



ASA QA COMMITTEE

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“ASA Statement” – a Standard Document to Meet AC 00-56 Communication Obligations

- In the AC 00-56B documentation matrix, certain categories of parts require a statement from the Distributor:

“Statement as to identity and condition and that original certified statement is on file.”

- Commercially, it is normal for Distributors to offer a similar statement even when it is not required by the documentation matrix
- ASA has created a standard Statement template, with instructions, to meet this obligation

Operating Parameters

- Statement must meet the AC 00-56B requirements
- Statement must include a version of the Incident Clearance Statement
- Instructions must be clear, resolve common disputes, and be easily freely to the industry
- Statement template must include information items that are typically completed for all types of parts
- Statement template should not seek information that is not typically available to Distributors who complete the Statement
- Statement should not impose additional unwarranted liability on the Distributor who completes it
- Statement should reflect modern transaction models (including direct/drop shipment)

Why Do This?

- The industry has used the ATA Spec 106 form of many years, but that form has been inadequate for a number of reasons including:
 - The instructions are not readily available, and many of our members use the form without the instructions
 - Distributors are not allowed to sign for new parts
 - The form's instructions are woefully outdated
 - The specification is for a quality system that would be considered inadequate by today's standards
 - The specification has never been substantially updated
- The ASA Statement would be available for free, it would be up-to-date, and it would be maintained by the ASA QA Committee so it would evolve as industry needs evolved
- IATA asked ASA to promote use of an ICS, and the ASA Statement provides a convenient vehicle for using the ICS for parts

Why Else Do This?

- EASA has promulgated new regulations and AMCs requiring 145s to have procedures for supplier control
- EASA Guidance Material explains the standards for auditing distributors but permits reliance on certain programs, including FAA AC 00-56 and ASA-100
- The ASA Statement is international by design, which makes it more readily useable with the new EASA supplier control regulations



What Have We Produced?

- A draft Template Form for identifying information about parts
- A draft set of Instructions for completing the form

- Both are in their “alpha versions” which means we now have a template with which to work to fashion the final product



		1. ASA Statement Form		2. Buyer's Purchase Reference #	
3. Seller's Name:		5. Certifier's Name:		8. Certifier's Phone #	
4. Seller's Sales Reference #:		6. Certifier's Reference #:		9. Certifier's Email	
12. Obtained From:		7. Certifier's Address		10. Certifier's Website	
13. Entity of Last Certification:				11. Certifier's Other:	
14. Manufacturer	15. Part #	16. Description	17. Quantity	18. S/N or ID	19. Status
20. Remarks:					
For New Articles ("New" in block 19)			For Other-Than-New Articles		
21. <i>New Article Certification:</i> To the best of my knowledge, each article listed above is a new, unused, article and the information in this form is accurate.			22. <i>Certification:</i> To the best of my knowledge, each article listed above is in the condition or status shown in block 19 and the information in this form is accurate.		
23. <i>Incident Clearance Statement (check only one – this Statement is made, to the best of Certifier's knowledge)</i>					
<p>A <input type="checkbox"/> none of the above-listed article(s), nor any subcomponent installed on any such article, has been:</p> <ol style="list-style-type: none"> 1. damaged during, or identified as the root cause of, an accident or an incident subject to mandatory reporting as described by Annex 13 to the Chicago Convention, nor 2. subject to severe stress or heat (such as in a major engine failure, accident, or fire) nor has been subject to unusual environmental conditions, unless its airworthiness status was re-established by an approved maintenance organization in accordance with instructions acceptable to the authority or authorities with oversight jurisdiction, as described in the authorized release certificate; <p>B <input type="checkbox"/> article(s) listed above may or may not have been subject to damage, stress, heat or unusual environmental conditions that render their airworthiness condition unknown, and a hidden damage assessment or other inspection may be advisable before installation.</p> <p>C <input type="checkbox"/> article(s) listed above are in new, unused condition and have not been subject to damage, stress, heat or unusual environmental conditions that might reasonably have affected their airworthiness condition.</p>					
24. My signature below confirms, on behalf of the Certifier named above, that the information included in this form is true to the best of our knowledge.					
25. Signature		26. Name		27. Identifier	28. Date
<p><i>NOTICE: This document makes no independent representation that the part is airworthy, or that it is acceptable for installation. These determinations are to be made by installer, based upon an inspection of the part and its related evidence.</i></p>					

Some New Features

(relative to commonly-used documentation in the industry)

- Incident Clearance Statement

- Allows statements about occurrences that might cause a need for a hidden damage inspection
- Allows past incidents to be cleared by appropriate hidden damage inspection
- Allows such statements to be made about new parts that were subject to unusual heat, stress, or environmental conditions during storage (e.g. warehouse fire, impact/fall from a height, warehouse flood, etc.)



Some New Features

(relative to commonly-used documentation in the industry)

- Distinction between the “Seller” and the “Certifier”
 - Certifier is the person from whose quality system the part was released
 - In a direct/drop ship situation, the Certifier would be the source of the part, (from whose quality assurance system the part was released) while the seller would be the person who obtained the sale
 - In a business with multiple facilities and/or multiple different corporate entities, it is now clear that the facility/entity from whose quality assurance system the part is issued is the Certifier



Some New Features

(relative to commonly-used documentation in the industry)

- Buyer's purchase order number or other reference is on the top, in order to make it easy for receiving inspectors to reference the purchase in their system

Next Steps

- Yesterday, the ASA Board authorized us to take the draft and work with QA Committee Members to complete it
- ASA is making the draft available to the QA Committee
 - Make sure you get one
 - Please review so you can offer comments at the meeting
- ASA will hold a meeting to discuss the instruction set and to create a “beta version”
 - Meeting shall be in Washington DC
 - Details to be provided - *we will require RSVPs in order to secure space*
 - If you cannot attend in person then we will try to establish a dial-in for the meeting



Expectations for the Future

- Like ASA-100, the ASA Statement will be a living document, subject to amendment through normal ASA-100 mechanisms
- This will permit us to improve the Statement, and also keep it relevant as the industry changes



Thank You

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