

FUNDAMENTALS OF TRACE



ASA | AFRA CONFERENCE

JUNE 5-7, 2022 | DENVER, CO

3 Door Prizes at the end!



**Place a Business Card or
paper with your
name in the bag
being passed around**

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*?

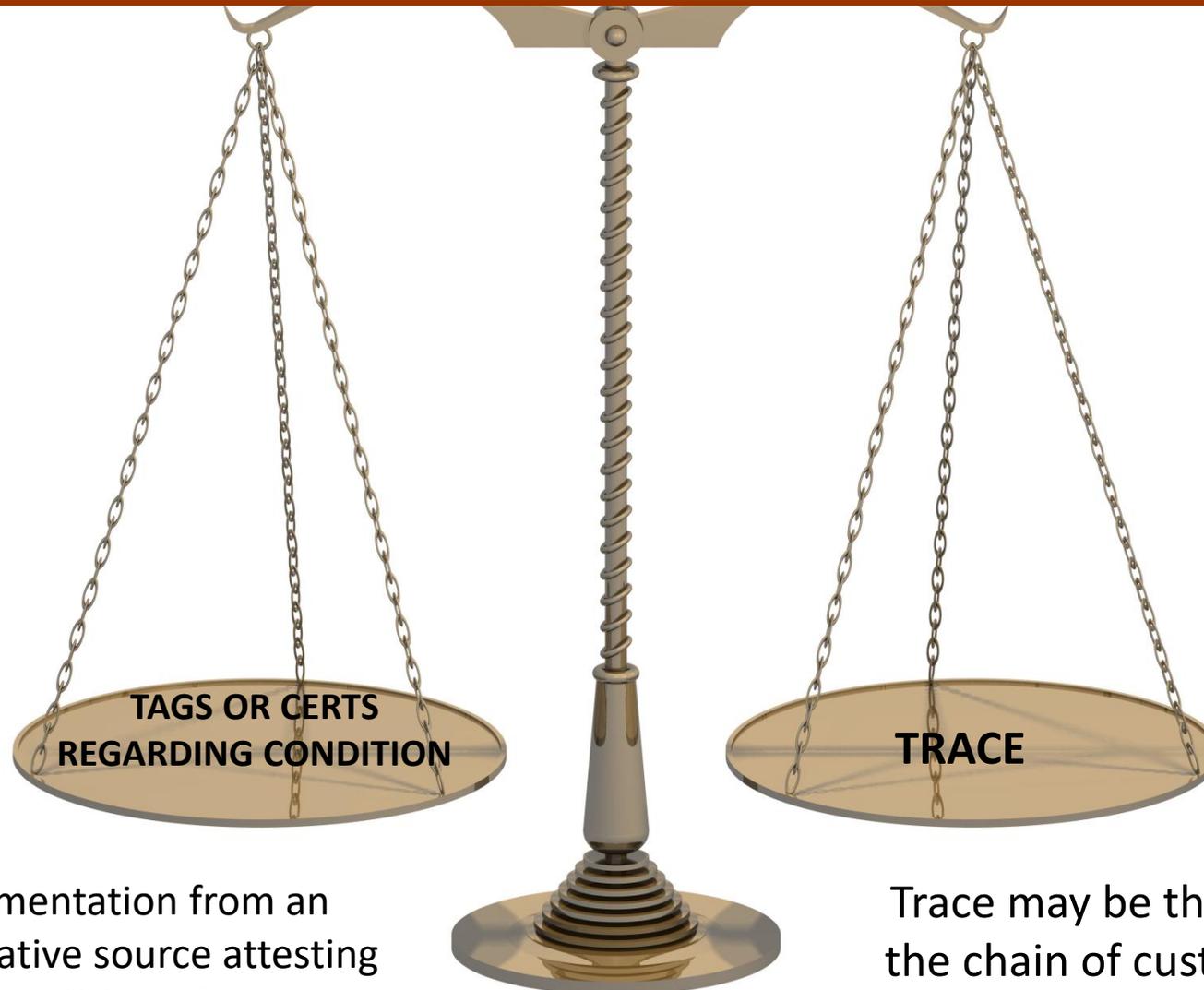
ANSWER: The ability via documentation to track aircraft parts, processes, and materials by lot, serial number or other means *to the certificated source or manufacturer.* ATA Spec 106

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

We're really talking about a chain of custody.



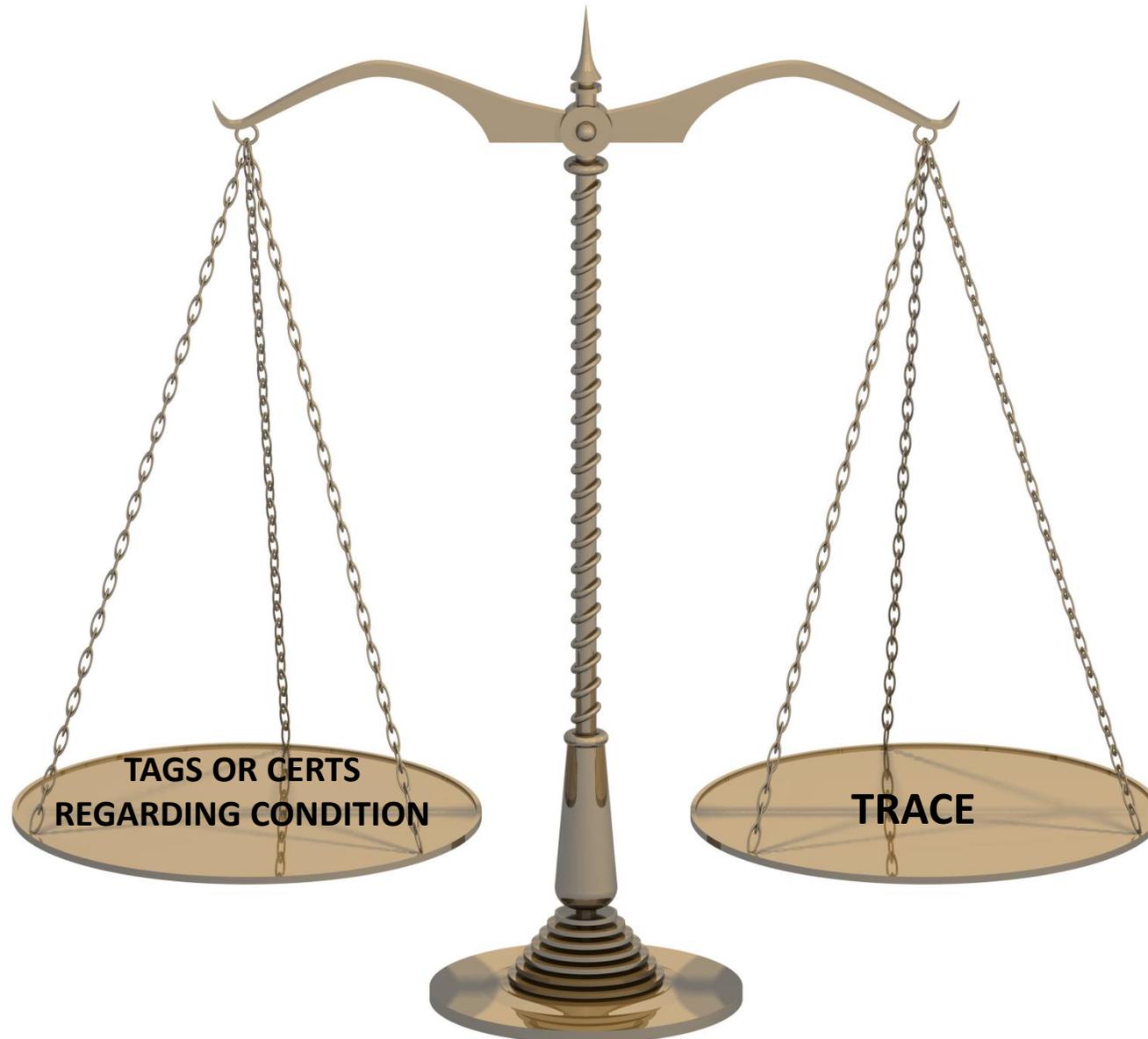
Normally, for aircraft parts to sell, **TWO** elements must be satisfactorily addressed: NOTE: This excludes price



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.**

The two issues are separate and distinct.



I'm afraid you need
a brake specialist.



3
© DAN
BIZARRO.
3-9-13
W/ANDY COWAN

Dist. by King Features

Definitions
please!



As Is

Implies the part is being sold in whatever condition or state it's in. In the aviation industry this usually means there are trace and/or documentation issues. Note that it is not contrary to any regulations to buy or sell parts in As-Is condition as long as the circumstances are clearly represented. The installer has ultimate responsibility to determine the part's airworthiness and suitability for installation.

As Removed

Infers that the part is being represented as an unserviceable part whose airworthiness must be reestablished before it can be installed on an aircraft. Discussion:

- The term also infers that it is known what the next higher assembly is from which it was removed. Ask the seller of such parts to provide trace to its next higher assembly it was removed from.
- Beware that some sellers who have trace issues or gaps in trace or condition, and who should be selling such parts in As-Is condition, have instead taken to using the more palatable term As Removed.
- If purchasing As-Removed parts, consider placing a clause or Term and Condition in the PO which binds the seller to guarantee the part to be repairable. This provides a means for you to recover its cost of the purchase, in case a repair station says the part is BER (which see).

Definitions, continued

Back To Birth

Nearly always used in connection with Engine, APU, or Landing Gear, Life Limited Parts (LLPs), and means that the part's status and trace must impeccably go all the way back to when it was first issued and installed as a new part. Note that no aviation regulation requires this; the requirement remains a stubborn imposition from operators and Leasers. Per the regulations, acceptable trace and status for LLPs is to the last operator

Bench Check

This is a slang term meaning that you want the part sent to a repair station for a quick check of its serviceability, and if found to be airworthy, to issue a fresh tag to that affect. The term is not officially recognized and will not appear on any airworthiness documentation as a condition.



Definitions, continued

BER

Beyond Economical Repair. The term has come into common usage in two instances:

- A part that for various reasons would cost too much to repair, or whose repair cost starts to approach the cost of a new replacement part. For example, an airline may have a policy that if the repair/overhaul costs exceed 80% of the cost of a replacement unit, then the airline would require the part be scrapped, and they would use the accounting credit to purchase a replacement part.
 - In some cases, the market may not have a replacement part, or the OEM has an unacceptably long lead time for a new part. In this case the customer may accept the high repair/overhaul cost.
- Often, the industry uses the term BER to mean the part has exceeded maintenance manual limits. In most such cases the part is considered for scrapping actions.
 - Occasionally the owner of these parts may have reason to believe the OEM will eventually come up with a Service Bulletin or equivalent to address the maintenance exceedance. If so, the parts are typically stored in quarantine awaiting the OEM actions.
 - If a pattern of repeated failures of a part arises and the OEM seems unresponsive to developing a fix, the part may be a candidate for a FAA DER (Designated Engineering Representative) developed repair.

Definitions, continued

Direct Ship

The term Direct Ship and Drop Ship (which see) are not to be confused.

PAH Manufacturers typically have many subcontractor suppliers who manufacture the parts for the PAH. Many of these suppliers do not have FAA Approval, so the parts are manufactured and then sent to the PAH for sale. In some cases, the PAH may authorize the subcontractor supplier to ship the part directly to the customer, and these are commonly called Direct Ship Authorizations or DSAs. For more information see FAA Order 8130.21, AC 21-29, and AC 21-43.

Drop Ship

From the Aviation Supplier's Association: A Drop Shipment occurs when a distributor causes an article to be shipped from the distributor's supplier to the distributor's customer.

Drop Shipments and Direct Shipment (which see) are not to be confused.

Drop Shipment Discussion:

- Drop shipping means that the part and its documentation won't be physically inspected by your Inspectors, so there is always the possibility that the customer may reject the part for an issue that our inspectors would have caught. The customer will always attribute the issue to you.
- There is the possibility that the customer will detect who the part shipped from, and the next time go directly to them for the part.
- Drop shipping is best utilized when there is a clear, urgent requirement for the part such as an AOG.
- There is a mistaken belief among a few that if Hazmat/DG parts are drop shipped, that you would be totally absolved of any responsibility. This is simply not true, since you are the originator of the shipment (the shipment would not have occurred unless you initiated it), you remains liable if the supplier does not comply with the applicable Hazmat/DG requirements.

Definitions, continued

Dual Release

The airworthiness document (such as a 8130-3) has not only been maintained in accordance with the host country regulations, but that it also was accomplished in accordance with the regulations of another nation, such as the EASA Regulations. Note that a Dual Release is only valid on parts which have undergone maintenance; *meaning it is not required nor provided for, or used in the context of New parts.*

- In the US a Dual Release is indicated on the 8130-3
- It is also acceptable to have a single release 8130-3 accompanied by a separate EASA Form 1 for the same work order.
- In some instances, a triple release may be required or given. A triple release for the same work order would typically consist of:
 - 8130-1
 - EASA Form 1
 - CAAC Form AAC-038

Dual Use Parts

A part which can be used for civilian or military use.



A pilot in a dark blue uniform with four gold stripes on each sleeve and a pilot's cap with a gold emblem is holding a large, rectangular sign made of corrugated cardboard. The sign is held up with both hands and has the text "BUY AIRLINE TICKETS LIKE YOU BOUGHT TOILET PAPER" written on it in black marker. The pilot is wearing sunglasses and looking directly at the camera. The background is a clear, bright blue sky. A yellow light fixture is visible at the top center of the frame.

BUY AIRLINE
TICKETS LIKE
YOU BOUGHT
TOILET PAPER

Definitions, continued

MSN

Manufacturer's Serial Number. This acronym is nearly always associated with the serial number of the aircraft and, unlike registration "N" numbers (see N Numbers in Definitions) does not change regardless of ownership.

"N" Numbers (or informally- 'Tail Number') – Registration Numbers

These are commonly seen in big letters towards the rear of the aircraft and are frequently referred to as tail numbers. Formally these are Registration Numbers required by the host country in which the aircraft is registered. Tail numbers will change when aircraft are sold to different owners. In the USA, all registrations are prefixed with an "N", which is why these are commonly called 'N' numbers; for example, N1234AA. ICAO, the International Civil Aviation Organisation, assigns the registration prefixes. The following is a small sampling of prefixes:

- VT India
- PH Netherlands
- F France
- C Canada
- A6 UAE



Definitions, continued

Non-Incident Statements

Non incident statements (NIS) are not required by any regulatory authorities but remain a stubborn requirement from many customers. NIS is typically a statement from the seller that the part does not come from a military source, has not been involved in an incident or accident, etc.

It's a holdover from the 1990's 'bogus parts' hysteria era when some parts were allegedly being switched from military to civilian, taken off of crashed aircraft, involved in warehouse flooding or fire, etc. For many reasons the use of NIS remains controversial but is a fixed requirement in the aftermarket.

Recently IATA (International Air Transport Association) put forth an effort to **replace the traditional NIS with an ICS-Incident Clearance Statement**. The ICS places emphasis on the fact that even if the part was in its past removed from an incident or accident aircraft, its airworthiness has since been reestablished and its past is essentially moot (paraphrased).



Guidance Material and Best Practices for Aircraft Leases

Effective May 2017

4th Edition

TAKE NOTE!

The ASA Statement Form already incorporates the Incident Clearance Statement



For more information on implementing this form, go to:

<https://aviationsuppliers.org/asa-statement-form-2020>

| 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. New Article Certification: 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. Certification: 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. Public Aircraft Certification: To the best of the Seller's knowledge, each article listed above <input type="radio"/> was <input type="radio"/> 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="radio"/> none of the above-listed article(s), has been: 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="radio"/> 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="radio"/> 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 https://www.aviationsuppliers.org . | | | | | |



Preflight Inspections
You failed!

Definitions, continued

New Surplus

A new part which has been released as surplus (meaning a continuing need for the part no longer seems to exist for its current owner) by the airline or repair station, and which has no operating time or cycles, and is being sold by a person other than the OEM. Discussion:

- This term does not have any regulatory definition and has come into use by the purchasing community in order to moderate prices of parts which otherwise might command New part pricing.

Surplus Parts

Whereas the term 'New Surplus' (which see in Definitions) applies to new parts, the term **Surplus Parts** is **broader** but similarly means: A part which has been released as surplus (meaning a continuing need for the part no longer seems to exist for its current owner) by the airline or repair station. These are parts in the aftermarket. **This term *does not imply* the parts condition which could be anything**; it is a general broad term. Also see USM in Definitions.

Definitions, continued

Standard Parts

A part manufactured in complete compliance with an established industry or U.S. Government or international specification. For more information take the ASA's webinar "All About Standard Parts" on this topic at <https://aviationsuppliers.org/webinar-library-index>

USM- Used Serviceable Material

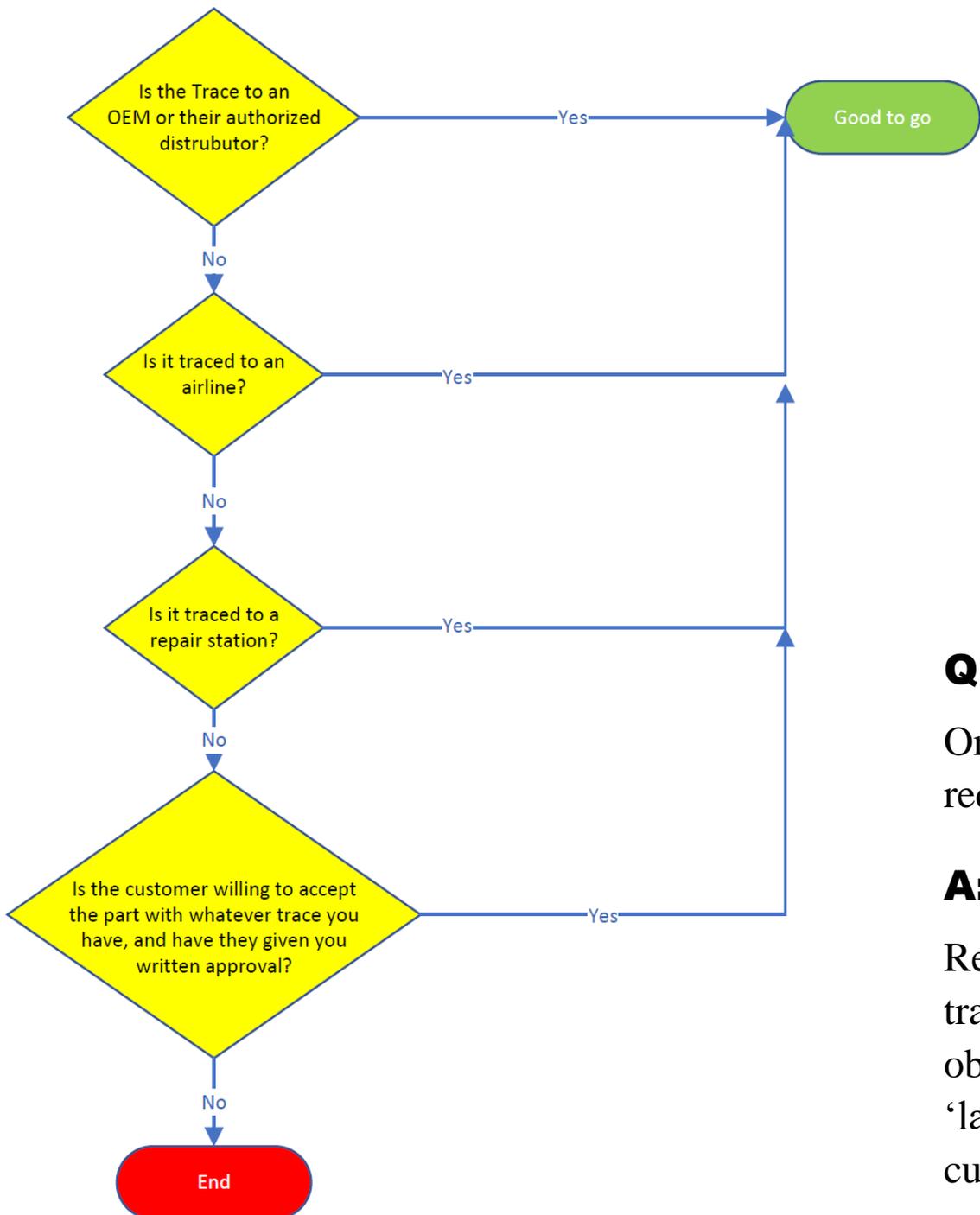
This term has come into recent usage and simply means surplus parts which are serviceable.

Trace-To Jargon

It is common among persons in sales and purchasing to use jargon in conversation regarding trace. Some common terms include 'I have trace to':

- 121- Meaning that the trace is to a USA registered Airline. Federal Aviation Regulation 121 is the FAR these airlines must follow, so it is common to refer to them as '121s'.
- 129- Meaning trace to an air carrier who is not located in the USA (a foreign air carrier from the USA perspective) but must have an FAA 129 Certificate in order to fly into the USA.
 - From the USA perspective care must be taken not to refer to every foreign air carrier as a '129'. For example, Air Zimbabwe is certainly a foreign air carrier, but is not a 129. All 129s can be verified on the FAA's website.
- 145- Meaning trace to a Repair Station

Generally Accepted Trace



Q:

Why do we accept trace to repair stations and airlines, and not demand trace back to the manufacturer?

A:

We accept trace to an airline or repair station because it is well known that since they are certificated entities, their quality systems have strict and acceptable controls on the sources of their own parts.

Q:

One customer accepts trace to a repair station, but another does not and requires further trace. Why is this so?

A:

Recall that trace is not regulatorily required, so the requirements for trace are established by each customer. In addition, it has been observed that some repair stations, knowingly or unwittingly 'launder' parts to conceal issues with trace. Because of this some customers demand trace beyond the repair station.

Trace to a tear-down disassembly

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!



RIP-IT
IDENTIFICATION TAG

1371-598850
PART NUMBER

367
SN

Value
DESCRIPTION

13069
ORDER NUMBER

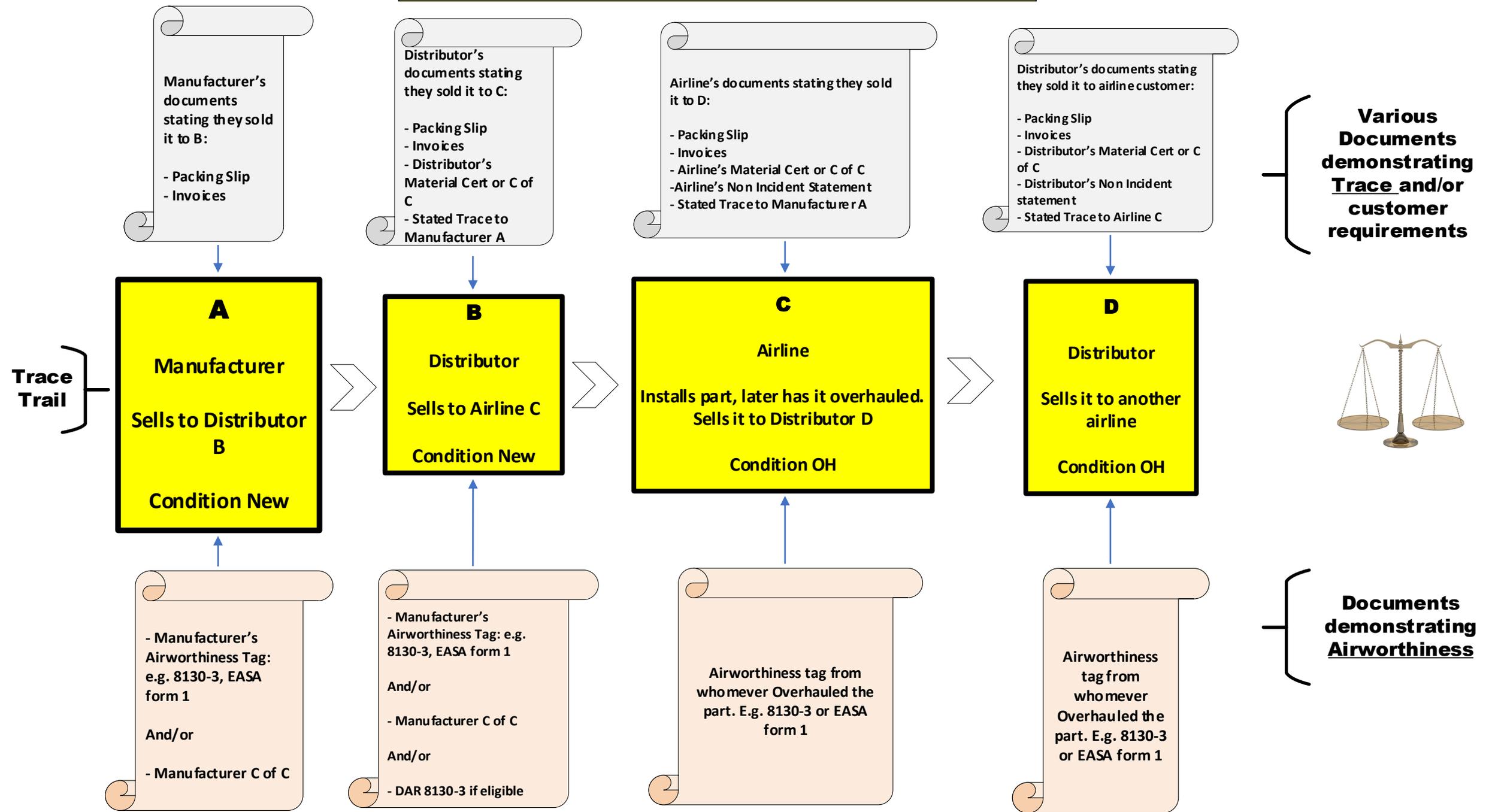
MSN 62112
REMOVED FROM

REMARKS: AR

EMPLOYEE: #2368

QIFORMS

A typical Trace and Airworthiness scenario is shown below.



PART II:

**Workshop, Hands-
On Evaluation of
Documentation**





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: 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


RIP-IT

IDENTIFICATION TAG

1371-598850
PART NUMBER

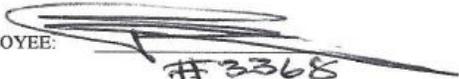
367
S/N

Valve
DESCRIPTION

13069
ORDER NUMBER

MSN 62142
REMOVED FROM

REMARKS: A/R

EMPLOYEE: 
#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 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. | | | | | | | |

In my defense...the flight attendant said please familiarize yourself with all the safety features aboard the aircraft.



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: 
#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.
- 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 GTCB 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,



Bwana Jestuis
Chief Inspector

CASE 1: The Issues:

SIDEBAR:

| 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 |

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

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:

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 | | | | |
| 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. | | | 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 Jesusis".

Bwana Jesusis

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 | | | |
| 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 <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: 1 of 1 | 7. Description: Control Display Unit | 8. Part Number: 688-212-001 | 9. Quantity: 1 | 10. Serial Number: 5308 | 11. Status/Work: 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:

Your own cert says
you obtained it from
a 129

| 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 | 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: The Issues:

PROBLEM: Eagle Air in Guinea is NOT A 129!

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

The screenshot shows a web browser window displaying the FAA's Airline Certificate Information search page. The browser's address bar shows the URL `av-info.faa.gov/OpCert.asp`. The page header includes the FAA logo and the text "Federal Aviation Administration Moving America Safely" and "FAA.gov Home". The main content area is titled "Airline Certificate Information - Search for an Airline by:" and features a search form with a "Name" dropdown menu, a "Partial Airline Name" input field, and "Search" and "Clear" buttons. Below the search form are links for "Definitions and terms" and "Database contents and limitations", with a note that the data is for "SCHEDULED AIR CARRIERS ONLY". The footer contains navigation links for "firstgov.gov", "Privacy Policy", "Web Policies & Notices", "Site Map", "Contact Us", "Frequently Asked Questions", and "Forms". It also includes the U.S. Department of Transportation logo and address, and links for "Readers & Viewers" such as "PDF Reader", "MS Word Viewer", "MS PowerPoint Viewer", "MS Excel Viewer", and "WinZip". The Windows taskbar at the bottom shows the time as 3:59 PM on 5/31/2016.

Federal Aviation Administration
Moving America Safely
FAA.gov Home

Airline Certificate Information - Search for an Airline by: Name ▾

Partial Airline Name

[Definitions and terms](#) [Database contents and limitations](#)
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Federal Aviation Administration
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Washington, DC 20591

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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 Performance Component #9PCM101J | | 3. Form Tracking Number: 4343 | |
| Name and Address: 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 134-58-15 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:

Overhauled



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

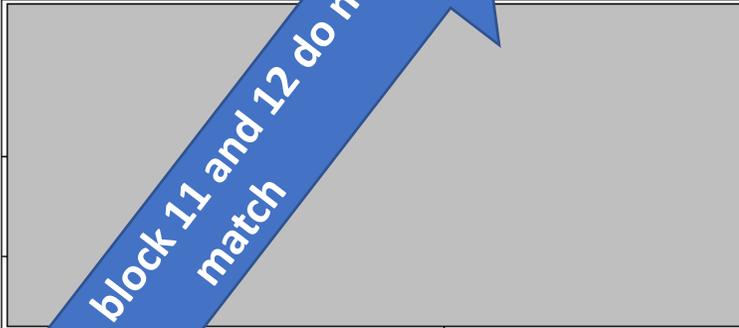
Notes:

- 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 the items are approved for return to service. | | | |
| | | | | 14b. Authorized Signature: <i>Joel Fream</i> | | 14c. Approval/Certificate No.: 9PCM101J | |
| | | | | 14d. Name (Typed on): Joel Fream | | 14e. Date (dd/mmm/yyyy): 11/Mar/2016 | |
| User/Installer Responsibility I, the user/installer, understand that the existence of this document alone does not automatically constitute approval to install the aircraft engine/propeller/article. 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. | | | | | | | |

In fact, block 11 and 12 do not match

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

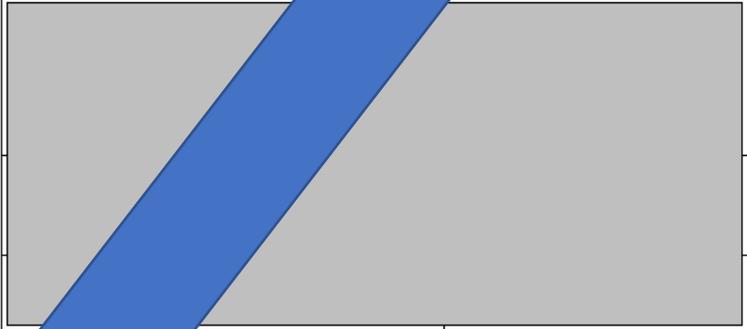
Notes:

- 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... v 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 intended that the user/installer 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:

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.

HOW I FEEL



WHEN I FIX SOMETHING

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

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





*THANK YOU
FOR
ATTENDING!*