

ADVENTURES IN OUTER TRACE!



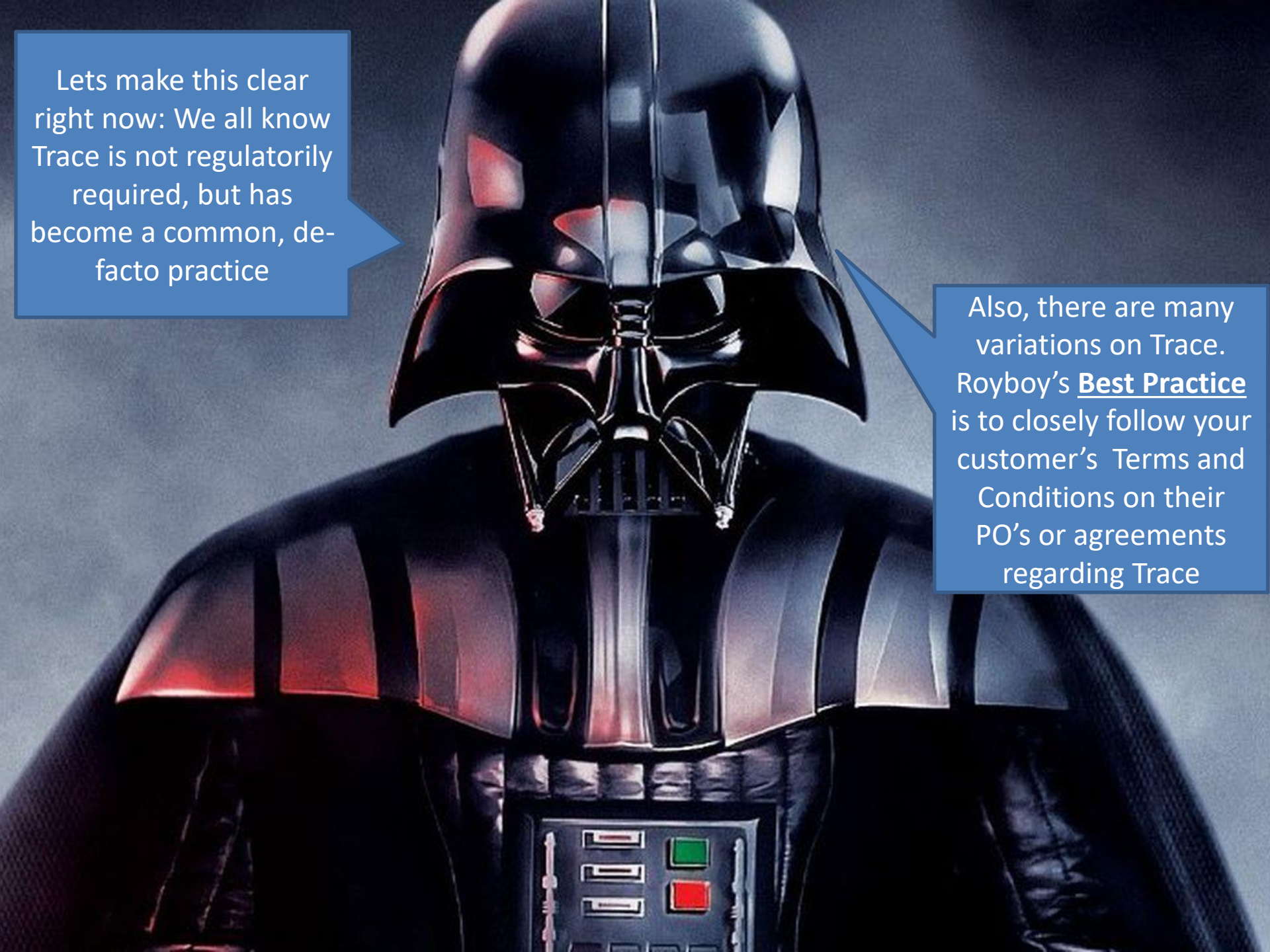
ASA CONFERENCE 2018



NOTE: This presentation is designed for you to take back to your company and use as a training tool.

The sample forms used in the exercises are contained in the back. Use these for your own training sessions.

After the conference you will receive instructions on how to access the presentations from all the workshops and general sessions.



Lets make this clear
right now: We all know
Trace is not regulatorily
required, but has
become a common, de-
facto practice

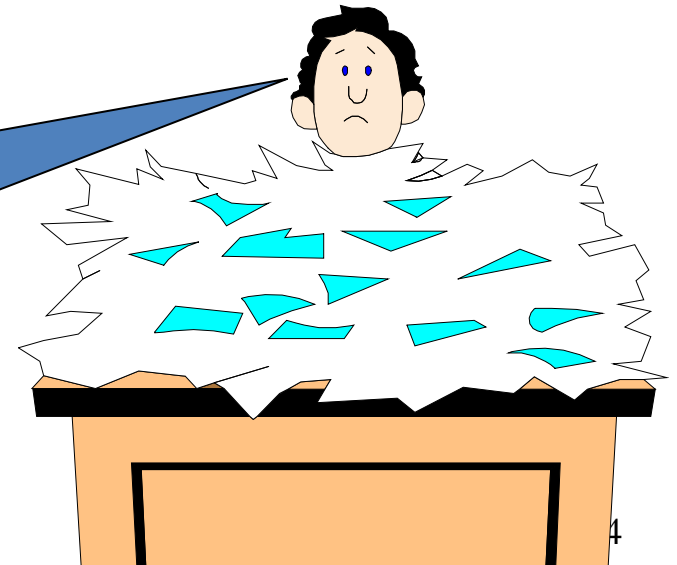
Also, there are many
variations on Trace.
Royboy's **Best Practice**
is to closely follow your
customer's Terms and
Conditions on their
PO's or agreements
regarding Trace

QUESTION: What *is Trace*?

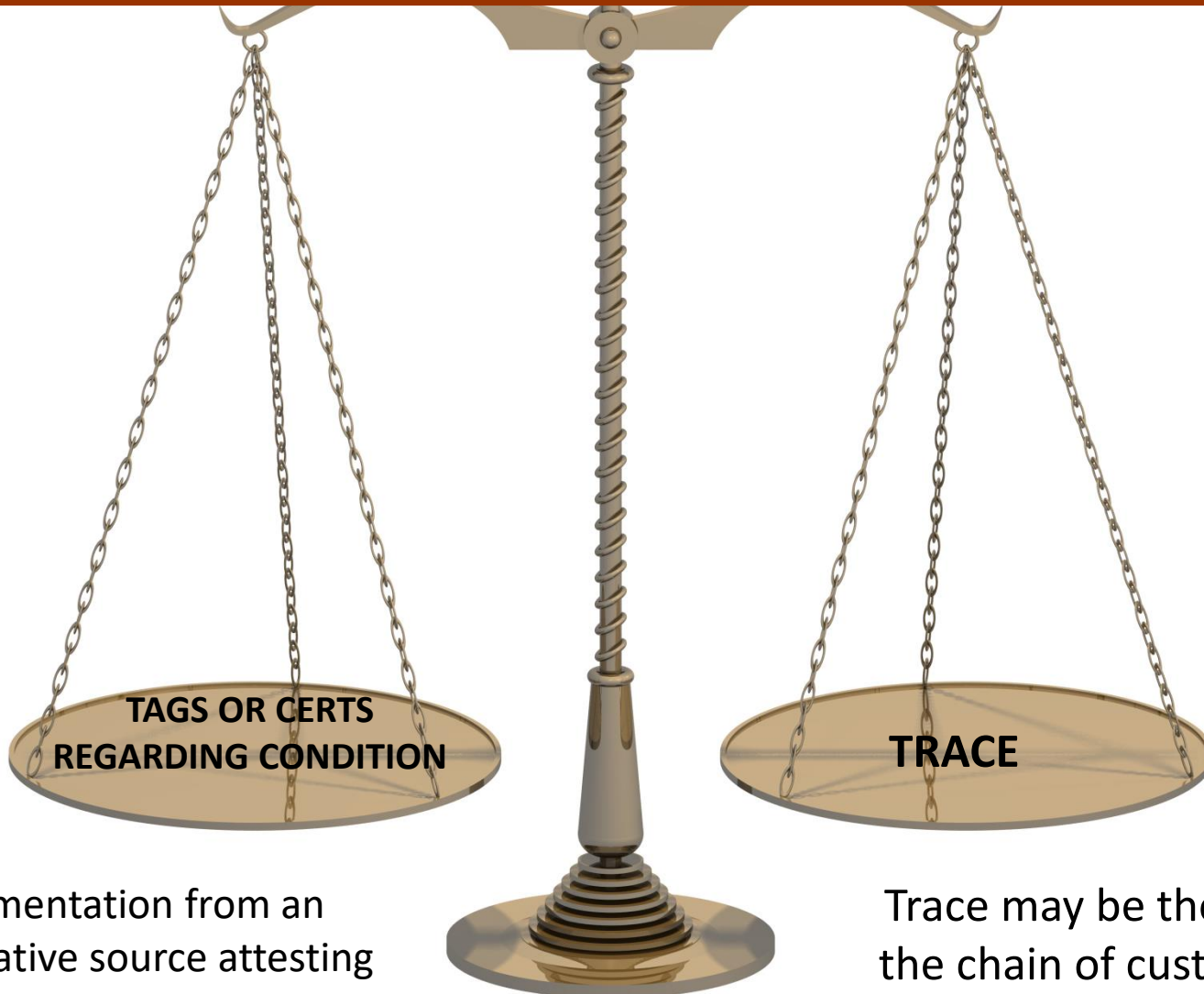
ANSWER: The ability via documentation to track aircraft parts, processes, and materials by lot, serial number or other means *to the certificated source or manufacturer.* ATA Spec 106

ANSWER: Track parts, processes, and materials to a source. ASA -100

We're really talking about a chain of custody. *Emphasis is placed on the SELLER'S attestation* that they sold the part to whomever



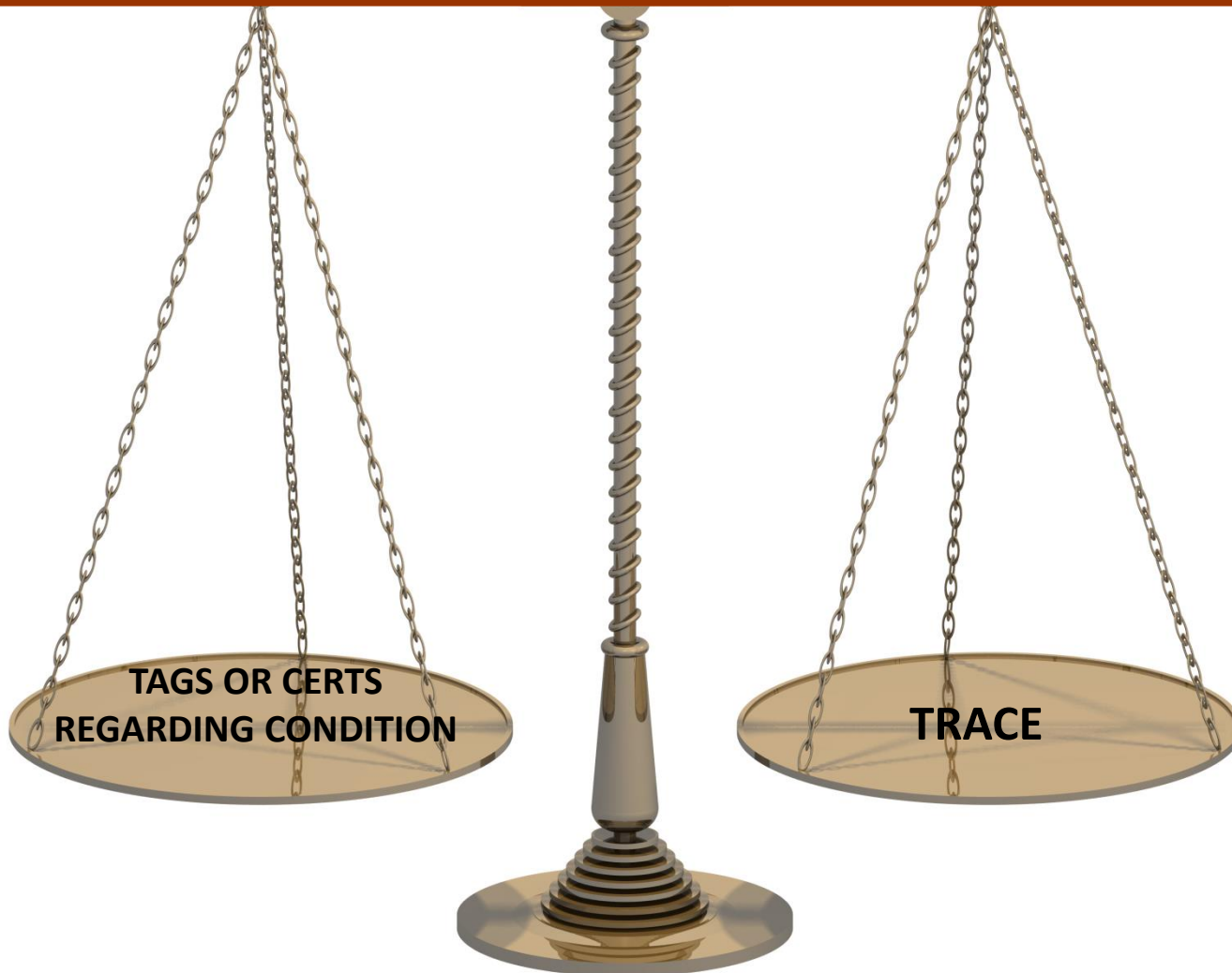
Normally, for aircraft parts to sell, **TWO** elements must be satisfactorily addressed: NOTE: This excludes price



Documentation from an authoritative source attesting to the **condition** of the part

Trace may be thought of as the chain of custody for the part; **where it came from.**⁵

The two issues of Tags (or Certs Documentation) **must not** be confused with Trace; *they are separate and distinct.*





TRACE: History and background



First we must have a history lesson regarding documentation



TRACE: History and background

In 1993, at a time when the issue of 'Bogus Parts' was becoming a national topic of concern, the Airlines collaborated through their membership in the Air Transport Association (ATA), and created this historical document : Carefully note the title:

ATA Specification 106

ATA Specification 106

Sources & Approved Parts Qualification Guidelines

Revision 2001.1

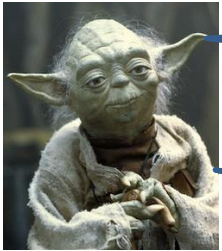
Air Transport Association of America, Inc.
1301 Pennsylvania Avenue, NW - Suite 1100
Washington, DC 20004-1707
USA

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TRACE: History and background

Nearly everyone is familiar with the Form ATA Spec 106, Material Certification. The Form and its instructions are contained in the 45 page document.



Informally among airline committee members, the form was called the “Frisbee Form”, in a nod to the airline person who created it (Jim Frisbee of Northwest Airlines).

SIGNIFICANTLY, the Spec also contained and suggested a Quality System that could be used by suppliers and distributors.

This became the initial model for :

- ASA-100
- CASE 3A

DID YOU KNOW?: The Air Transport has changed their name and is now called Airlines for America, shortened to A4A



TRACE: History and background

Equally significant was the creation of Table B-1 in the Spec. Take a moment to study it. The Lettered references follow...

ATA Specification 106

Table B-1.1: Aircraft Parts Documentation Requirements

Part Supplier	Part Condition	Standard Hardware (Note 1)	Commercial Hardware (Note 1)	Life Limited (Note 2)	Time controlled (Note 3)	Repairable/Recoverable	Expendable
TC/PC Holder/Licensee	New/Rebuilt	A, G or H	A, G or H	A,B or C	A,B or C	A,B or C	A,B or C
STC, TSOA, PMA Holder	New Rebuilt	A, G or H	A, G or H	B,C or G	B,C or G	B,C or G	B,C or G
FAR 121/ 129/135 Air Carrier	New	E or G	E or G	B,E or G	B,E or G	B,E or G	B,E or G
	Repaired			B,E or G	B,E or G	B,E or G	B,E or G
	Overhauled			B,E or G	B,E or G	B,E or G	
FAR 145 Repair Station (Incl. MMF)	New	G	G	G	G	G	G
	Repaired			B or F	B or F	B or F	B or F
	Overhauled			B or F	B or F	B or F	
Foreign Carrier	New	C	C	C	C	C	C
	Repaired			C (note 5)	C (note 5)	C (note 5)	C (note 5)
	Overhauled				C (note 5)	C (note 5)	
Foreign Mfr	New/Rebuilt			C & D	C & D	C & D	C & D
Supplier (Note 4)	New/Rebuilt	G	G	G	G	G	G
	Repaired			G + B,E or F	G + B,E or F	G + B,E or F	
	Overhauled				G + B,E or F	G + B,E or F	

Purpose: To identify the minimum documents the seller must provide when selling the above listed parts. Individual buyers may require further traceability or other documentation.



TRACE: History and background

The lettered references follow below. Note: The table is quite dated and has not been updated (as of this date).

- A. Shipping ticket, Packing List, Certification of Conformity, Invoice, etc. from the Type Certificate (TC) or Production Certificate (PC) holder/licensee with the TC/PC number listed.
- B. FAA Form 8130-3.
- C. JAA Form One and Transport Canada Form 24-0078 (see note 5).
- D. Written authorization for direct shipment from the Production Approval Holder (PAH).
- E. FAR 121/135 Air Carrier Serviceable Tag.
- F. FAR Part 145 Repair Station Serviceable Tag.
- G. Part or Material Certification.
- H. Acceptable certification of conformance for commercial materials or parts.

NOTE 1: The documentation must state the appropriate specification the material meets.

NOTE 2: The seller must supply documentation indicating the "Cradle to Grave" history of the part.

DID YOU KNOW?: This table was widely copied, adapted, and updated for use in Receiving Inspection standards by many airlines and Repair Stations



TRACE: History and background

CURRENTLY, the FAA has a similar table in its AC 20-154 titled “Guide for Developing a Receiving Inspection System for Aircraft Parts and Materials.”

APPENDIX 2. AIRCRAFT PARTS AND MATERIAL DOCUMENTATION REQUIREMENTS

Part Supplier	Part Condition	Rotable, Repairable, Expendable (Note 1, 2, & 3)	Standard Part or Material	Commercial Part or Material
Production Certificate (PC) Holder/Licensee	New/Rebuilt	PC	PC or CS	PS
Parts Manufacturer Approval (PMA), Technical Standard Order Authorization (TSOA) Holder	New/Rebuilt	PS	CS	PS
U.S. Air Carrier, Repair Station, Repair Station located outside the United States, Production Approval Holder (PAH), Supplemental Type Certificate/type certificate (STC/TC) only	New/Rebuilt	FL or FR	CS	PS
	Repaired	FR	-	-
	Overhauled	FL or FR	-	-
Foreign Carrier/Repair Station located outside the United States, Foreign Mfg.	New/Rebuilt	JL or JR	CS	PS
	Repaired	JR	-	-
	Overhauled	JL or JR	-	-
Distributor	Serviceable	PA	CS	PS
Any Source	“AS IS”	PS	PS	PS

Purpose: To identify the minimum documents that should be provided when receiving parts or materials.



TRACE: History and background

Here is the referenced letter key for the FAA's AC

APPENDIX 2. AIRCRAFT PARTS AND MATERIAL DOCUMENTATION REQUIREMENTS (Continued)

KEY

- PC** Shipping ticket, packing slip, invoice, etc. from the PC holder/licensee with the PC number listed. Include PAH part number, name, or Commercial and Government Entity (CAGE) code on the documentation.
Optional: Use FL or JL.
- FL** Federal Aviation Administration (FAA) Form 8130-3 left side signed that lists manufacturer's name or CAGE code. A CAGE code is a controlled identifier used by the Department of Defense (DOD) to identify the manufacturer of a part or product produced under a government contract.
- FR** FAA Form 8130-3 right side signed for return to service. Include approval reference. XYZ will verify airworthiness and return part to service if form is signed only for work performed.
- JL** Joint Aviation Authorities (JAA) Form 1 (invalid if dated after 11/28/04), European Aviation Safety Agency (EASA) Form 1 (valid after 11/28/04), Transport Canada Authorized Release Certificate – Form One, or equivalent form from Bilateral Airworthiness Agreement (BAA) country with left side signed that lists manufacturer name or CAGE code.
- JR** JAA Form 1 (invalid if dated after 11/28/04), EASA Form 1 (valid after 11/28/04), Transport Canada Authorized Release Certificate – Form One, or equivalent form from Bilateral Aviation Safety Agreement (BASA) country with right side signed for return to service. Include approval reference. Item cannot be accepted without BASA, unless the person/organization is authorized by the FAA, and is so indicated on the form. Operator will verify airworthiness and return part to service if form is signed only for work performed.
- CS** Certification statement on packing slip or attachment that lists manufacturers name or CAGE code. The statement must indicate the part or material meets the applicable specifications.
Optional: Use Certification of Conformance (C of C), material certification, FL, or JL.
- PS** Packing slip that lists manufactures name or CAGE code.
Unmarked PMA/Technical Standard Order (TSO) piece parts require FL, FR, JL, or JR. Parts procured "AS IS" will be treated as UNSERVICEABLE until conformity is accomplished.
- PA** Packing slip attachments showing traceability through documentation to an approved source listed in Appendix 2. Part markings (i.e., part number, mfg. name, PAH stamp, etc.) may be used in lieu of paper documentation.
Optional: Use FL, FR, JL, or JR.

NOTE for Rotable, Repairable, and Expendable Parts or Components:

- (1) For life-limited parts the seller must supply documentation indicating the current status of the part, including items listed in Notes 2 and 3. There must be a sufficient degree of certainty that the parts status is current.
- (2) For time-controlled parts the seller must list hours, cycles, and/or days since last overhaul and the record of work accomplished, with approval references.
- (3) Airworthiness Directive (AD) and Service Bulletin (SB) modification status must be provided if applicable.

DID YOU KNOW?: An ASA Subcommittee is working with the A4A to revise the ATA Spec 106 Specification.



My bacon was a little Chewie



GOLF BALL QUESTION!



What is the name of this spacecraft?

Naboo Starfighter



CASE 1: Trace on a part disassembled from a tear-down project with trace to an operator and MSN

A typical Scenario

The Operator or Lessor sells the Asset (Aircraft or Engine) to an interested party who will disassemble it

DOCUMENTATION:

1) Signed Sales agreement between the parties. The specifics of the asset are listed as applicable:

- MSN
- Tail Number
- Hours
- Engine /APU information

2) Non-Incident statement from the operator

The new owner of the asset commissions the disassembly operation



DOCUMENTATION:

- 1) The Disassembler's removal tag listing the aircraft MSN, or Engine SN. Or APU SN.
- 2) ATA Spec 106 or equivalent
- 3) In most cases the part was removed in 'AR' condition, HOWEVER, in some cases you may see an 8130-3 tag in "Inspected" condition if the disassembler, for example, is a Repair Station with procedures to do so.

That removal tag is one of the most important documents to have!





CASE 1: Trace a part disassembled from a tear-down project with trace to an operator and MSN



BTW, here's a typical "Tail Number". Here are some tips to remember:

- Tail Numbers are really Registration Numbers required by the country where the aircraft is registered.
- During the life of the aircraft these tail numbers can change based on location or ownership.

While tail numbers may change for a given aircraft, the Manufacturer's Serial Number (MSN) will not. *For this reason, MSN's are much better for establishing trace!*

DID YOU KNOW?: ICAO establishes the prefix used in Registration, tail number markings by nationality/country. For example, "N" is for USA, "B" for China, "HZ" for Saudi Arabia, "VT" for India, etc.

CASE 1: You are about to ship this Valve to the customer:

The Documents You are inspecting:

**1 of 5:
Purchase/Sales Agreement**

Aircraft Purchase/Sales Agreement

THIS AGREEMENT, is entered into this **6 day of June, 2013**, by and between, **Resto's Industrial Processing-International Teardowns (RIP-IT)(the "Buyer")**, an individual, whose principal address is 664 Beck St, Bronx, NY 10455; and **Eagle Air (the "Seller")**, an Airline, whose principal address is 1212 Airline Road, Suite 321, Sierra Leone, Guinea 143-213:

IN WITNESS WHEREOF, in consideration of the premises, the mutual covenants contained herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties do hereby agree as follows:

1. Sale of Aircraft. Seller agrees to sell to Buyer and Buyer agrees to purchase from Seller the following Aircraft (the "Aircraft"):

- Lockheed model 382, MSN 38543, with 55,213 hours and 15,101 cycles.
- Allison 501-D22A Turboprop Engine SN 987123, 8,361 cycles
- Allison 501-D22A Turboprop Engine SN 987342, 5,301 cycles
- Allison 501-D22A Turboprop Engine SN 987564, 6,891 cycles
- Allison 501-D22A Turboprop Engine SN 987561, 7,990 Cycles
- APU GTCP 85 SN 2311987, 1,098 Hours

Seller warrants that Seller holds legal title to the Aircraft and that title will be transferred to Buyer free and clear of any liens, claims, charges, or encumbrances. Upon delivery of the Aircraft and payment of the balance of the purchase price, in accordance with this Agreement, Seller shall execute a bill of sale granting good and marketable title to the Aircraft.

2. Consideration. It is agreed that the price of the Aircraft is Sixty Nine Thousand, Nine Hundred Dollars (\$69,900.00 USD) and is due on delivery of the Aircraft. All monies paid in accordance with this Agreement will be made by direct wire transfer to a bank account of the Seller's choosing.

3. Deposit. The Buyer shall pay, by direct wire transfer to a bank account of the Seller's choosing, a deposit of Seven Thousand Dollars (\$7,000.00 USD). The deposit is non-refundable unless otherwise stipulated in this agreement. The deposit shall be credited to the purchase price of the Aircraft.

4. Pre-purchase Inspection. After the signing of this Agreement and the payment of the deposit, the Buyer shall have the right, and is encouraged, to perform a pre-purchase inspection of the Aircraft. Such inspection shall be at the Buyer's expense and may be performed by an individual(s) of Buyer's choice, so long as he/she/they hold current Airframe and Powerplant mechanic certificates issued by the US Federal Aviation Administration. The inspection shall be performed at Piper Memorial Airport (LHV). Upon completion of this inspection, Buyer shall present to the Seller any list of discrepancies compiled. The Seller shall have ten (10) business days to review the list and to notify the Buyer of Seller's decision: (a) to pay to have repaired only those discrepancies rendering the aircraft unairworthy, at Seller's expense, and to complete the sale; or (b) to decline to pay the costs of repairs and to terminate the Agreement. If Seller declines to pay the cost of repairs, Seller shall refund, or have refunded, the Buyer's deposit less any applicable bank transfer charges and currency exchange fees.

5. Aircraft Delivery. It is agreed that the Aircraft and its logbooks shall be delivered on or before 1 July 2013 at Piper Memorial Airport (LHV). Payment in full, as described above, is a condition of delivery. Title and risk of loss or damage to the Aircraft shall pass to Buyer at the time of delivery. The Aircraft will be delivered to Buyer in its present condition, normal wear and tear excepted, with a valid FAA Certificate of Airworthiness.

6. Warranties. Except as provided otherwise in this agreement, this Aircraft is sold "as is." There are no warranties, either express or implied with respect to merchantability or fitness applicable to the Aircraft or any equipment applicable thereto including warranties as to the accuracy of the Aircraft's logbooks, made by Seller. Buyer agrees that no warranty has been expressed or implied by Seller and that Buyer has inspected the Aircraft and understands that it is being purchased "as

CASE 1: You are about to ship this Valve to the customer:

The Documents You are inspecting:

2 of 5: Operator's Non-Incident Statement



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 with Resto's Industrial Processing-International Teardown (RIP-IT), for the sale of the following aircraft and engines.

- Lockheed model 382, MSN 38543, with 55,213 hours and 15,101 cycles.
- Allison 501-D22A Turboprop Engine SN 987123, 8,361 cycles
- Allison 501-D22A Turboprop Engine SN 987342, 5,301 cycles
- Allison 501-D22A Turboprop Engine SN 987564, 6,891 cycles
- Allison 501-D22A Turboprop Engine SN 987561, 7,990 Cycles
- APU GTCP 85 SN 2311987, 1,098 Hours

At the time of transfer from Eagle Air to RIP-IT, these assets were not obtained from a government or military source, nor have 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 Jestuis".

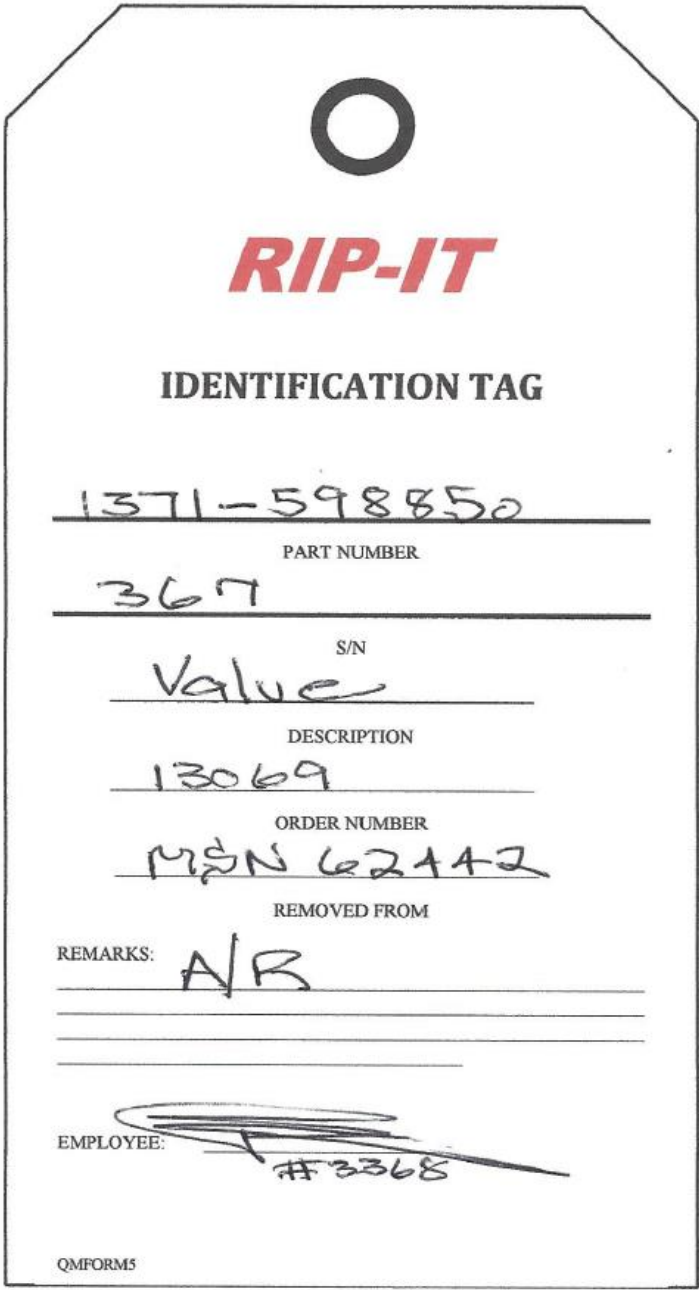
Bwana Jestuis

Chief Inspector

CASE 1: You are about to ship this Valve to the customer:

The Documents You are inspecting:

3 of 5: Removal Tag



A white identification tag with a hole at the top. The text is as follows:

RIP-IT

IDENTIFICATION TAG

1371-598850
PART NUMBER

367
S/N

Valve
DESCRIPTION

13069
ORDER NUMBER

MSN 62142
REMOVED FROM

REMARKS: A/R

EMPLOYEE: [Signature]
#3368

QMFORM5

CASE 1: You are about to ship this Valve to the customer:

The Documents You are inspecting:

4 of 5: Material Cert

1. PART OR MATERIAL CERTIFICATION FORM							ATA SPECIFICATION 106
2. Seller's Name RIP-IT			3. Reference # 77768				
4. Organization Resto's Industrial Processing – International Teardowns (RIP-IT) Address: 664 Beck St. Bronx, NY 10455			Phone #: 718-780-9995 FAX #: 718-780-9996 SITA/Wire Code: BRXRIP 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	Valve, Hydraulic Solenoid	137-598850 Parker	TBV by Installer	1	367	SV	
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.							
13b. Obtained From Eagle Air, MSN 38543			13c. Last Certificated Agency Performance Component MRO				
14. New Parts / Material Verification. 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. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.				
15. Signature			19. Signature <i>Regina Hughes</i>				
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016	

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: You are about to ship this Valve to the customer:

The Documents You are inspecting:

5 of 5: The 8130-3

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: Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilbuck Ave Madison, WI 53201				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	Accumulator	1371-598850	1	367	Repaired	
12. Remarks: Unit was Repaired in accordance with CMM 29-58-15 rev 8 dated 13 January 2016.						
				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: <i>Joel Fream</i>		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.						



GOLF BALL QUESTION!



**Who was the only actor ever
nominated for an Oscar for his/her
work in one of the 'Star Wars' movies?**

Alec Guinness



WORKSHOP SCENARIO CASE 1:

- 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) Based on the given documents, are there any errors?***

CASE 1: The Issues:

First: Is this really an Accumulator?

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: Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201				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	Accumulator	1371-598850	1	367	Repaired			
12. Remarks: Unit was Repaired in accordance with CMM 29-58-15 rev 8 dated 13 January 2016.								
				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: <i>Joel Fream</i>		14c. Approval/Certificate No.: 9PCM101J		
				14d. Name (Typed or Printed): Joel Fream		14e. Date (dd/mmm/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 1: The Issues:


Second: Wrong PN on Trace Cert

1. PART OR MATERIAL CERTIFICATION FORM							ATA SPECIFICATION 106
2. Seller's Name RIP-IT			3. Reference # 77768				
4. Organization Resto's Industrial Processing – International Teardowns (RIP-IT) Address: 664 Beck St. Bronx, NY 10455			Phone #: 718-780-9995 FAX #: 718-780-9996 SITA/Wire Code: BRXRIP 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	Valve, Hydraulic Solenoid	137-598850 Parker	TBV by Installer	1	367	SV	
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.							
13b. Obtained From Eagle Air, MSN 38543			13c. Last Certificated Agency Performance Component MRO				
14. New Parts / Material Verification. 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. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.				
15. Signature			19. Signature <i>Regina Hughes</i>				
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016	

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: The Issues:

Third: Removal Tag and Trace NIS don't match regarding 'MSN'


RIP-IT

IDENTIFICATION TAG

1371-598850
PART NUMBER

367
S/N

Value
DESCRIPTION

13069
ORDER NUMBER

MSN 62142
REMOVED FROM

REMARKS: AR

EMPLOYEE: [Signature]
#3368

QMFORM5



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 with Resto's Industrial Processing-International Teardown (RIP-IT), for the sale of the following aircraft and engines.

- Lockheed model 382, MSN 38543, with 55,213 hours and 15,101 cycles.
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- Allison 501-D22A Turboprop Engine SN 987564, 6,891 cycles
- Allison 501-D22A Turboprop Engine SN 987561, 7,990 Cycles
- APU GTC85 SN 2311987, 1,098 Hours

At the time of transfer from Eagle Air to RIP-IT, these assets were not obtained from a government or military source, nor have been subjected to severe stress or heat (as in a major engine failure, accident or fire).

Sincerely,

Bwana Jestuis

Bwana Jestuis

Chief Inspector

CASE 1: The Issues:

SIDEBAR:

It's encouraged, but not always practiced, to place the Next Higher Assembly's S/N somewhere on the ATA Spec form or its equivalent. For example, an MSN or Engine SN

Here the MSN is noted on the form from the Teardown Facility.

You are similarly encouraged to put it on your own form going to your customer

1. PART OR MATERIAL CERTIFICATION FORM ATA SPECIFICATION 106						
2. Seller's Name RIP-IT			3. Reference # 77768			
4. Organization Resto's Industrial Processing – International Teardowns (RIP-IT) Address: 664 Beck St. Bronx, NY 10455			Phone #: 718-780-9995 FAX #: 718-780-9996 SITA/Wire Code: BRXRIP 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	Valve, Hydraulic Solenoid	137-598850 Parker	TBV by Installer	1	367	SV
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.						
13b. Obtained From Eagle Air, MSN 38543			13c. Last Certificated Agency Performance Component MRO			
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 <i>Regina Hughes</i>			
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016

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: The Issues:

SIDEBAR: Review of typical Trace Chain of Custody for stated trace to a teardown

DOCUMENTATION:

Signed Sales/Purchase agreement between the parties. The specifics of the asset are listed as applicable:

- MSN
- Tail Number
- Hours
- Engine /APU information

DOCUMENTATION:

Non-Incident statement from the operator

DOCUMENTATION:

Removal Tag

DOCUMENTATION:

ATA Spec 106 or equivalent summarizing the details



CASE 2: This is a drop ship, and per your policy you are reviewing the CDU's paperwork before approving the shipment:

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 March 2016

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: 688-2120-001
DESCRIPTION: CDU
CONDITION: Overhauled
PRICE: \$6200.00

- Notes:
- 1) Ship FedEx P1 to noted location, account number 2133456987
 - 2) Trace to 121, 129, or 145
 - 3) Dual Release

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

CASE 2: This is a drop ship, and per your policy you are reviewing the CDU's paperwork before approving the shipment:

The Documents Provided:

Your own Cert

By the way, YOU are Premium Aerospace Solutions

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		FAX #: 262-780-9996		
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	CDU	688-2120-001 Collins	TBV by Installer	1	5308	OH	
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.							
13b. Obtained From 129 Eagle Air			13c. Last Certificated Agency Performance Component MRO				
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 <i>Regina Hughes</i>				
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016	

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 2: This is a drop ship, and per your policy you are reviewing the CDU's paperwork before approving the shipment:

The Documents Provided:

Trace: Page 1 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 2: This is a drop ship, and per your policy you are reviewing the CDU's paperwork before approving the shipment:

The Documents Provided:

Trace: Page 2 of 2

1. PART OR MATERIAL CERTIFICATION FORM						ATA SPECIFICATION 106
2. Seller's Name Eagle Air			3. Reference # 78712			
4. Organization Eagle Air			Phone #: 23-7889-9990		FAX #: 23-7889-9991	
Address: 1212 Airline Road, Suite 321 Sierra Leone, Guinea 143-213			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	CDU	688-2120-001 Collins	TBV by Installer	1	5308	RP
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. New Parts / Material Verification. 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. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.			
15. Signature			19. Signature <i>Bwana Jestuis</i>			
16. Name		17. Date		20. Name Bwana Jestuis		21. Date 15 September 2013

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 2: This is a drop ship, and per your policy you are reviewing the paperwork before approving the shipment:

The 8130-3:

The Documents Provided:

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:		Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201			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	Control Display Unit	688-212-001	1	5308	Repaired

12. Remarks:
Unit was overhauled in accordance with CMM 34-58-15 rev 8 dated 13 January 2016.

	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: <i>Joel Fream</i>	14c. Approval/Certificate No.: 9PCM101J
	14d. Name (Typed or Printed): Joel Fream	14e. Date (dd/mmm/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 Issues:

First, lets look at something the customer asked for:

Trace to a 121, 129 or 145



ValueFlite Airways

664 Beck St.
Bronx, NY 10455
718-665-0676
www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 March 2016

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: 688-2120-001
DESCRIPTION: CDU
CONDITION: Overhauled
PRICE: \$6200.00

Notes:

- 1) Ship FedEx P1 to noted location, account number 2133456987
- 2) Trace to 121, 129, or 145
- 3) Dual Release

- 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

CASE 2: The Issues:

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		FAX #: 262-780-9996		
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	CDU	688-2120-001 Collins	TBV by Installer	1	5308	OH	
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.							
13b. Obtained From 129 Eagle Air			13c. Last Certificated Agency Performance Component MRO				
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 <i>Regina Hughes</i>				
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016	

Your own cert says
you obtained it from
a 129

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 2: The Issues:


PROBLEM: Eagle Air in Guinea is NOT A 129!

<http://av-info.faa.gov/OpCert.asp>

Federal Aviation Admini × +

← → ↻ | av-info.faa.gov/OpCert.asp

Suggested Sites (6)

 **Federal Aviation Administration**
Moving America Safely


[FAA.gov Home](#)

Airline Certificate Information - Search for an Airline by:

Partial Airline Name

[Definitions and terms](#) [Database contents and limitations](#)
CONTAINS DATA FOR SCHEDULED AIR CARRIERS ONLY

[firstgov.gov](#) | [Privacy Policy](#) | [Web Policies & Notices](#) | [Site Map](#) | [Contact Us](#) | [Frequently Asked Questions](#) | [Forms](#)

 **U.S. Department of Transportation**
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Readers & Viewers: [PDF Reader](#) | [MS Word Viewer](#) | [MS PowerPoint Viewer](#) | [MS Excel Viewer](#) | [WinZip](#)

Search the web and Windows

3:59 PM
5/31/2016

CASE 2: The Issues:

Second, lets look at something else the customer asked for:

A 'Dual Release'



ValueFlite Airways

664 Beck St.
Bronx, NY 10455
718-665-0676
www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 March 2016

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: 688-2120-001
DESCRIPTION: CDU
CONDITION: Overhauled
PRICE: \$6200.00

Notes:

- 1) Ship FedEx P1 to noted location, account number 2133456987
- 2) Trace to 121, 129, or 145
- 3) Dual Release

- 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

CASE 2: The Issues:

Problem: This is not a Dual Release!

The EASA Statement is missing from block 12

This block is not checked off

1. Approving Civil Aviation Authority/Country: UNITED STATES		2. AUTHORITY FAA WORTHINESS APPROVAL TAG		3. Form Tracking Number: 4343	
Name and Address: Performance Component 2200 West Kilburn Ave Madison, WI 53201		8. Part Number: 688-212-001		5. Work Order/Contract/Invoice Number: 991501	
Item: 1 of 1		10. Serial Number: 5308		11. Status/Work: Repaired	
12. Remarks: Unit was overhauled in accordance with FAA Advisory Circular 34-58-15 rev 8 dated 13 January 2016.					
		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: <i>Joel Fream</i>		14c. Approval/Certificate No.: 9PCM101J	
		14d. Name (Typed or Printed): Joel Fream		14e. Date (dd/mmm/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 Issues:

Third, 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 March 2016

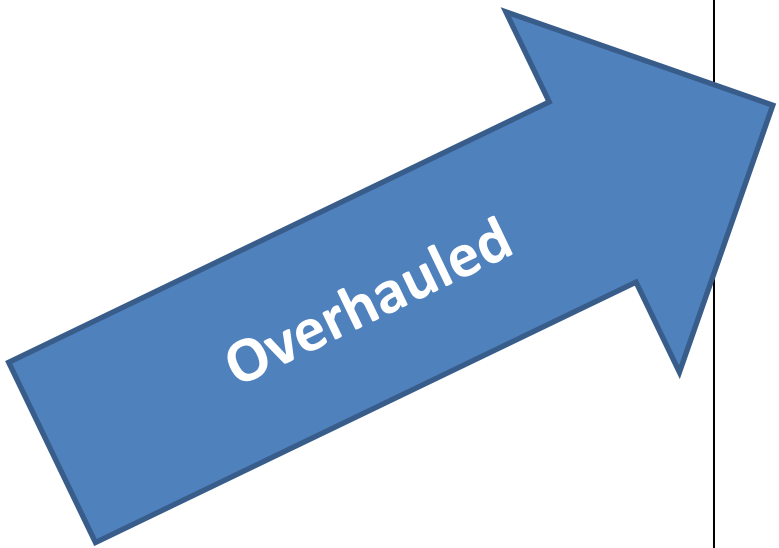
ISSUED TO:
Premium Aerospace Solutions
2428 Springdale Road
Waukesha, WI 53288
ATTN: Sal Scalone

SHIP TO:
ValueFlite Airways
664 Beck St.
Bronx, NY 10455

PN: 688-2120-001
DESCRIPTION: CDU
CONDITION: Overhauled
PRICE: \$6200.00

Notes:
1) Ship FedEx P1 to noted location, account number 2133456987
2) Trace to 121, 129, or 145
3) Dual Release

- 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



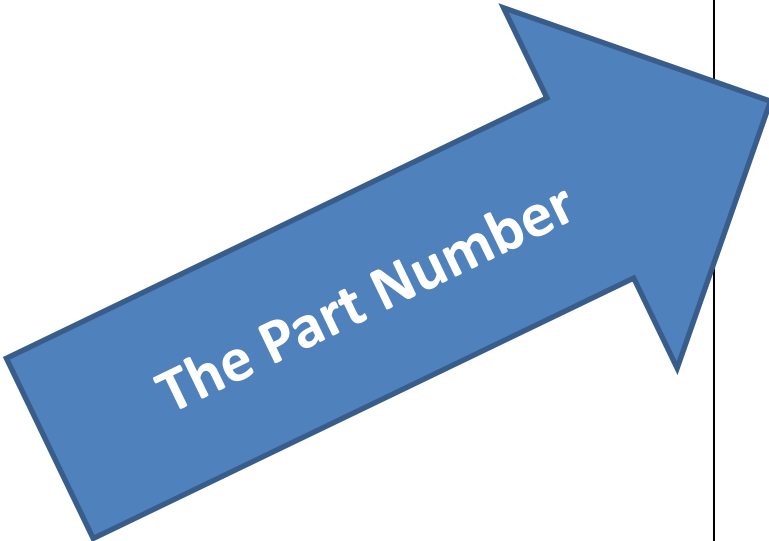
CASE 2: The Issues:

Problem: Block 11 DOES NOT state 'Overhauled'!

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: Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201				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	Control Display Unit	688-212-001	1	5308	Repaired		
12. Remarks: Unit was overhauled in accordance with CMM 34-58-15 rev 8 dated 13 January 2016.							
				14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service Certifies that unless otherwise specified, 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 repair stations where the items are approved for return to service.			
				14b. Authorized Signature: <i>Joel Fream</i>		14c. Approval/Certificate No.: 9PCM101J	
				14d. Name (Typed or Printed): Joel Fream		14e. Date (dd/mm/yyyy): 11/Mar/2016	
				User/Installer Responsibility			I understand that the existence of this document alone does not automatically constitute approval to install the aircraft engine/propeller/article.
<p>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.</p> <p>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.</p>							

CASE 2: The Issues:

Fourth, lets look at something else the customer asked for:



The Part Number



ValueFlite Airways
664 Beck St.
Bronx, NY 10455
718-665-0676
www.valueflite.aero

PURCHASE ORDER: 10258

DATE: 1 March 2016

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: 688-2120-001
DESCRIPTION: CDU
CONDITION: Overhauled
PRICE: \$6200.00

Notes:
1) Ship FedEx P1 to noted location, account number 2133456987
2) Trace to 121, 129, or 145
3) Dual Release

- 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



CASE 2: The Issues:

Problem: Block 8 appears to be missing a digit from the part number!

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:		Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201			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	Control Display Unit	688-212-001	1	5308	Repaired			
12. Remarks: Unit was overhauled in accordance with C... w 8 dated 13 January 2016.								
[Redacted Signature Area]			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: <i>Joel Fream</i>			14c. Approval/Certificate No.: 9PCM101J		
			14d. Name (Typed or Printed): Joel Fream			14e. Date (dd/mmm/yyyy): 11/Mar/2016		
User/Installer Responsibilities								
It is understood 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 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
- **VERY FEW Airlines based outside the USA are 129's.** Check the FAA web site if unsure.
 - Also, Royboy cautions when using that web site, beware the listing may be under an alternate business name, holding company, or a D/B/A name.
 - Note also, that if desired, you can download the FAA database from this website
- Be careful with Dual Releases PO Requests: The request may have been for, for example a CAAC release instead of an EASA.
- Cross check critical information (P/N, S/N, etc.) against all documents for 100% uniformity.



De-Classified picture of my squadron refueling an X-Wing:





GOLF BALL QUESTION!



Who played Darth Vader on the set of the movie?

David Prowse

**CASE 3: Trace for a
"BAC" Part Number**

**The Documents
Provided:**

**The Manufacturer's
C of C**



Resto Aircraft Manufacturing
664 Beck St.
Bronx, NY 10455
718-665-0676
www.RAM.aero

CERTIFICATE OF CONFORMITY

CUSTOMER PURCHASE ORDER: 10258

DATE: 12 December 2017

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

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

PN: BACC130899AB
RAM PN: MIL-RAM-1505TG606NMA
LOT/BATCH/SN: 5389
DESCRIPTION: Connector
CONDITION: New
PRICE: \$6200.00
QTY: 10

RAM Hereby certifies that the noted part number(s) conform to the applicable drawings and customer Purchase Order

Rowdy Roy 12/15/17

CASE 3: Trace for a "BAC" Part Number

The Documents Provided:

Your own C of C.
 You are Premium Aerospace Solutions



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	Connector	BACC130899AB RAM	TBV by Installer	5	None	New
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.						
13b. Obtained From Resto Aerospace Manufacturing			13c. Last Certificated Agency			
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 6/18/18		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 3: The Issues:

Background: What is the definition of a Standard Part?

From FAA AC 21-29:

B.1.10. Standard Part. A part manufactured in complete compliance with an established industry or U.S. Government or international specification that includes design, manufacturing, test and acceptance criteria, and uniform identification requirements. It also includes a type of part that the Administrator has found demonstrates conformity based solely on meeting performance criteria, and is in complete compliance with an established industry or U.S. Government specification, which contains performance criteria, test and acceptance criteria, and uniform identification requirements. The specification must include all information necessary to produce and conform to the part, and be published so that any party may manufacture the part. Examples include, but are not limited to, National Aerospace Standards (NAS), Army/Navy (AN) Aerospace Standards (AS), Military Standard (MS), Society of Automotive Engineers (SAE), SAE Sematec, Joint Electron Device Engineering Council, Joint Electron Tube Engineering Council, and American National Standards Institute (ANSI).

Such parts typically include part numbers starting with an 'AN', 'MS' or 'NAS'



So... Are there other Part Numbers besides AN, MS, and NAS that are standard?



In avionics for example, 2N2222 is a common transistor (anything starting with 2N is a transistor), and anything that starts with a 1N is a diode. RN is similarly used for resistors; all standard part numbers.

What about a light bulb P/N 767?



This P/N can be found in SAE Aerospace ARP881 titled "Lamps for Aircraft Lighting", which fits the definition of an Industry Specification (see the definition for standard parts).



So... What's so special about standard parts?



The main differentiator is that Standard Parts DO NOT require trace to a PAH, Production Approval Holder



- Royboy counsels to be wary of companies that purport the part is a standard part in order to go around Trace issues.
- **Any part drawing that show indicators of it being proprietary or intellectual property is not a standard part per the AC Definition!**



**I don't always buy
Standard Parts**



**But when I do, I
ALWAYS require a
solid C of C**



So... Royboy, are these BAC parts Standard Parts per the AC Definition?



**NO!
ALL BAC PART
NUMBERS ARE ON
PROPRIETARY
DRAWINGS!**



UNAPPROVED PARTS NOTIFICATION

Aircraft Certification Service



FAA
Aviation Safety

No.: 2017-20170125002

Date: July 17, 2017

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

AFFECTED PRODUCTS

Boeing bushings, part numbers BACB28AK04-042, BACB28AK04-329, BACB28AK05-021, BACB28AK04-075, BACB28AT14B060C, BACB28T10B049C 9 used on Boeing models 727, 737, 747, 757, 767, 777, 787 sold by [REDACTED]

PURPOSE

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and distributors of Boeing bushings manufactured by [REDACTED] without Federal Aviation Administration (FAA) production approval.

BACKGROUND

Information discovered during an FAA Suspected Unapproved Parts (SUP) investigation revealed that between August 2001 and September 2015, [REDACTED] produced bushings for Boeing models 727, 737, 747, 757, 767, 777, 787 on behalf of [REDACTED] then sold the bushings to various aftermarket users without Boeing's approval. [REDACTED] are not FAA production approval holders.

The subject bushings produced by [REDACTED] may have these characteristics:

- They are not marked PMA or TSOA.
- They are accompanied with a certificate of conformance only.



Unapproved Parts Program

Boeing Position on “BAC” Series Parts

- **To meet FAA regulatory requirements:**
 - Need to be procured directly from Boeing (certified under PC 700)
 - Manufacturer or distributor needs PMA or TSO approval
 - **Direct procurements from manufacturers or distributors:**
 - Do not constitute inspection or acceptance by Boeing Quality Assurance
 - Must conform to an approved design and are in condition for safe operation
 - Suitable for the application required by the purchaser
 - *Listing/identification in Boeing documents (e.g., D1-4426) does not indicate FAA approval to sell parts to airlines, MROs or aftermarket purchasers*
-



Umm...Can we get
back to our case?





**DOES THIS
MANUFACTURER'S C OF
C OR THE PART'S
MARKING SHOW ANY
SIGNS OF IT BEING
PMA OR TSO?**



Resto Aircraft Manufacturing
664 Beck St.
Bronx, NY 10455
718-665-0676
www.RAM.aero

CERTIFICATE OF CONFORMITY

CUSTOMER PURCHASE ORDER: 10258

DATE: 12 December 2017

ISSUED TO:

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

SHIP TO:

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

PN: BACC130899AB
RAM PN: MIL-RAM-1505TG606NMA
LOT/BATCH/SN: 5389
DESCRIPTION: Connector
CONDITION: New
PRICE: \$6200.00
QTY: 10

RAM Hereby certifies that the noted part number(s) conform to the applicable drawings and customer Purchase Order

Rowdy Roy 12/15/17

**IF NOT, BY SELLING IT AS PRESENTED, IT
APPEARS YOU HAVE PARTICIPATED IN A
DIRECT SHIP ERROR REPORTABLE PER
FAA AC 21-29**

CASE 3: The Issues:

Your Spec 106:

1) Failure to note the manufacturer's batch number in block 11

2) For this New part, read carefully at what you signed in block 14.

BE CAREFUL ABOUT SIGNING THIS BLOCK UNLESS YOU ARE SURE THE PART MEETS THE STATEMENT OF BLOCK 14!

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	Connector	BACC130899AB RAM	TBV by Installer	5	None	New	
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.							
13b. Obtained From Resto Aerospace Manufacturing			13c. Last Certificated Agency				
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 6/18/18		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.



Thank you!

*May the Force be
with you!*



**THE FOLLOWING
ARE THE **CASE 1**
DOCUMENTS YOU
CAN USE FOR YOUR
TRAINING
PURPOSES**

Aircraft Purchase/Sales Agreement

THIS AGREEMENT, is entered into this **6 day of June, 2013**, by and between, **Resto's Industrial Processing-International Teardowns (RIP-IT)(the "Buyer")**, an individual, whose principal address is 664 Beck St, Bronx, NY 10455; and **Eagle Air (the "Seller")**, an Airline, whose principal address is 1212 Airline Road, Suite 321, Sierra Leone, Guinea 143-213:

IN WITNESS WHEREOF, in consideration of the premises, the mutual covenants contained herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties do hereby agree as follows:

1. Sale of Aircraft. Seller agrees to sell to Buyer and Buyer agrees to purchase from Seller the following Aircraft (the "Aircraft"):

- Lockheed model 382, MSN 38543, with 55,213 hours and 15,101 cycles.
- Allison 501-D22A Turboprop Engine SN 987123, 8,361 cycles
- Allison 501-D22A Turboprop Engine SN 987342, 5,301 cycles
- Allison 501-D22A Turboprop Engine SN 987564, 6,891 cycles
- Allison 501-D22A Turboprop Engine SN 987561, 7,990 Cycles
- APU GTCP 85 SN 2311987, 1,098 Hours

Seller warrants that Seller holds legal title to the Aircraft and that title will be transferred to Buyer free and clear of any liens, claims, charges, or encumbrances. Upon delivery of the Aircraft and payment of the balance of the purchase price, in accordance with this Agreement, Seller shall execute a bill of sale granting good and marketable title to the Aircraft.

2. Consideration. It is agreed that the price of the Aircraft is Sixty Nine Thousand, Nine Hundred Dollars (\$69,900.00 USD) and is due on delivery of the Aircraft. All monies paid in accordance with this Agreement will be made by direct wire transfer to a bank account of the Seller's choosing.

3. Deposit. The Buyer shall pay, by direct wire transfer to a bank account of the Seller's choosing, a deposit of Seven Thousand Dollars (\$7,000.00 USD). The deposit is non-refundable unless otherwise stipulated in this agreement. The deposit shall be credited to the purchase price of the Aircraft.

4. Pre-purchase Inspection. After the signing of this Agreement and the payment of the deposit, the Buyer shall have the right, and is encouraged, to perform a pre-purchase inspection of the Aircraft. Such inspection shall be at the Buyer's expense and may be performed by an individual(s) of Buyer's choice, so long as he/she/they hold current Airframe and Powerplant mechanic certificates issued by the US Federal Aviation Administration. The inspection shall be performed at Piper Memorial Airport (LHV). Upon completion of this inspection, Buyer shall present to the Seller any list of discrepancies compiled. The Seller shall have ten (10) business days to review the list and to notify the Buyer of Seller's decision: (a) to pay to have repaired only those discrepancies rendering the aircraft unairworthy, at Seller's expense, and to complete the sale; or (b) to decline to pay the costs of repairs and to terminate the Agreement. If Seller declines to pay the cost of repairs, Seller shall refund, or have refunded, the Buyer's deposit less any applicable bank transfer charges and currency exchange fees.

5. Aircraft Delivery. It is agreed that the Aircraft and its logbooks shall be delivered on or before 1 July 2013 at Piper Memorial Airport (LHV). Payment in full, as described above, is a condition of delivery. Title and risk of loss or damage to the Aircraft shall pass to Buyer at the time of delivery. The Aircraft will be delivered to Buyer in its present condition, normal wear and tear excepted, with a valid FAA Certificate of Airworthiness.

6. Warranties. Except as provided otherwise in this agreement, this Aircraft is sold "as is." There are no warranties, either express or implied with respect to merchantability or fitness applicable to the Aircraft or any equipment applicable thereto including warranties as to the accuracy of the Aircraft's logbooks, made by Seller. Buyer agrees that no warranty has been expressed or implied by Seller and that Buyer has inspected the Aircraft and understands that it is being purchased "as

is." Buyer hereby expressly waives any claim against Seller for incidental or consequential damages, including damages resulting in personal injury.

7. Seller's Inability to Perform.

(a) If the Aircraft is destroyed or in Seller's opinion damaged beyond repair, or is seized by the United States Government, Seller shall promptly notify Buyer. On receipt of such notification, this Agreement will be terminated and the Seller shall return to Buyer all payments made in accordance with this Agreement less any applicable bank transfer charges and currency exchange fees, and Seller will be relieved of any obligation to replace or repair the Aircraft.

(b) Seller will not be responsible or deemed to be in default for delays in performance of this Agreement due to causes beyond Seller's control and not caused by Seller's fault or negligence.

8. Buyer's Inability to Perform. If, for any reason, the Buyer is unable to pay the purchase price of the Aircraft, as specified in this Agreement, the Seller shall return all payments to the Buyer except for the deposit less any applicable bank transfer charges and currency exchange fees.

9. Taxes. The Buyer shall pay any sales or use tax, title transfer fee, or registration fee imposed by any federal, state or local government, which results from the sale of the Aircraft.

10. Assignment. This Agreement may not be transferred or assigned without written authorization signed by Seller and Buyer.

11. Notice. All notices and requests required or authorized under this Agreement shall be given in writing by certified mail, return receipt requested. The date on which any such notice is received by the addressee shall be deemed the date of notice.

12. Governing Law. This Agreement is a contract executed under and to be construed under the laws of the State of Pennsylvania.

13. Attorney Fees. In the event any action is filed in relation to this Agreement, the unsuccessful party in the action shall pay to the successful party a reasonable sum for the successful party's attorney's fees.

14. Waiver. Either party's failure to enforce any provision of this Agreement against the other party shall not be construed as a waiver thereof so as to excuse the other party from future performance of that provision or any other provision.

15. Severability. The invalidity of any portion of the Agreement shall not affect the validity of the remaining portions thereof.

16. Paragraph Headings. The headings to the paragraphs to this Agreement are solely for convenience and have no substantive effect on the Agreement nor are they to aid in the interpretation of the Agreement.

17. Entire Agreement. This Agreement constitutes the entire Agreement between the parties. No statements, promises, or inducements made by any party to this Agreement, or any agent or employees of either party, which are not contained in this written contract shall be valid or binding. This Agreement may not be enlarged, modified, or altered except in writing signed by the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

Alex Degrate

SELLER, Eagle Air

Ray Plunk

BUYER, RIP-IT



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 with Resto's Industrial Processing-International Teardown (RIP-IT), for the sale of the following aircraft and engines.

- Lockheed model 382, MSN 38543, with 55,213 hours and 15,101 cycles.
- Allison 501-D22A Turboprop Engine SN 987123, 8,361 cycles
- Allison 501-D22A Turboprop Engine SN 987342, 5,301 cycles
- Allison 501-D22A Turboprop Engine SN 987564, 6,891 cycles
- Allison 501-D22A Turboprop Engine SN 987561, 7,990 Cycles
- APU GTCP 85 SN 2311987, 1,098 Hours

At the time of transfer from Eagle Air to RIP-IT, these assets were not obtained from a government or military source, nor have 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



RIP-IT

IDENTIFICATION TAG

1371-598850

PART NUMBER

367

S/N

Value

DESCRIPTION

13069

ORDER NUMBER

MSN 62142

REMOVED FROM

REMARKS:

NR

EMPLOYEE:


#3368

QIFORM5

PART OR MATERIAL CERTIFICATION FORM

ATA SPECIFICATION 106

1. Part or Material Certification Form		3. Reference # 77768				
2. Seller's Name RIP-IT		Phone #: 718-780-9995 FAX #: 718-780-9996 SITA/Wire Code: BRXRIP Status: Supplier				
4. Organization Resto's Industrial Processing - International Teardowns (RIP-IT) Address: 664 Beck St. Bronx, NY 10455		5b. Buyer's Contract # 10258				
5a. Seller's Contract # 77768						
6. Item	7. Description	8. Manufacturer & Part #	9. Eligibility	10. Qty	11. Serial / Batch #	12. Status
1 of 1	Valve, Hydraulic Solenoid	137-598850 Parker	TBV by Installer	1	367	SV
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.						
13b. Obtained From Eagle Air, MSN 38543		13c. Last Certificated Agency Performance Component MRO				
14. New Parts / Material Verification. 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. Used, Repaired or Overhauled Parts Verification. The following signature attests that the documentation specified above or attached is accurate with regard to the item(s) described.				
15. Signature		19. Signature <i>Regina Hughes</i>				
16. Name		17. Date		20. Name Regina Hughes		21. Date 20 March 2016

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.

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: Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201				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	Accumulator	1371-598850	1	367	Repaired	
12. Remarks: Unit was Repaired in accordance with CMM 29-58-15 rev 8 dated 13 January 2016.						
			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: <i>Joel Fream</i>		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.						



**THE FOLLOWING
ARE THE **CASE 2**
DOCUMENTS YOU
CAN USE FOR YOUR
TRAINING
PURPOSES**



ValueFlite Airways

664 Beck St.
Bronx, NY 10455
718-665-0676
www.valueflite.aero

valueflite.com

PURCHASE ORDER: 10258

DATE: 1 March 2016

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: 688-2120-001

DESCRIPTION: CDU

CONDITION: Overhauled

PRICE: \$6200.00

Notes:

- 1) Ship FedEx P1 to noted location, account number 2133456987
- 2) Trace to 121, 129, or 145
- 3) Dual Release

-
- 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

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	CDU	688-2120-001 Collins	TBV by Installer	1	5308	OH
13a. Remarks Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.						
13b. Obtained From 129 Eagle Air			13c. Last Certificated Agency Performance Component MRO			
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.						
15. Signature <i>Regina Hughes</i>						
16. Name Regina Hughes						
17. Date 20 March 2016						

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.



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

PART OR MATERIAL CERTIFICATION FORM

ATA SPECIFICATION 106

1. Seller's Name Eagle Air		3. Reference # 78712				
4. Organization Eagle Air		Phone #: 23-7889-9990				
Address: 1212 Airline Road, Suite 321 Sierra Leone, Guinea 143-213		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	CDU	688-2120-001 Collins	TBV by Installer	1	5308	RP
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. New Parts / Material Verification. 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. Used, Repaired or Overhauled Parts Verification. 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		20. Name Bwana Jesuis		21. Date 15 September 2013		

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.

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: Performance Component MRO (Repair Station # 9PCM101J) 2200 West Kilburn Ave Madison, WI 53201	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	Control Display Unit	688-212-001	1	5308	Repaired

12. Remarks:
Unit was overhauled in accordance with CMM 34-58-15 rev 8 dated 13 January 2016.

	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: <i>Joel Fream</i>	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.



**THE FOLLOWING
ARE THE **CASE 3**
DOCUMENTS YOU
CAN USE FOR YOUR
TRAINING
PURPOSES**



Resto Aircraft Manufacturing

664 Beck St.
Bronx, NY 10455
718-665-0676
www.RAM.aero

CERTIFICATE OF CONFORMITY

CUSTOMER PURCHASE ORDER: 10258

DATE: 12 December 2017

ISSUED TO:

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

SHIP TO:

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

PN: BACC130899AB
RAM PN: MIL-RAM-1505TG606NMA
LOT/BATCH/SN: 5389
DESCRIPTION: Connector
CONDITION: New
PRICE: \$6200.00
QTY: 10

RAM Hereby certifies that the noted part number(s) conform to the applicable drawings and customer Purchase Order

Randy Roy

12/15/17

1. PART OR MATERIAL CERTIFICATION FORM

ATA SPECIFICATION 106

2. Seller's Name Premium Aerospace Solutions	3. Reference # 77768
4. Organization Premium Aerospace Solutions Address: 2428 Springdale Road Waukesha, WI 53288 SITA/Wire Code: MILPASC Status: Supplier	Phone #: 262-780-9995 FAX #: 262-780-9996

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	Connector	BACC130899AB RAM	TBV by Installer	5	None	New

13a. Remarks
 Based on our review of the trace documents, to the best of our knowledge the parts listed on this form have not been subject to extreme stress or heat (such as in a fire, accident or water immersion), or been obtained from a government or military source.

13b. Obtained From Resto Aerospace Manufacturing	13c. Last Certificated Agency
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 6/18/18	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.