		14c. Approval Certificate No.: 9PCM101J
			14d. Name (Typed or Printed): Joel Fream		14e. Date (dd/mm/yyyy): 11/Mar/2016
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 2:

The Tear-Down Report:

RR TECHNICS

FAA Repair Station 9PCM101J

Customer PO/RO: 991501 Received PN: CG12201R
 Date Received: 1 March 2016 S/N: 6167
 RRT Work Order: 4343 Work Performed: Repair
 Removal Reason: Intermittent

PRELIMINARY INSPECTION: Connector shows signs of corrosion

- 1) Hipot Test: PASSED
- 2) Continuity Test: PASSED
- 3) Pressure Switching Test: ADJUSTED, PASSED
- 4) Final Test: PASSED

TECHNICIAN: *Ray Rosta*

Work Performed: Replaced connector, adjusted switch

Parts Replaced: 2 O-rings PN MS12345LM Control 6789
 1 Connector PN BACC12345RR77 Control 4567

RETURN TO SERVICE: Part was repaired in accordance with CMM 29-38-01 revision 16 dated 12 October 2015 and returned to service on 8130-3 number 4343

INSP: Joel Fream / *Joel Fream*

DATE: 11 March 2017

See anything wrong with this picture besides the obvious?



CASE 2: The Issues:

1) The Serial Numbers don't match

FOR ASATRaining ONLY

1. Approving Civil Aviation Authority/Country:		2. AUTHORIZED RELEASE CERTIFICATE 0-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 4343	
				5. Work Order/Contract/Invoice Number: 991501	
		9. Quantity:	10. Serial Number:	11. Status/Work:	
		1	6167	Overhauled	
<p>ed 12 October 2015, and detailed in attached Tear-Down Report</p>					
		14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
		14b. Authorized Signature:		14c. Approval/Certificate No.:	
		<i>Joel Fream</i>		9PCM101J	
		14d. Name (Typed or Printed):		14e. Date (dd/mmm/yyyy):	
		Joel Fream		11/Mar/2016	
Installer/Installer Responsibilities do not automatically constitute authority to install the aircraft engine/propeller/article. conditions of an airworthiness authority different than the airworthiness authority of the country specified in authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the					



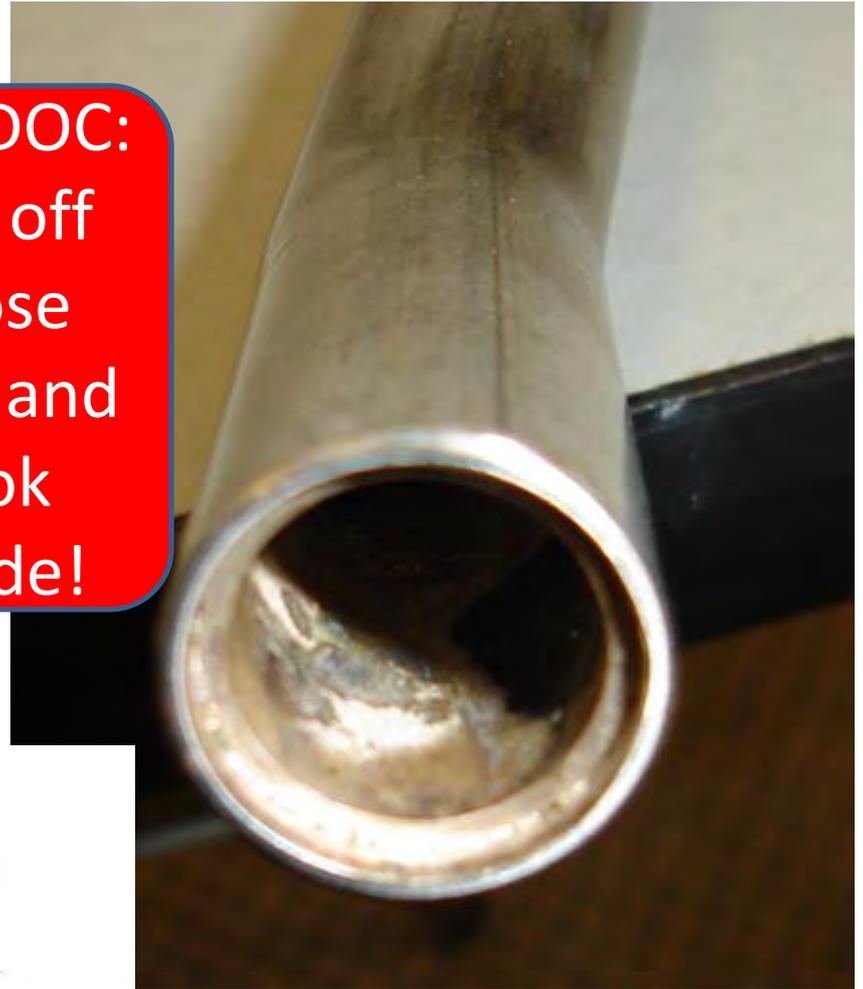
CASE 2: The Issues:

2) A Pin is bent!





HEY DOC:
Pull off
those
caps and
look
inside!



CASE 2: The Issues:

3) The Tear-Down Report also has the wrong S/N

RR TECHNICS

FAA Repair Station 9PCM101J

Customer PO/RO: 991501 Received PN: CG12201R
Date Received: 1 March 2016 S/N: 6167
RRT Work Order: 4343 Work Performed: Repair
Removal Reason: Intermittent

PRELIMINARY INSPECTION: Connector shows signs of corrosion

1) Hipot Test: PASSED
2) Continuity Test: PASSED
3) Pressure Switching Test: ADJUSTED, PASSED
4) Final Test: PASSED

TECHNICIAN: Ray Resto

Work Performed: Replaced connector, adjusted switch

Parts Replaced: 2 O-rings PN MS12345LM Control 6789
1 Connector PN BACC12345RR77 Control 4567

RETURN TO SERVICE: Part was repaired in accordance with CMM 29-38-01 revision 16 dated 12 October 2015 and returned to service on 8130-3 number 4343

INSP: Joel Fream / Joel Fream

DATE: 11 March 2017

CASE 2: The Issues:

4) The Tear-Down Report says the part was repaired, not overhauled

RR TECHNICS

FAA Repair Station 9PCM101J

Customer PO/RO: 991501 Received PN: CG12201R
Date Received: 1 March 2016 S/N: 6167
RRT Work Order: 4343 Work Performed: Repair
Removal Reason: Intermittent

PRELIMINARY INSPECTION: Connector shows signs of corrosion

1) Hipot Test: PASSED
2) Continuity Test: PASSED
3) Pressure Switching Test: ADJUSTED, PASSED
4) Final Test: PASSED

TECHNICIAN: Ray Resto

Work Performed: Replaced connector, adjusted switch

Parts Replaced: 2 O-rings PN MS12345LM Control 6789
1 Connector PN BACC12345RR77 Control 4567

RETURN TO SERVICE: Part was repaired in accordance with CMM 29-38-01 revision 16 dated 12 October 2015 and returned to service on 8130-3 number 4343

INSP: Joel Fream / Joel Fream

DATE: 11 March 2017

CASE 2: The Issues:

Lessons Learned:

- Always cross check ***all*** the paperwork for part number and serial
 - Part
 - Tag
 - Tear down report if applicable
- Take off those caps and perform a visual inspection! BTW: If its an ESD part, make sure you do this at the ESD station
- It is understood that the Tear-down report is not a document generated by yourself, but always check it. It's better you find any issues rather than your customer



Return to [Committees](#) > [Forums and Blogs](#) > [Industry Issues Blog](#)

CAVU Café: Royboy's Prose & Cons

**Note:* The views expressed in CAVU Café: Royboy's Prose & Cons blog are those solely of the writer and are not those of the Association or the Association's staff, members, or Board of Directors.



[About Roy Resto](#)

CAVU Café: Royboy's Prose & Cons

THE VALUE OF TEAR-DOWN REPORTS

Some documents, as Rodney Dangerfield might say, '...'

[Read More](#)

Posted By Roy Resto | 6/6/2017 12:17:36 PM | [Comments](#) (3)

AFTERMARKET TAGS: Overhauled vs. Repaired vs. 2 Years

Time to stir the pot again | continue to hear moa...

[Read More](#)

Posted By Roy Resto | 4/4/2017 1:42:45 PM | [Comments](#) (11)

PACKAGING OF AIRCRAFT PARTS

Would you like me to gift-wrap this for you? We wi...

[Read More](#)

Posted By Roy Resto | 2/1/2017 10:19:33 AM | [Comments](#) (10)

AIRCRAFT BIG DATA, ANALYTICS, AND THE AFTERMARKET

When I hear popular culture terms, I tend to borro...

[Read More](#)

Posted By Roy Resto | 12/1/2016 10:34:59 AM | [Comments](#) (4)

Consignment Refinement

BTW: Check out all the blogs! Note the latest is on Tear-Down reports

Take the time to leave a comment!



AVAILABLE FOR YOUR CONSULTING NEEDS:

Roy Resto: royresto@aol.com, 414-467-3063

WWW.AimSolutionsConsulting.com

Roy Resto is an experienced aviation industry professional having served in management positions with several firms, and is currently President of AIM Consulting Solutions. Most recently he was Vice President of Technical Operations for Tracer Corp. and Messier-Bugatti-Tracer, a family of aviation companies. Prior to this position, he was the COO of Quality Management Solutions LP, a consulting firm specializing in aircraft maintenance. In addition, Roy worked with American Airlines in their Maintenance and Engineering center where he retired as a level 5 Manager, and before that, with McDonnell Douglas. He was also a member of the US Air Force in the Reserves/ANG having served 32 years in Electronic Warfare and Avionics. Resto has served on the FAA's Suspected Unapproved Parts Steering Committee and the Aviation Suppliers Association Board of Directors.

Roy has an MBA in Finance from Oklahoma City University, a BS from Oklahoma State University, an AAS in Avionics from the Community College of the Air Force, and is an Aviation High School graduate. Complementing these, he has an FAA A&P license, an FCC Radiotelephone license with a RADAR endorsement, is an FAA DAR (Designated Airworthiness Representative), Instrument Rated Pilot, and speaks fluent Spanish. His website is: www.AimSolutionsConsulting.com

That's all folks!

