



ASA STATEMENT FORM 2020

USER INSTRUCTIONS

Revision History

Rev.	Date	Changes
1.0	2021-10-11	Initial Release
1.1	2021-10-12	Correcting minor block number correlation errors from the initial release

ASA Statement as to Identity and Condition

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Introduction/Purpose of the ASA Statement

The ASA Statement form was created by the Aviation Suppliers Association to serve as a statement, in accordance with the requirements for a statement in FAA Advisory Circular 00-56B. It may also be used in other circumstances as a commercial statement concerning the identity and condition of an Article.

The ASA Statement is intended to be completed as a document that accompanies civil aircraft Articles. It is commercial in nature, and a Seller who completes it does not need any special government certificate or approval to complete it. This ASA Statement is not intended to take the place of any document that is specifically required by airworthiness regulations. Where appropriate, and where intended by the Seller, the disclosures made on the ASA Statement may meet other regulatory requirements (such as requirements under export, import, or dangerous goods regulations, as indicated in the Remarks block by the Seller, or for use as a certificate of conformity where the Seller places certificate of conformity language in the remarks block).

Completion and retention of the ASA Statement forms helps to support commercial needs, and also may help the government to conduct safety investigations where such investigations are warranted.

General Rules

The ASA Statement is intended to be completed by the Seller. Where the article is intended to be shipped from a location other than the Seller's location, the Seller should provide a completed ASA Statement to accompany the shipment.

Normally, the completed ASA Statement shall remain with the Article(s) to which it refers, once it has been associated with that Article. If the ASA Statement is removed from the Article, then it can be re-associated with the Article using a unique identifier, such as a serial number, or a bar code that is placed on the Article and associated with the ASA Statement. Digital ASA Statements should be identified, when created, in such a way as to be associated with the Article using a unique identifier. Where the Article does not intrinsically include a unique identifier, the Seller or any other party may provide a unique identifier so long as this action does not violate regulatory or legal standards (and does not adversely impact aviation safety). For example, a distributor could add a bar code label to the article if such addition does not adversely impact aviation safety because this is not a regulated action; but vibrating a unique identifier onto the Article could be a regulated maintenance/alteration activity that could only be accomplished by an authorized party in accordance with appropriate data and instructions.

The ASA Statement may be represented in electronic format, in paper format, or in any other format that can be reasonably produced and transferred.

The ASA Statement shall be completed in English.

Special Rules for Electronic Image and Digital Formats

An electronic image of the Statement is considered to be an Electronic Image Document. If the ASA Statement is generated as a data set according to the Digital Statement section of these instructions, then the ASA Statement is considered to be a Digital Document.

Electronic Image Document

If the ASA Statement is first generated as an Electronic Image Document, then it will include an image of the signature. Any exact duplicate may also be considered to be an original document. Any paper copy generated from the original ASA Statement should be identified as a copy of the original document.

Digital Document

If the ASA Statement is generated as a Digital Document, then the original data set should be protected using an electronic signature. The original data set that is protected using an electronic signature is considered to be the original document. Any identical version (including signature) is also considered to be an original. A copy of the original data set that is not protected using the original electronic signature is considered to be a copy of the original document data set.

Template for a Digital ASA Statement

The ASA Statement is intended to be susceptible to electronic use based on a digital representation of the information in the ASA Statement. ASA is working on a JavaScript Object Notation schema and instructions for its use. This will be published in a future revision to the ASA Statement instructions.

Limitations

The intended purposes of the ASA Statement are described in the *Introduction/Purpose* section of these instructions.

The ASA Statement is not intended for use to document transactions in complete aircraft, aircraft engines, and/or propellers. It is not intended for use to document transactions in non-aviation Articles. It is not intended for use as a maintenance release nor as an approval for return to service. It is not intended to be, nor replace, a government airworthiness approval.

Anyone who uses the ASA Statement for an unintended or unanticipated purpose should create their own set of rules that apply to the unintended or unanticipated use.

Block by Block Completion Instructions

Please complete the ASA Statement according to these block-by-block instructions.

Block #	Title	Completion Instructions
Block 1	Buyer's Purchase Reference#	Use this block to record the buyer's purchase reference, which may be a purchase order number, contract number, or other reference within the buyer's system. The purpose of this block is to permit the buyer to easily correlate the Article(s) associated with this ASA Statement to an intended purchase. If the Buyer did not provide a purchase reference, then this block can be completed as "N/A."
Block 2	Buyer's Name	This block is for the Buyer's name. Where the Buyer is a corporation (or other legal entity), this would normally be the corporate name or a d/b/a name that identifies the Buyer.
Block 3	Form Title	Do not enter information into this block
Block 4	Seller's Name	This block is for the Seller's name. Where the Seller is a corporation (or other legal entity), this would normally be the corporate name or a d/b/a name that identifies the Seller.
Block 5	Seller's Phone #	This block is for the Seller's contact phone number. This block may be completed as "N/A" if the Seller does not wish to provide a phone number.
Block 6	Seller's Email	This block is for the Seller's contact email address. This block may be completed as "N/A" if the Seller does not wish to provide an email address.
Block 7	Seller's Website	This block is for the Seller's website. The website may be a source of valuable information that is relevant to the transaction. This block may be completed as "N/A" if the Seller does not wish to provide a website address.
Block 8	Seller's Other	This block is for any additional Seller contact information that the Seller chooses to provide. This block may be completed as "N/A" if the Seller does not wish to provide additional information.

Block #	Title	Completion Instructions
Block 9	Seller's Reference	Use this block to record the Seller's sales reference, which may be a sales order number, contract number, or other reference within the seller's system. The purpose of this block is to permit the Seller to easily correlate the ASA Statement to a sales record. If the Seller does not have a sales reference, then this block can be completed as "N/A."
Block 10	Seller's Address	This block is for the Seller's contact address. This address may be different than the address from which the Article is shipped.

	<p>HISTORY BLOCKS [Blocks 11-13]</p>	<p>These three blocks are used to provide historical information that may be useful to an installer. Typically, at least one will be completed.</p> <p>Each of the following examples assumes a non-life-limited article:</p> <ul style="list-style-type: none"> • The Seller, X, obtained the new article from a repair station, R, that purchased it directly from the production approval holder, M, and R performed no work on the Article. The Seller may identify R in block 11, M in block 12 and either M or R in block 13. • The Seller, X, obtained the overhauled article directly from a repair station, R, that purchased it directly from air carrier, AC. R performed the overhaul on the Article. Credible documentation shows that the article was produced by production approval holder, M, but X does not have back-to-birth traceability. The Seller may identify R in block 11, R in block 12 and either AC or M or R in block 13. • The Seller, X, obtained the new article directly from an auction house, AH. AH represented a bankrupt air carrier but provided no air carrier documentation to X and was unwilling to verify that the parts had come from the carrier. Credible documentation shows that the article was produced by production approval holder, M, but X does not have back-to-birth traceability. The Seller may identify AH in block 11, M in block 12 and either AH or M in block 13. • The Seller, X, obtained the new article directly from a now-defunct airline, EA. EA had obtained the article from a still-currently-existing airline, AC. Credible documentation shows that the article was produced by production approval holder, M, but X does not have back-
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Block #	Title	Completion Instructions
		<p>to-birth traceability. The Seller may identify EA in block 11, M in block 12 and either AC, EA or M in block 13.</p> <p>Where the examples show a choice in how to complete a block, the choice will typically be at the discretion of the Seller. In all cases, Seller may complete all or none of the blocks for which it has information but must enter “N/A” into blocks that are not otherwise completed.</p>
Block 11	Obtained From	<p>List in this block the immediately previous source from which the Seller obtained the Article. This block helps to create an audit trail for the Article, by pointing to the immediately previous possessor of the part. Note that the immediately previous possessor may not have been the owner of the Article; for example, if the Article was owned by airline X, but held as a consignment by distributor Y, and the Seller received the Article from distributor Y, then the Seller should list distributor Y as its ‘obtained from’ source.</p> <p>If the Seller wishes to indicate someone else in the chain of commerce – for example, a prior operator who was not the immediately previous source – then this information should be indicated in block 13.</p> <p>This block may be completed as “N/A.” If completed as “N/A,” then the Seller should maintain, on file, sufficient information to provide an audit trail for the Article, consistent with the requirements of the Seller’s quality system.</p>

Block #	Title	Completion Instructions
Block 12	Entity of Last Certification	<p>Enter the name of the entity that issued the last government-sanctioned airworthiness release or approval for the Article (“Last Certification”).</p> <p>The Last Certification could be:</p> <ul style="list-style-type: none"> • an authorized release from maintenance or alteration (which is typically required to be documented under the NAA’s maintenance rules); • an inspection by a certificated person (which is typically required to be documented under the NAA’s maintenance rules); • a release from a production approval holder’s system (which might not be documented, depending on the requirements of the NAA’s production rules); or • A government airworthiness finding, such as an airworthiness finding issued by an authorized government employee or designee; • any other approval issued by a Person granted the authority to issue such an approval by an appropriate NAA. <p>Do not use this block to name an entity that did not issue a government-sanctioned airworthiness release or approval for the Article.</p> <p>For parts in As-Is or As-Removed condition (or similar condition), and for consumable parts, raw materials and standard parts, this block should be completed as “N/A.”</p>

Block #	Title	Completion Instructions
Block 13	Traceable To	<p>Enter the name of any entity that previously owned or possessed the article (a “prior source”). The purpose of this block is to provide additional information that may be useful to an installer or other person in the subsequent chain of commerce.</p> <p>For example if an as-removed part was obtained from an intermediate source, like the disassembly facility, then the Seller may believe that the name of the operator from whose aircraft the article was removed may be useful information to some buyers. In such a case, the Seller may name the air carrier as a “traceable to” source.</p> <p>Credible evidence that the entity previously owned or possessed the article is sufficient to support completion of this block – back-to-birth traceability is typically not required unless that is a commercial condition of sale of the article.</p> <p>There may be more than one party that could be listed in this block. The choice of the entity is entirely at the discretion of the Seller; the choice will often be guided by the Seller’s unilateral belief that the information may be useful.</p> <p>This block may be completed as “N/A.”</p>
	ARTICLE IDENTIFICATION BLOCKS [Blocks 14-19]	These blocks are used to provide identifying information about the article.

Block #	Title	Completion Instructions
Block 14	Manufacturer	<p>State the producer of the Article in this block.</p> <p>If the Article was manufactured by a supplier to a production approval holder, and then subsequently produced by the production approval holder (under the production approval), then name the production approval holder in this block.</p> <p>If the Article has not been produced under a production approval, then it is acceptable to name a non-production approval holder as the manufacturer.</p> <p>The Seller may choose not to identify a manufacture (such as when the Seller cannot identify the manufacturer) in which case the Seller should complete this block with the term "N/R."</p>
Block 15	Manufacturer Part #	<p>State the part number or applicable specification in this block.</p> <p>If the Article has more than one part number, then use the one most closely associated with the manufacturer described in block 14. Other parts numbers may be listed in block 20.</p> <p>If the Article does not have a part number, such as a unique item produced for a custom interior, then the Seller may complete this block with "N/A."</p>
Block 16	Description	<p>Describe the Article in this block. The preference is for the nomenclature used in the illustrated part catalog or other OEM reference, but any accurate description will be acceptable.</p>

Block #	Title	Completion Instructions
Block 17	Quantity	<p>Describe the quantity of Articles in the shipment associated with this ASA Statement.</p> <p>This block may be used to describe a numerical quantity (e.g. 100 would mean one hundred units of the part described), but this block may also be used to describe a quantity that is not measured as a count. In order to minimize ambiguities, units may be used in conjunction with a number (for example, a liquid material may be quantified in this block as “2 Liters”).</p>
Block 18	S/N or ID	<p>This block can be used for any unique identifier associated with the Article(s). It can be used for a serial number, batch number, lot number, or any other unique identifier. If the Article bears more than one unique identifier, then each identifier may be listed. If it is unclear what the identifier represents, then clarify the meaning in the remarks block (block 20).</p> <p>If a non-serialized part is intended to be correlated to an electronic record, then a party may assign a unique identifier for correlation purposes. The unique identifier for correlation purposes may be included in this block.</p>
Block 19	Status	<p>Use this block to describe the Article’s status. The Article’s status will typically be derived from supporting documentation, from a government determination, or from a determination by an appropriate holder of a government-issued certificate (such as production approval or maintenance certification). Unless the Seller has defined another term, then use only one of the following terms: altered, as-is, as-removed, inspected, inspected/tested, modified, new, overhauled, prototype, rebuilt, or repaired. If the Seller uses another term, then the Seller should indicate the source of the definition for the term used, in the remarks block (block 20).</p>

Block #	Title	Completion Instructions
Block 20	Remarks	This is a free-form block for indicating any other useful information associated with the Article. Examples of useful information might include airworthiness directive status of the Article, identifiers for the aircraft from which a used Article was removed, or an identifier of any special conditions that might apply to the Article. The Seller shall ensure that it has adequate evidence to support any assertion made in this block. If no other entry is made in this block then this block must be completed as "N/A."
	ARTICLE IDENTIFICATION BLOCKS [Blocks 21-23]	These blocks are used to certify information about the Article. The inapplicable blocks may be shaded or crossed out for clarity.
Block 21	New Article Certification (see ASA Statement form for language)	Certification Language for New Articles: do not change this language without consulting with an attorney about the ramifications of replacement language. Unless this box is crossed out, the certification in this box always applies when the status in block 19 is "new." The certification in this box never applies when the status in block 19 is anything other than "new" and this box may be crossed out when the status in block 19 is anything other than "new."
Block 22	Other-Than-New Article Certification (see ASA Statement form for language)	Certification Language for Other-Than-New Articles: do not change this language without consulting with an attorney about the ramifications of replacement language. Unless this box is crossed out, the certification in this box always applies when the status in block 19 is anything other than "new." The certification in this box never applies when the status in block 19 is "new" and this box may be crossed out when the status in block 19 is "new."

Block #	Title	Completion Instructions
Block 23	Public Aircraft Certification	<p>Public Aircraft Certification Language for Other-Than-New Articles: do not change this language without consulting with an attorney about the ramifications of replacement language. Check the appropriate box. It is permissible, for clarity, to also cross out the inapplicable word(s). The certification in this box is irrelevant when the status in block 19 is “new” and this box may be crossed out when the status in block 19 is “new.”</p>
Block 24	Incident Clearance Statement	<p>Additional Certification Language for Articles: do not change this language without consulting with an attorney about the ramifications of replacement language.</p> <p>Check the appropriate box, based on these instructions. It is permissible, for clarity, to cross out the assertions that do not apply.</p> <p>If the Seller has indicated status “New” in block 19, then complete this block by checking the “24B” box or the “24C” box (based on the instructions below).</p> <p>If the Seller has indicated any status other than “New” in block 19, then complete this block by checking either the “24A” box or the “24B” box (based on the instructions below).</p> <p>If the Article is not new, but is known to be currently in an airworthy condition, then check box 24A.</p> <p>For purposes of this instruction, an accident/incident subject to mandatory reporting means one that was subject to mandatory reporting under Annex 13 to the Chicago Convention.</p>

Block #	Title	Completion Instructions
<p>Block 24</p> <p><i>Cont.</i></p>	<p>Incident Clearance Statement</p> <p><i>Continued from prior page</i></p>	<p>If the Article was (a) damaged or identified as a root cause of an accident/incident subject to mandatory reporting or subject to severe stress or severe heat or unusual environmental conditions, and (b) subsequently inspected for patent and latent damage, and (c) repaired as necessary and cleared of potential/hidden damage, then check box 24A. Inspection and repair must be accomplished in accordance with instructions acceptable to the authority or authorities with oversight jurisdiction. The authority with oversight jurisdiction is the authority responsible for the oversight of the person who performed the inspection and any repair (often disclosed in the upper-left-hand-corner of the authorized release document, and, where there are multiple authorities, in the remarks block).</p> <p>If the seller knows that there was an occurrence that requires a hidden damage inspection, then check box 24B.</p> <p>If the airworthiness status of the Article is unknown (including an as-is or as-removed Article), or if the airworthiness status of the Article is in question (e.g. because of exposure to severe stress, severe heat or unusual environmental condition sufficient to jeopardize airworthiness) then check box 24B. This alerts installers that the Article must be inspected and repaired as necessary before being installed.</p> <p>If the Seller has indicated status “New” in block 19, and if there is no reason to believe that the Article has been subject to any condition that could have negatively affected its airworthiness, then check box 24C. This alerts installers that there is no known issue that could have changed the airworthiness condition of the new Article.</p>

Block #	Title	Completion Instructions
Block 25	Confirmation	Confirmation Language for all Articles: do not change this language without consulting with an attorney about the ramifications of replacement language. Unless this box is crossed out, the confirmation specified in this box always applies.
Block 26	Signature	This is the signature of the natural person who is named in block 27. Signature means that the person is affirming that the information on the ASA Statement is true and correct to the best of the signer's knowledge and the Seller's knowledge.
Block 27	Name	This is the name of the natural person who signed the ASA Statement in block 26. The natural person must be a person who is authorized to act on behalf of the Seller, and that signature obliges the Seller.
Block 28	Identifier	This is a unique identifier or stamp assigned to the natural person who signed the ASA Statement in block 26. If the Seller has not assigned a unique identifier to the natural person then this block may be completed as "N/A."
Block 29	Date	This is the date on which the ASA Statement was signed. The preference is for the ISO 8601 format [YYYY-MM-DD], but any other format that is unambiguous is acceptable. Remember that different cultures have different data orders for date fields, and aviation is an international industry, so please use a format that is unambiguous (for example, 12/11/12 could reflect December 11, 2012, or November 12, 2012, depending on the expectations of the reader, and it is therefore ambiguous)
Block 30	Notice	Notice Language for all Articles: do not change this language without consulting with an attorney about the ramifications of replacement language. Unless this box is crossed out, the limitations specified in this box always apply.

Glossary of Defined Terms

Altered is a status used in block 19. When used in this block, it means that the Article has been changed or modified from a prior state, such as through introduction of a service bulletin or other change. The remarks block may be used to provide a short description of the alteration, modification or change.

Article means a material, part, component, or appliance.

As-Is is a status used in block 19. When used in this block, it means that the airworthiness condition of the Article is unknown, and the Seller makes no representations nor warranties about the Article's condition, utility or functionality.

As-Removed is a status used in block 19. When used in this block, it means that the Article has been removed from a higher assembly (including removal from a complete product) after some use, and no maintenance or alteration has been accomplished on the Article since removal, OR maintenance or alteration that has been accomplished on the Article since removal is insufficient to meet the requirement of a different status.

Buyer means the person to whom the Article is intended to be transferred. This is not meant to imply that the transfer is for value, nor for any particular consideration. The "Buyer" may be a transferee for no value, a transferee of a warranty replacement, a transferee of a donation, etc.

Seller means the person who completes the ASA Statement. This will typically be the person responsible for the facility from which the Article is shipped, and it may be different from the Seller. For example, if a Seller sells an Article to a buyer, but then has the Article drop-shipped from a third party to the buyer, then the third party who controls the quality assurance system from which the Article was shipped may be the Seller.

Digital Document means an ASA Statement that was generated as a data set according to the Digital ASA Statement section of these instructions.

Electronic Image Document means an ASA Statement that was generated as an electronic image file, such as a PDF or a JPG. This includes an electronic image file that has been created from a paper copy (in which case the paper version is the original and each electronic image file is a copy)

Inspected is a status used in block 19. When used in this block, it means that the Article has been inspected to a standard. The ASA Statement should usually be accompanied by evidence of the inspection, such as an approval for return to service, airworthiness release, or airworthiness authorization.

Inspected/tested is a status used in block 19. When used in this block, it means that the Article has been subject to examination, measurement, etc. in accordance with an applicable standard. The ASA Statement should usually be accompanied by evidence of the work, such as an approval for return to service, airworthiness release, or airworthiness authorization.

Modified is a status used in block 19. When used in this block, it means that the Article has been changed or altered from a prior state, to conform to an applicable standard. The remarks block may be used to provide a short description of the alteration, modification or change.

N/A means Not Applicable and is used to indicate that there is no data for a block.

N/R means Not Required and is used in the Manufacturer Block to indicate that the manufacturer of the Article is unknown.

New is a status used in block 19. When used in this block, it means that the Article bears evidence (such as documentation) to show it has not been operated or used since it was produced by the manufacturer listed in block 14. This status may also be used for an Article removed from a new, zero-time, aircraft, engine or assembly when the Article has never been operated or used.

Overhauled is a status used in block 19. When used in this block, it means that the Article bears evidence (such as documentation) to show it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the applicable aviation authority.

Prototype is a status used in block 19. When used in this block, it means that the Article bears evidence (such as documentation) to show that it was produced by the manufacturer listed in block 14, but that the Article was produced in conformity with design data that was not approved by the relevant airworthiness authority.

Rebuilt is a status used in block 19. When used in this block, it means that the Article bears evidence (such as documentation) to show it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions. Only the manufacturer of the Article is allowed to rebuild the Article.

Repaired is a status used in block 19. When used in this block, it means that the Article was repaired – typically by rectifying damage or defect. The ASA Statement should usually be accompanied by evidence of the repair, such as an approval for return to service, airworthiness release, or airworthiness authorization.

Seller means the person who sold or transferred the Article to the Buyer. Under FAA AC 00-56B, the Seller is responsible for providing an ASA Statement to the Buyer.

Severe Heat means any high temperature that could reasonably cause an airworthy Article to become unairworthy. In an engine context, this can arise when the engine is operated above the maximum operating temperature, or when a component exceeds temperature limits established by the design approval holder. In a storage context this can be any temperature that might reasonably change the airworthiness of the Article, including a warehouse fire or a temperature that exceeds a manufacturer's storage recommendation for an Article that is sensitive to high temperatures. Where there is a hidden damage test or other inspection (collectively, a "maintenance activity") that can assess whether the

severe heat adversely impacted the airworthiness of the Article, then an Article's status as being subjected to severe heat may be 'cleared' after an acceptable maintenance activity shows that the severe heat did not adversely impact the airworthiness of the Article. The maintenance activity must be acceptable to the airworthiness authority that had jurisdiction over the maintenance activity.

Severe Stress means any stress that could reasonably cause an airworthy Article to become unairworthy. This can include unusual concussions like a vehicle impact on a control surface, and it can include concussion damage in a warehouse, like a fall from a sufficient height that may damage the Article. Where there is a hidden damage test or other inspection (collectively, a "maintenance activity") that can assess whether the severe stress adversely impacted the airworthiness of the Article, then an Article's status as being subjected to severe stress may be 'cleared' after an acceptable maintenance activity shows that the severe stress did not adversely impact the airworthiness of the Article. The maintenance activity must be acceptable to the airworthiness authority that had jurisdiction over the maintenance activity.

Tested is a status used in block 19. When used in this block, it means that the Article has been tested to a standard. The ASA Statement should usually be accompanied by evidence of the test, such as an approval for return to service, airworthiness release, or airworthiness authorization.

Unusual Environmental Condition means any environmental condition that could reasonably cause an airworthy Article to become unairworthy. This can include (but is not limited to) immersion in salt water, exposure to airborne volcanic ash, etc. Where there is a hidden damage test or other inspection (collectively, a "maintenance activity") that can assess whether the environmental condition adversely impacted the airworthiness of the Article, then an Article's status as being subjected to an unusual environmental condition may be 'cleared' after an acceptable maintenance activity shows that the environmental condition did not adversely impact the airworthiness of the Article. The maintenance activity must be acceptable to the airworthiness authority that had jurisdiction over the maintenance activity.

Usually, when used in these instructions, describes something that is typical in the industry, but that may not be a requirement. There may be transactions where a fact described as 'usually' occurring, does not actually occur in that particular transaction.

ASA Statement Maintenance and Updates

The ASA Statement is maintained by the Aviation Suppliers Association. The Aviation Suppliers Association meets regularly to discuss aviation safety and quality assurance issues, including the maintenance of ASA documents like ASA-100 and this ASA Statement.

Questions, comments, and recommendations for improvements should be referred to the Aviation Suppliers Association:

Aviation Suppliers Association

2233 Wisconsin Avenue, NW, Suite 503

Washington, DC 20007

Tel: (202) 347-6899

Email: info@aviationsuppliers.org

1. Buyer's Purchase Reference #		3. ASA Statement Form 2020		4. Seller's Name:	
2. Buyer's Name:		5. Seller's Phone #:		9. Seller's Reference:	
History use at least one	11. Obtained From:		6. Seller's Email:		10. Seller's Address:
	12. Entity of Last Certification:		7. Seller's Website:		
	13. Traceable To:		8. Seller'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 the Seller's 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 the Seller's 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>Public Aircraft Certification:</i> To the best of the Seller's knowledge, each article listed above <input type="checkbox"/> was <input type="checkbox"/> was not previously installed in a public aircraft, such as a government use aircraft or a military aircraft.		
24. Incident Clearance Statement (check only one – this Statement is made, to the best of Seller's knowledge)					
A <input type="checkbox"/> none of the above-listed article(s), has been: <ol style="list-style-type: none"> 1. damaged during, or identified as the root cause of, an accident/incident subject to mandatory reporting, 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; OR, if subject to 1 and/or 2 above, the airworthiness status of each article 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;					
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.					
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.					
25. The signature below confirms, on behalf of the Seller named above, that the information in this form is true to the best of the Seller's knowledge.					
26. Signature		27. Name		28. Identifier	29. Date
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. Form instructions are available on http://www.aviationsuppliers.org .					